A meeting of the **OVERVIEW AND SCRUTINY PANEL (CUSTOMERS AND PARTNERSHIPS)** will be held as a remote meeting via Zoom on **THURSDAY, 4TH FEBRUARY 2021** at **6:00 PM** and you are requested to attend for the transaction of the following business:-

AGENDA

APOLOGIES

1. MINUTES (Pages 3 - 6)

To approve as a correct record the Minutes of the Overview and Scrutiny Panel (Customers and Partnerships) meeting held on 7th January 2021.

Contact Officer: A Green 01223 752549

2. MEMBERS' INTERESTS

To receive from Members declarations as to disclosable pecuniary and other interests in relation to any Agenda item.

3. NOTICE OF KEY EXECUTIVE DECISIONS (Pages 7 - 14)

A copy of the current Notice of Key Executive Decisions is attached. Members are invited to note the Plan and to comment as appropriate on any items contained therein.

Contact Officer: H Peacey 01223 752548

4. CIVIL PARKING ENFORCEMENT (Pages 15 - 170)

The Panel are to consider a report on Civil Parking Enforcement.

Contact Officer: N Sloper 01480 388635

5. ELECTRIC VEHICLE CHARGING (Pages 171 - 230)

A report on Electric Vehicle Charging will be presented to the Panel.

Contact Officer: G McDowell 01480 388386

6. OVERVIEW AND SCRUTINY WORK PROGRAMME (Pages 231 - 238)

The Overview and Scrutiny Work Programme is to be presented to the Panel.

Contact Officer: A Green 01223 752549

Dated this 27th day of January 2021

Head of Paid Service

Disclosable Pecuniary Interests and Non-Statutory Disclosable Interests

Further information on Disclosable Pecuniary Interests and Non - Statutory Disclosable Interests is available in the Council's Constitution

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Arrangements for these activities should operate in accordance with guidelines agreed by the Council.

Please contact Mr Adam Green, Democratic Services Officer (Scrutiny), Tel No. 01223 752549/e-mail Adam.Green@huntingdonshire.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 Committee/Panel.

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

Agenda and enclosures can be viewed on the District Council's website.

HUNTINGDONSHIRE DISTRICT COUNCIL

MINUTES of the meeting of the OVERVIEW AND SCRUTINY PANEL (CUSTOMERS AND PARTNERSHIPS) held as a remote meeting via Zoom on Thursday, 7th January 2021

PRESENT: Councillor D M Tysoe – Chairman.

Councillors T D Alban, B S Banks, S J Criswell, J W Davies, Ms A Diaz, Mrs A Dickinson, D A Giles, Mrs S Smith and Mrs S R Wilson.

APOLOGY: An apology for absence from the meeting was submitted on behalf of Councillor Mrs J Tavener.

IN ATTENDANCE: Councillors I D Gardener, D N Keane, J P Morris, J M Palmer, K I Prentice and R J West.

31 MINUTES

The Minutes of the meeting held on 3rd December 2020 were approved as a correct record by the Panel.

32 MEMBERS' INTERESTS

No declarations of interest were received.

33 NOTICE OF KEY EXECUTIVE DECISIONS

The Panel received and noted the current Notice of Key Executive Decisions (a copy of which is appended in the Minute Book) which had been prepared by the Executive Leader for the period 1st January 2021 to 30th April 2021.

34 CONSULTATION BY NATIONAL AIR TRAFFIC SERVICE - LONDON LUTON AIRPORT FLIGHTPATHS

Consideration was given to a report by the Operational Manager (People) (a copy of which is appended in the Minute Book) on the consultation by the National Air Traffic Service (NATS) on the London Luton Airport (LLA) Flightpaths. Also in attendance to answer the Panel's questions were Nicole Morris, Colin Wyatt and Adrian Ryman from the NATS/LLA Consultation Team.

In addition to the report, Mr Wyatt gave Members a brief presentation on the proposal but focused on the section which most affected Huntingdonshire. Mr Wyatt informed Members that a final decision had yet to be made and that NATS are legally required to respond to all comments they received during the consultation.

Councillor Banks asked whether the holding zone could be moved away from St Neots because it was a highly populated area. Councillor Giles agreed with the

suggestion and commented that the holding zone did not need to move far. In responding to the comments, Mr Wyatt stated that due to the north-south flightpaths, the east-west flightpaths and the military airspace, the holding zone would be better located where it was proposed. He added that NATS did model other options but for the reasons already referred to, they were not considered to be feasible. However, the Panel was informed that it might be possible to move the holding zone slightly.

Following a query from Councillor Criswell about the necessity for a holding zone, Members were informed that NATS did consider whether it was required as part of its assessment of the available options, but this was rejected by the Civil Aviation Authority (CAA) on the grounds of safety. In terms of flight numbers, Ms Morris stated that it was expected flight numbers would return to pre-pandemic levels in time and that the holding zone was required.

In response to a question from Councillor Alban regarding the effect pollution levels would have upon residents, the Panel was informed that it would be minimal as the mixing that occurred at altitude meant that pollution from the planes would be dispersed. Councillor Alban then raised the suggestion that the holding zone could be located over the North Sea. However, the Panel was informed that due to the distance from the LLA and the timings involved in bringing planes to land, a holding zone located over the North Sea could not be justified.

Councillor Gardener stated that his residents' main concern was that the noise from a plane at 8000ft would be approximately 55db (according to NATS documentation) and the ambient background noise within parts of the countryside would be 29db. At these levels noise from planes would be intrusive for residents living in rural areas of the District. If the holding zone could not be moved, he suggested that the minimum flying height within the holding zone should be raised to 9000ft. This would reduce the potential for noise from planes within the holding zone to cause nuisance at ground level.

Following a question from Councillor Giles, Ms Morris confirmed that there were no plans for either a second runway or an extension of the existing runway at LLA.

The Chairman queried the timescales for the consultation and stated that due to the importance of the proposed change, the complexity of the documentation and the fact that the residents being consulted would have to obtain their own expert advice to be able to respond meaningfully, 15 weeks for the consultation seemed insufficient. In response, Members were informed that the CAA through their document, CAP 1616, recommended that the consultation should last for a minimum of 12 weeks and that this consultation exceeded the recommended timescale.

The independence of the conclusions and findings was questioned by the Chairman. Mr Wyatt stated that NATS were guided by the data provided by the CAA and that Members should have full confidence in the conclusions and findings. The Chairman then questioned why Stansted airport were not co-authoring the reports as the outcome would potentially change their existing arrival flightpaths. It was explained that Stansted were involved at the start of the

process, but it was established that the arrivals from LLA could be moved without affecting the Stansted arrivals.

In response to a question from the Chairman, the Panel was informed that NATS had contacted an officer at the Ministry of Defence in regard to the consultation and the impact the proposals would have upon military airspace in the East of England.

It was explained to the Panel, following a query from the Chairman, that once the holding pattern was agreed and implemented there would not be a significant margin of error. This meant there were unlikely to be planes drifting outside the zone and flying over areas which were not expecting it.

Councillor Alban asked how many flights Huntingdonshire residents could expect to use the holding zone. Mr Wyatt informed Members that it was expected that there would be an average of 219 flights per day arriving at LLA rising to 249 flights during the summer peak. On average this would be nine planes per hour, however Mr Ryman explained that, on average, air traffic control landed 30% of all flights before they needed to use the holding zone and therefore the statistics could be reduced by up to 30%.

Following on, Councillor Alban, questioned what could be done if the modelling proved incorrect when the proposal was enacted. Mr Wyatt explained that the statistics and the modelling were the best that could be provided by NATS and the CAA. After the scheme had been implemented for a year, there was a post-implementation review by the CAA. Should the CAA find that the reality was significantly different to the modelling, then the CAA could insist on a change.

After a query on the lack of evidence for the need for the holding zone to be located over Huntingdonshire and evidence that other options had been considered, Mr Wyatt explained that the evidence was considered under stage 2 of the process (with the consultation being stage 3). On behalf of the Panel, the Chairman expressed, dissatisfaction that the data had not been provided to demonstrate the need for the holding zone to be placed where proposed and that the other options considered had not been included in the consultation.

Addressing the responses by the Town and Parish Councils, the Chairman stated that he was satisfied that the Panel had covered the points and raised them with the NATS/LLA Consultation Team. Whereupon, the Panel

RESOLVED

that the comments of Members on this item be forwarded to Cabinet for consideration as part of its response to the consultation on behalf of the Council.

35 PROPOSED CHANGES TO NEIGHBOURHOOD POLICING IN CAMBRIDGESHIRE

Having noted that the proposed changes to Neighbourhood Policing in Cambridgeshire would not be discussed at the meeting, the Panel,

RESOLVED

that the item be deferred to the meeting in April 2021.

36 OVERVIEW AND SCRUTINY WORK PROGRAMME

With the aid of a report by the Democratic Services Officer (Scrutiny) (a copy of which is appended in the Minute Book) the Overview and Scrutiny Work Programme was presented to the Panel. The Chairman informed the Panel that there would be a task and finish review on the floods throughout Huntingdonshire during December 2020.

Chairman

NOTICE OF EXECUTIVE KEY DECISIONS INCLUDING THOSE TO BE CONSIDERED IN PRIVATE

Prepared by: **Councillor R Fuller, Executive Leader of the Council**
Date of Publication: **13 January 2021**
For Period: **1 February 2021 to 31 May 2021**

Membership of the Cabinet is as follows:-

Councillor Details		Councillor Contact Details
Councillor Mrs M L Beuttell	Executive Councillor for Operations and Environment	Care of Huntingdonshire District Council Pathfinder House St Mary's Street Huntingdon PE29 3TN Tel: 01480 388388 E-mail: Marge.Beuttell@huntingdonshire.gov.uk
Councillor S Bywater	Executive Councillor for Community Resilience and Well-Being	9 Crabapple Close Sawtry Huntingdon PE28 5QG Tel: 07984 637553 E-mail: Simon.Bywater@huntingdonshire.gov.uk
Councillor R Fuller	Executive Leader of the Council and Executive Councillor for Housing and Economic Development	8 Sarah Grace Court New Road St Ives Huntingdon PE27 5DS Tel: 01480 388311 E-mail: Ryan.Fuller@huntingdonshire.gov.uk

Councillor J A Gray	Executive Councillor for Finance and Resources	Vine Cottage 2 Station Road Catworth Huntingdon PE28 OPE Tel: 01832 710799 E-mail: Jonathan.Gray@huntingdonshire.gov.uk
Councillor D Keane	Executive Councillor for Corporate Services	1 Bells Villas Mill Street Houghton Cambridgeshire PE28 2BA Tel: 01480 467147 E-mail: David.Keane@huntingdonshire.gov.uk
Councillor J Neish	Deputy Executive Leader and Executive Councillor for Strategic Planning	7 Willow Green Needingworth St Ives Cambridgeshire PE27 4SW Tel: 01480 466110 E-mail: Jon.Neish@huntingdonshire.gov.uk
Councillor K Prentice	Executive Councillor for Leisure and Regulatory Services	2 Ushers Court 89 Great North Road Eaton Socon St Neots PE19 8EL Tel: 01480 214838 E-mail: Keith.Prentice@huntingdonshire.gov.uk

Notice is hereby given of:

- Key decisions that will be taken by the Cabinet (or other decision maker)
- Confidential or exempt executive decisions that will be taken in a meeting from which the public will be excluded (for whole or part).

A notice/agenda together with reports and supporting documents for each meeting will be published at least five working days before the date of the meeting. In order to enquire about the availability of documents and subject to any restrictions on their disclosure, copies may be requested by contacting the Democratic Services Team on 01480 388169 or E-mail Democratic.Services@huntingdonshire.gov.uk.

Agendas may be accessed electronically at the District Council's website.

Formal notice is hereby given under The Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012 that, where indicated part of the meetings listed in this notice will be held in private because the agenda and reports for the meeting will contain confidential or exempt information under Part 1 of Schedule 12A to the Local Government (Access to Information) Act 1985 (as amended) and that the public interest in withholding the information outweighs the public interest in disclosing it. See the relevant paragraphs below.

Any person who wishes to make representations to the decision maker about a decision which is to be made or wishes to object to an item being considered in private may do so by emailing Democratic.Services@huntingdonshire.gov.uk.or by contacting the Democratic Services Team. If representations are received at least eight working days before the date of the meeting, they will be published with the agenda together with a statement of the District Council's response. Any representations received after this time will be verbally reported and considered at the meeting.

Paragraphs of Part 1 of Schedule 12A to the Local Government (Access to Information) Act 1985 (as amended) (Reason for the report to be considered in private)

1. Information relating to any individual
2. Information which is likely to reveal the identity of an individual
3. Information relating to the Financial and Business Affairs of any particular person (including the Authority holding that information)
4. Information relating to any consultations or negotiations or contemplated consultations or negotiations in connection with any labour relations that are arising between the Authority or a Minister of the Crown and employees of or office holders under the Authority
5. Information in respect of which a claim to legal professional privilege could be maintained in legal proceedings
6. Information which reveals that the Authority proposes:-
   (a)To give under any announcement a notice under or by virtue of which requirements are imposed on a person; or
   (b)To make an Order or Direction under any enactment
7. Information relating to any action taken or to be taken in connection with the prevention, investigation or prosecution of crime.

Huntingdonshire District Council
Pathfinder House
St Mary's Street
Huntingdon PE29 3TN.

Notes:- (i) Additions changes from the previous Forward Plan are annotated ***
(ii) Part II confidential items which will be considered in private are annotated ## and shown in italic.

Subject/Matter for Decision	Decision/ recommendation to be made by	Date decision to be taken	Documents Available	How relevant Officer can be contacted	Reasons for the report to be considered in private (paragraph no.)	Relevant Executive Councillor	Relevant Overview & Scrutiny Panel
Community Chest Grant Aid Awards 2020/21	Grants Panel	3 & 17 Feb 2021 3, 17 & 31 Mar 2021		Claudia Deeth, Community Resilience Manager Tel No: 01480 388233 or email: Claudia.Deeth@huntingdonshire.gov.uk		S Bywater & J Gray	Customers and Partnerships
Cambridgeshire and Peterborough Combined Authority Accelerated Towns Programme***	Cabinet	11 Feb 2021		David Edwards, Corporate Director (Interim) Tel No: 07768 238708 or email: David.Edwards@huntingdonshire.gov.uk		R Fuller	Performance and Growth

Subject/Matter for Decision	Decision/ recommendation to be made by	Date decision to be taken	Documents Available	How relevant Officer can be contacted	Reasons for the report to be considered in private (paragraph no.)	Relevant Executive Councillor	Relevant Overview & Scrutiny Panel
Electric Vehicle Charging	Cabinet	11 Feb 2021		George McDowell, Parking Services Officer Tel No: 01480 388386 or email: George.McDowell@huntingdonshire.gov.uk		Mrs M L Beuttell	Customers and Partnerships
Decriminalised Parking	Cabinet	11 Feb 2021		Neil Sloper, Head of Operations Tel No: 01480 388635 or email: Neil.Sloper@huntingdonshire.gov.uk		M Beuttell	Customer and Partnerships

Subject/Matter for Decision	Decision/ recommendation to be made by	Date decision to be taken	Documents Available	How relevant Officer can be contacted	Reasons for the report to be considered in private (paragraph no.)	Relevant Executive Councillor	Relevant Overview & Scrutiny Panel
Final 2020/21 Revenue Budget and Medium Term Financial Strategy (2022/23 to 2025/26) including the Capital Programme	Cabinet	11 Feb 2021		Claire Edwards, Chief Financial Manager Tel No: 01480 388822 or email: Claire.Edwards@huntingdonshire.gov.uk		J Gray	Performance and Growth
2021/22 Treasury Management, Capital and Investment Strategies	Cabinet	11 Feb 2021		Claire Edwards, Chief Financial Manager Tel No: 01480 388822 or email: Claire.Edwards@huntingdonshire.gov.uk		J Gray	Performance and Growth

Subject/Matter for Decision	Decision/ recommendation to be made by	Date decision to be taken	Documents Available	How relevant Officer can be contacted	Reasons for the report to be considered in private (paragraph no.)	Relevant Executive Councillor	Relevant Overview & Scrutiny Panel
Community Infrastructure Levy Governance	Cabinet	11 Feb 2021		Clara Kerr, Service Manager - Growth Tel No: 01480 388430 or email: Clara.Kerr@huntingdonshire.gov.uk		J Neish	Performance and Growth
Local Lettings Plan Alconbury Weald	Cabinet	18 Mar 2021		Jon Collen, Housing Needs and Resource Manager Tel No: 01480 388218 or email: Jon.Collen@huntingdonshire.gov.uk		R Fuller	Customer and Partnerships
Lettings Policy Review	Cabinet	18 Mar 2021		Jon Collen, Housing Needs and Resource Manager Tel No: 01480 388218 or email Jon.Collen@huntingdonshire.gov.uk		R Fuller	Customers and Partnerships

Subject/Matter for Decision	Decision/ recommendation to be made by	Date decision to be taken	Documents Available	How relevant Officer can be contacted	Reasons for the report to be considered in private (paragraph no.)	Relevant Executive Councillor	Relevant Overview & Scrutiny Panel
Shared Services Business Plans 2021/22##	Cabinet	18 Mar 2021		Oliver Morley, Corporate Director (People) Tel No: 01480 388103 or email: Oliver.Morley@huntingdonshire.gov.uk	3	D Keane	Performance and Growth

Public
Key Decision - Yes

HUNTINGDONSHIRE DISTRICT COUNCIL

Subject Matter:	Civil Parking Enforcement
Meeting/Date:	Overview and Scrutiny Panel (Customers and Partnerships) – 4th February 2021
Executive Portfolio:	Executive Councillor for Operations and Environment
Report by:	Head of Operations
Wards affected:	All

RECOMMENDATION

The Overview and Scrutiny Panel is invited to comment on the report that proposes amending the Council's Off-Street Parking Strategy 2018-2023 to allow the progression Civil Parking Enforcement (CPE) of on-street parking offences in Huntingdonshire from the Cabinet report attached at Appendix A.

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Public
Key Decision - Yes

HUNTINGDONSHIRE DISTRICT COUNCIL

Title:	Civil Parking Enforcement
Meeting/Date:	Cabinet – 11th February 2021
Executive Portfolio:	Executive Councillor for Operations and Environment
Report by:	Head of Operations
Wards affected:	All

Executive Summary:

The report proposes amending the Council's Off-Street Parking Strategy 2018-2023 to allow the progression Civil Parking Enforcement (CPE) of on-street parking offences in Huntingdonshire. It sets out the legal requirements and framework, a broad project timeline and resources required along with the future financial implications and risks.

On-street parking offences are currently a criminal offence with enforcement falling to the Police. CPE transfers the powers and responsibility for on-street (yellow line) enforcement to the Highways Authority (Cambridgeshire County Council) in accordance with the Traffic Management Act 2004. Huntingdonshire District may only take on the powers if an agency agreement is in place with the Highways Authority to do so, this normally encompasses the responsibility for all sign and yellow line maintenance to the enforcing authority.

Following two previous independent assessments the implementation of CPE in 2013 & 2017 the Council concluded, whilst CPE could be implemented, it was not financially viable to do so. At the time of adopting the Off-Street Parking Strategy the Council therefore opted not to progress CPE.

The Council's vision is to support a safe and healthy environment, deliver economic growth, provide value for money services and create opportunities for the people of Huntingdonshire.

Persistent and acute inconsiderate on-street parking continues to be a key issue of concern for our residents and towns. Given the other significant priorities of the Police on-street enforcement is unable to be a major priority which results in dangerous parking that prevents equality of access to our pavements and impacts the look and feel of our market towns at a time when the Council is undertaking considerable efforts to create an environment within which Huntingdonshire and its people can thrive.

The “Civil Parking Enforcement Feasibility Study” highlighted:

- Huntingdonshire suffers from a high level of non-compliance with its on-street parking restrictions (Huntingdon 46.5%, Ramsey 53%, St Ives 58%, St Neots 66.7%)
- Many of the signs & lines surveyed within Huntingdonshire are not of the correct standard (220 restrictions reviewed; 480 issues found. 184 had at least one query)
- CPE represents a solution to non-compliance with on-street parking restrictions failing pro-active Police enforcement.

Whilst the report identifies the financial impact of CPE, members are asked to consider whether this financial impact is off set by the benefits of consistently enforced on-street traffic regulations and associated positive impact this will have on our district and its towns.

RECOMMENDED

That the Cabinet:

(a) *Update the Off-Street Parking Strategy 2018-2023 to enable the progression Civil Parking Enforcement of On-Street Parking in Huntingdonshire*

(b) *Approve the two year project ‘Civil Parking Enforcement’ in Huntingdonshire to be started from 1st April 2021 utilising the budget provision already made for the project with associated revenue implications.*

(c) *Authorise Officers to seek an agency agreement with the Highways Authority, Cambridgeshire County Council, in line with recommendations (a) and (b) above and their commitment to support the required application to the Department for Transport.*

1. PURPOSE OF THE REPORT

1.1 The report enables the Council to amend the recommendations of the Huntingdonshire District Council's (HDC) Off-Street Parking Strategy 2018-2023 which in 2018 decided not to progress the civil enforcement of on-street parking offences in Huntingdonshire.

1.2 It sets out the legal requirements and framework, indicative project timeline and resources required along with the future financial implications and risks.

2. BACKGROUND

Civil Parking Enforcement (CPE)

2.1 On-street parking offences in Huntingdonshire are a criminal offence with enforcement falling to the Police. CPE is a process overseen and instigated by the County Council as the Highways Authority with an application submitted to the Department for Transport (DfT). If this is successful, the result is Civil Parking Enforcement (CPE) where the County Council assumes enforcement responsibility in accordance with the Traffic Management Act 2004.

2.2 HDC has no statutory requirement to take on the responsibility for on-street enforcement either now or under CPE. Any District may only take on enforcement powers if an agency agreement is in place with the Highways Authority to do so, this invariably passes the responsibility for all sign and yellow line maintenance to the enforcing authority.

2.3 CPE only becomes a statutory function of the District Council once adopted with an agency agreement in place between the Highway Authority (Cambridge County Council, CCC) and District Council. The powers are then conferred by the Traffic Management Act 2004 (TMA) and associated statutory guidance. These powers **cannot be** delegated to a Town or Parish Council, this is set out in the TMA..

2.4 10 of 327 authority areas in England do not operate Civil Parking Enforcement: Cherwell, East Cambridgeshire , Fenland , Halton, Huntingdonshire, Isles of Scilly, North Warwickshire, South Cambridgeshire, South Oxfordshire, Wealden.

Independent Assessments of De-Criminalised Parking

2.5 Independent assessments of CPE were commissioned by the Council in both 2013 & 2017. Both concluded that whilst CPE can be rolled out, it was not financially viable to do so without on-going revenue funding to support the service – on-street enforcement cannot lawfully make income and aims to achieve compliance with no contraventions and no penalties issued (Appendix A).

2.6 The Off-Street Parking Strategy adopted in October 2018 (Appendix B), recommended not to progress CPE based on the revenue implications of the decision taking account the wider context at that time.

2.7 The "Civil Parking Enforcement Feasibility Study" undertaken in 2017 highlighted:

- Huntingdonshire suffers from a high level of non-compliance with its on-street parking restrictions (Huntingdon 46.5%, Ramsey 53%, St Ives 58%, St Neots 66.7%)
- Many of the signs & lines surveyed within Huntingdonshire are not of the correct standard (220 restrictions reviewed; 480 issues found. 184 had at least one query)
- CPE represents a solution to non-compliance with on-street parking restrictions failing pro-active Police enforcement.
- The project overall is not operationally viable without funding from alternative sources, CPE on its own does not provide a robust business case.

Off Street Parking Strategy

2.8 The Council, through a Strategic Review of Car Parking Task and Finish Group established a Vision and Strategy for the management of the Council's Off Street Car parks in 2017/18. Whilst on-street parking enforcement was outside the remit of the Task and Finish group the group elected to review the case for CPE including a presentation to Scrutiny which covered the implications.

2.9 Appendix 3 of the Off-Street Parking Strategy concluded:

At present, Huntingdonshire District Council has no requirement and does not wish to:

• fund or contribute towards the implementation or setup costs

• fund of contribute towards ongoing costs (e.g. operational)

• take on the responsibility for any enforcement action

In summary:

• Localised on-street parking issues are present, however the issues are contained and not spread district-wide

• Targeted Police enforcement action is considered an appropriate solution

• On-street parking enforcement and its associated costs are the responsibility of the Police

3. ANALYSIS

State of Parking Contravention

3.1 Independent research and very recent experience of making changes to our towns in support of safe Re-Opening of our Towns showed that St Neots and St Ives in particular have significant issues that arise from inconsiderate parking which may only be dealt with through consistent and effective enforcement. On street compliance with yellow line restrictions is identified as less than 50% in all our towns except Huntingdon, where the high street is pedestrianised and gated.

3.2 Our community has successfully campaigned for yellow line restrictions to address parking issues that have impacted their neighbourhood, for very localised safety concerns and to prevent commuter parking blight. However, given the clear lack of availability of police enforcement these restrictions once implemented by CCC are not always effective.

3.3 The government has recently consulted on a national approach to kerb parking due to the problems of accessibility and safety that this causes, this closed on 22nd November. However, until this is in place there is currently no restriction other than yellow line controls/a specific kerb parking ban that can address this. Without enforcement the effectiveness of any additional controls would be non-effective. Currently any change to legislation would have little or no impact without CPE.

Alternatives to CPE

3.4 Whilst the Police have worked in partnership with us when they have the resources available to address hot spot issues in our towns, consistent enforcement is currently not viable. The Police suggested the option of delegating their powers to officers of HDC using the powers of Policing and Crime Act 2017. Unfortunately, it was confirmed by HDC investigation that it is only possible for the Police to delegate to directly engaged staff or volunteers. This was therefore not viable due to the additional Police resources required to set up and manage such an operation.

3.5 Another option considered with the Police was for HDC to fund additional PCSOs to focus on on-street enforcement. This was not viable due to the current priorities of policing meaning any PCSO resource could not be realistically focussed on solely on-street enforcement as they would need to be managed in line with existing PCSO deployment.

3.6 The final alternative is to maintain the current status quo with the level of parking contravention being addressed by targeted Police enforcement and consideration of additional physical barriers such as bollards and gates to restrict access to vehicles. Pedestrianisation in Huntingdon is effective when the gate is secured, otherwise there are persistent contraventions as there is no effective enforcement. Such an approach would incur additional costs such as gate locking services and capital funding of physical design features that prevent inconsiderate parking. These are not always feasible in our towns due to the already narrow high streets in certain locations. Given the priorities for Policing and the increasing need to prioritise resources on major crime and emergencies,

it is unlikely resources will be available for consistent and effective on-street enforcement.

4. COMMENTS OF OVERVIEW & SCRUTINY

4.1 The comments of the relevant Overview and Scrutiny Panel will be included in this section prior to its consideration by the Cabinet.

5. RISKS

5.1 District Councils are not eligible under the TMA to apply for CPE powers, only County, unitary or metropolitan councils may apply to the Secretary of State to designate their administrative area as a civil enforcement/special enforcement area (CEA/SEA). The application for Huntingdonshire to become a CEA/SEA must therefore be made by CCC and a risk remains that the Secretary of State may not approve such an application solely for Huntingdonshire.

5.2 Whilst the District Council may then take on enforcement through an Agency Agreement HDC will not have the power to implement Traffic regulation Orders. HDC may be involved in the preparing of additional TROs but the making of TROs remains with CCC. Whilst HDC will be funding all costs of survey and preparation, there is a dependency upon the CCC to 'make' any required TRO changes in the event that any are established to be flawed or not in place.

5.3 Failure to progress CPE may result in persistent parking issues in our towns impacting safety, accessibility, and environment. This will impact our aspirations for recovery post COVID19 and Town Master planning.

5.4 CPE is not viable as a stand-alone entity in the HDC financial business case, it will require an estimated annual revenue subsidy on £70,000 to £80,000 from the off-street car parking account, which then increases depending upon the degree of compliance and level of enforcement resources engaged which must provide an effective and continued enforcement presence. Government guidance is specific on this point:

Previous guidance said that local authority parking enforcement should be self-financing as soon as practicable. This is still a sensible aim, but compliant applications for civil parking enforcement will be granted without the scheme being self-financing.

But authorities will need to bear in mind that if their scheme is not self-financing, then they need to be certain that they can afford to pay for it from within existing funding. The Secretary of State will not expect either national or local taxpayers to meet any deficit.

(i.e. Council Tax increases may not be made to fund CPE, any losses must be made good from the off street car parking receipts)

5.5 Project timescales will be impacted by the detailed analysis of signs, lines and TROs as these must be fully compliant and up to date in order

for a CPE application made to the DfT, be approved and for enforcement to be effective and not subject to successful challenge for any errors in these elements. Should the current level of discrepancy be significant, the project timescales to correct any failings both physical works and through new TROs may impact delivery timescales.

5.6 The introduction of a pavement parking restriction nationwide will likely increase the enforcement requirement (cost) and the number of contraventions processed. This is estimated to add an additional revenue burden of up to £25,000 on the Parking Service in a worst case.

5.7 The on-going maintenance of signs and lines will pass to HDC though the Agency Agreement. Whilst this will have little impact in the short term (2-3 years) anecdotally a regime of inspection and planned works will require additional funding of potentially £20,000 per year for works and £30,000 for an inspection regime district wide in the medium to long term.

5.8 The provision of all on-street parking arrangements including resident permits will fall to HDC. There is a risk for a significant demand for new schemes which may not under law operate at a surplus and anecdotally can take up to 10 years to become cost neutral depending upon the permit price charged. This is due to the high initial cost of design, public consultation, order making and installation which can exceed £25,000 for a typical scheme. There is a right to petition the Council under the TMA introduced in 2014 to request or challenge such schemes. The Council will need to adopt a policy on progression of such schemes to control capacity and cost implications. HDC would need to entirely fund any CCC costs of any TROs. The establishment of CPE does not establish a budget to progress such schemes.

5.9 Parking enforcement, as with any enforcement activity, can give rise to negative public perception and reaction, this will be mitigated with clear and publicised enforcement priorities.

5.10 The project risk in terms of organisation, associated policy production and IT upgrade is minimal and controllable due to the significant number of well-developed schemes nationally and the dedicated project resources included within the costed implementation.

6. TIMETABLE FOR IMPLEMENTATION

6.1 If approved, a project initiation process will be undertaken in March including the appointment of dedicated project support, appointed to start as soon as practicably possible. A project contingency of 6 months is included given the degree of uncertainty around the status of all signs, lines and TROs. These must be demonstrably sound for the DfT to approve the application for de-criminalisation. This contingency is included within the indicative 24 month project timetable. A definitive timetable will be drawn up subject to the decisions taken in this report. A model project plan is presented in Appendix C

6.2 CPE may only be implemented on either a 1st April or 1st October, following application to the DfT. Depending upon the decision taken in response to this report and the scale of works required to signs and lines, an additional contingency of 6 months on top of the 24 month programme set out may be required. Once the project initiation is completed a detailed project plan will be available with updates to Councillors proposed on a six month basis.

6.3 It is important to highlight that a considerable amount of work is done which is unseen to ensure that the signs and lines within the district are surveyed and brought up to an enforceable standard. Given that initial research indicated that in a sample of 220 restrictions, almost all had something that needed resolution, there may be a need for an extensive remediation programme of installing signs and re-painting lines to meet Civil Enforcement standards, **this could extend the project timescale and costs.**

6.4 All Traffic Regulation Orders (TRO) that establish parking restrictions must be mapped, digitised, and checked as being valid and lawful. A contravention is successfully enforced through a valid observation, a valid sign and line as well as a valid TRO. If any element is not verifiable then an appeal against a ticket issues is likely to be upheld. TROs follow a statutory process including a requirement for public consultation which can take between 12 and 18 months to put in place, complex or contentious TROs can take longer. If any are required **this could extend the project timescale and costs.**

6.5 Once CPE is live, the independent report advising the Council suggested that a period of 18-24 months of settling down is normal for the community to become familiar with the new on-street enforcement regime with a consistent level of overall compliance achieved. After this a review should be undertaken to ensure that the most efficient model of operation is in place.

7. LINK TO THE CORPORATE PLAN

7.1 The introduction of CPE in Huntingdonshire will support the Council's Vision:

To support a safe and healthy environment, deliver economic growth, provide value for money services and create opportunities for the people of Huntingdonshire.

7.2 CPE supports the delivery of Place objectives.

We want to make Huntingdonshire a better place to work, invest specifically:

- Create, protect and enhance our safe and clean built and green environment.*and,*

- Support development of infrastructure (transport) to enable growth.

8. CONSULTATION

8.1 This paper has been informed by consultation with the County Councils Highways team with responsibility for On-street parking and who operate the On-street parking enforcement within Cambridge. They will support a CPE application subject to all costs being met by HDC.

8.2 The Department for Transport (DfT) Guidance recommends, as a minimum, local authorities should consult the following groups:

- other traffic authorities (including Highways England) who may be affected
- the emergency services
- the Driver and Vehicle Licensing Agency (DVLA)

It is recommended that consultation also includes:

- Wider stakeholders with an interest in parking, including businesses, motoring groups and representative organisations; and those who will be affected, including residents, motorists and the general public.
- Authorities should include socially excluded groups.

This consultation will form part of the implementation project and evidence for the DfT application by the Highways Authority on our behalf.

9. LEGAL IMPLICATIONS

9.1 The Council's off-street car parks are operated under the Road Traffic Regulation Act 1984. This Act determines the basis for the issue of and progression of penalty charge notices in our Off-Street Car parks and the legal basis upon which restriction in car park use are enforceable. The Highways Authority retains all responsibility for On-Street controls and enforcement including charged on-street parking, limited waiting bays, yellow line restrictions and resident permit parking (on-street).

9.2 Upon the implementation of CPE the Council must operate its off-street car parks under the Traffic Management Act 2004 as this is the basis upon which restrictions on-street are controlled and enforceable by the local authority. This requires the Council to publish an annual report which includes all income and expenditure in respect of on-street parking spaces and all parking enforcement functions. All on-street parking may not, under the TMA set out to generate a surplus. In the event a surplus is generated, its use is ring fenced to offset costs of provision of on-street enforcement and then highway improvements.

9.3 The TMA introduces a process defined by statute for the issue and progression of penalty charge notices which is different to the Council's

current processes. The necessary changes to systems and processes are factored in to the budget provision made for the project.

9.4 The process of application for CPE is set out in law.

10. RESOURCE IMPLICATIONS

10.1 The Highways Authority, Cambridgeshire County Council has previously confirmed it will support our application for CPE and enter into a suitable Agency Agreement to enable this. However, they have also confirmed that this support is on the basis that all costs of implementation and operation are bourne by HDC.

10.2 The Police are strongly supportive of CPE but whilst this releases the Police from addressing on-street parking contraventions they have confirmed that they have previously confirmed they are unable to contribute to the costs of implementation or operation.

10.3 Fenland District Council's Cabinet agreed on the 21st October to fund a feasibility study into CPE. They agreed that they would pursue this on the basis of preparing a submission to the Cambridgeshire and Peterborough Combined Authority in conjunction with each of the four market towns to utilise funding under the Growing Fenland programme (equivalent to our own Town Masterplanning) to fund the feasibility and also capital implementation. This is on the premise that parking blight is impacting the economy of their towns. HDC may also consider this approach but it would require £217,000 to be diverted from the Towns Programme to implement CPE – if it was supported by the CPCA. It is understood that of the remaining £3m assigned to HDC towns £1.5m is to be spent on capital improvements to Huntingdon, St Ives and Ramsey by the end of March 2021 and that a number of existing commitments to progress Masterplanning in Huntingdonshire's Towns will draw on the remainder. At present Fenland car parks remain free to use.

10.4 The Council's existing Off-Street parking enforcement system can be re-configured to operate the new requirements of managing on and off street enforcement under the Traffic Management Act. This has new processes and a different appeal mechanism which is written into the law. The system is a hosted IT system and as such the major works are fully configurable by the supplier. If approved there will be the need to set up an IT project within the programme of activity to ensure that the secure connectivity to the DVLA, Traffic Penalty Tribunal and Finance systems (An indicative set up is shown in Appendix F)

10.5 Civil Parking Enforcement parking will involve the creation of a new service, which responds to and processes enquiries, challenges and formal representations to Penalty Charge Notices (PCNs). The Council's website will need a content update with public access to annual reports on performance as set out in the TMA, enforcement policies and procedures.

10.6 Processing PCNs and management of correspondence/enquiries is governed and monitored by the back office IT system. Legal guidance specifies that only trained notice processors may process, monitor and provide information regarding cases. The budgetary provision and model set out in Appendix D and E establishes this team. Informal and formal challenges need to be submitted in writing and a digital model will be implemented to ensure efficient and effective notice processing and customer management.

10.7 It is recommended that all customer interaction and enquiries will be passed directly to the notice processing team within Parking and not Customer Services. It is anticipated that after the initial implementation period there will be no significant impact on the volumes of the Customer Service Centre as these calls will be routed directly to the Parking team.

10.8 There will be a requirement to model temporary call handling support for the 'go-live' if this proposal is approved. It is recommended that this temporary resource be located within Parking to ensure quick decision making and full project knowledge, it can then be scaled back to the permanent core staffing. Any 'go live' would include the issue of warning notices, penalty notice processing work will increase after the general enquiries and go-live enquires reduce.

10.9 Cost Modelling of CPE and its introduction was undertaken in the independent study in 2017. These figures were amended in 2019 following discussion with the consultant who undertook the original works.

10.10 Budgetary provision was made within the MTFS process within 2019/20 (see Appendix D for financial model and Appendix E for the budget proposal):

Start-up

- Capital investment (initial) required of £217,000
- Revenue investment (Y1 & Y2) required of £135,000 (per annum)

Operational years (following 2-year start-up period)

- Income Year 1 of £105k increasing from Year 2 onwards to £130,000 (this is not guaranteed)
- Expenditure Year 1 of £163k increasing annually
- Annual deficit ranging from £35,000 to £60,000p/a (assuming income achieved)

The capital costs of the project are funded by borrowing, the cost of borrowing will create an additional growth pressure against the parking service.

10.11 The Council should make a minimum capital provision on a five year basis to ensure that all TRO's, signs & lines are refreshed to a high standard. A comparable district would expect to have an annual

provision of £15,000. These are estimates as the level of actual investment required will be informed by the detailed survey of signs and lines which will need to be maintained in Huntingdonshire. These costs of operation would need to be funded from the net surplus on the parking account which is currently supporting other Council services.

10.12 Any new schemes relating to yellow line restrictions or resident schemes would be subject to approval by the Council. There is a capital cost to establish any such schemes – between £15,000 to £20,000 depending upon complexity and the level of consultation required. Each one would be decided on the basis of policy and capacity. Such schemes can only progress if there is a clear mandate to do so from all those impacted and an approved budget. The implementation of CPE does not establish a budget for this.

11. REASONS FOR THE RECOMMENDED DECISIONS

11.1 The Council must amend Appendix 3 of the Off Street Parking Strategy to allow the progression of a CPE project.

11.2 Whilst on-street parking enforcement is not a statutory service or responsibility of the District Council, the alternatives for enforcement of on-street parking restrictions are ineffective leading to persistent inconsiderate and dangerous parking across the district which is the source of frustration for our community and businesses.

11.3 In taking on CPE, HDC will have a wider ability to influence the transportation strategies within the District utilising enforcement and regulation as a tool to support other strategies such as environmental sustainability and alternative transport options within the district.

11.4 In having the ability to introduce and enforce alternative models of on-street parking restrictions the Council will be better able to support the delivery of vibrant towns and villages where people want to live in a well-cared for public realm.

12. LIST OF APPENDICES INCLUDED

Appendix A - Independent Assessment of CPE
Appendix B - Off-Street Parking Strategy 2018-2023
Appendix C – HDC Draft Civil Parking Enforcement Implementation Timeline
Appendix D – CPE Updated Financial Model
Appendix E – CPE MTFS Budget Proposal
Appendix F – Outline IT and Customer Model for Parking under CPE

13. BACKGROUND PAPERS

Cabinet 18th October 2018 - Off Street Parking Strategy
http://applications.huntingdonshire.gov.uk/moderngov/ieListDocuments.aspx?CId=256&MId=7393

Overview and Scrutiny (Economy and Growth) 16th January 2018 – Civil Parking Enforcement Presentation
http://applications.huntingdonshire.gov.uk/moderngov/ieListDocuments.aspx?CId=10212&MId=7285

CONTACT OFFICER

Name/Job Title: Neil Sloper - Head of Operations
Email: neil.sloper@huntingdonshire.gov.uk

Name/Job Title: George McDowell – Operations Manager Parking and Markets
Email: george.mcdowell@huntingdonshire.gov.uk

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HUNTINGDONSHIRE DISTRICT COUNCIL

CIVIL PARKING ENFORCEMENT

FEASIBILITY STUDY REPORT

AUGUST 2017

Huntingdonshire District Council

Civil Parking Enforcement

Feasibility Study Report

Contents

APPENDICES

APPENDIX A	Project plan for Implementation
APPENDIX B	The Financial Model – Diagram and Notes
APPENDIX C	Key Assumptions for the Financial Options
APPENDIX D	The Summary of the HDC In House Base Model with £50 and £70 PCNs
APPENDIX E	The HDC In House Base Model workings. (£50 and £70 PCN)
APPENDIX F	Summary sheets of the model variations

V1 Off street enforcement In House. On street enforcement and ALL notice processing by CCC.

V2A HDC off street only. Enforcement and notice processing.

V2B CCC on street only. Enforcement and notice processing.

V3 All services provided by CCC

V4 The Base model with 10% less PCNs on street.

V5 As for V3 with all services provided by a Contractor

GLOSSARY OF TERMS USED

ACPO	Association of Chief Police Officers
CCC	Cambridgeshire County Council
CEO	Civil Enforcement Officer
CP	Cambridgeshire Police
CEA	Civil Enforcement Area
CPE	Civil Parking Enforcement
DfT	Department for Transport
DVLA	Driver Vehicle Licensing Agency
ECN	Excess Charge Notice
FPN	Fixed Penalty Notice
GIS	Geographic Information System
HHCT	Hand Held Computer Terminals
HDC	Huntingdonshire District Council
NIP	Notice of Intended Prosecution
NTO	Notice to Owner
P&D	Pay and Display
PCN	Penalty Charge Notice
RTRA	Road Traffic Regulation Act (1984)
SEA	Special Enforcement Area
TCfL	Transport Committee for London, or its successor
TEC	Traffic Enforcement Court (County Court)
TMA	Traffic Management Act 2004
TPO	Ticket Processing Office
TPT	Traffic Penalty Tribunal (adjudicators)
TRO	Traffic Regulation Order
VEL	Vehicle Excise Licence

Huntingdonshire District Council

Civil Parking Enforcement

Feasibility Study Report

1 EXECUTIVE SUMMARY

1.1 This study was commissioned by Huntingdonshire District Council to investigate the feasibility of creating a Civil Enforcement Area (CEA) across the whole of the District Council's administrative area, and the resulting financial viability of such a step. A CEA is an area in which parking offences become civil contraventions, using the powers of the Traffic Management Act 2004. Within a CEA, the responsibility for the enforcement of virtually all parking passes from the Police to the Highway and Traffic Authority. The income from the parking tickets issued, (Penalty Charge Notices) is retained by the Highway Authority, to be used to fund the scheme, with on and off street PCN surpluses being ring-fenced under Section 55 of the Road Traffic Regulation Act 1984 for certain highway related matters. Huntingdonshire District Council (HDC) if they were acting as agent to CCC would be responsible for all of these matters directly. The issue to be investigated in this Study is whether or not CPE is a viable power to be acquired, the implications of doing so, were the Council to decide to proceed and the most effective service delivery option.

1.2 The general conclusion is reached that the creation of a Civil Enforcement Area would not be financially viable within Huntingdonshire although it is operationally desirable as the police enforcement diminishes. In order for the District and County Councils to adopt the powers required for CPE run by HDC internally, set up costs of £202,000 are required with an additional estimated loss of £32,000 over the first year of operation. Thereafter there is an operating deficit, increasing year on year as a result of inflation.

1.3 The above is based on HDC running the whole service provision (Base model), and options have been tested against the base model. Only one of the options provides a service provision that runs in surplus overall.

1.4 The options chosen have been split to show the on and off street costs as separate accounts. HDC can make a surplus under all options as they already provide an off street enforcement and administration service, which gives room for consideration of the service delivery. CCC make a loss under all options as they are starting from scratch on street.

1.5 The Council are therefore recommended to decide whether the powers are to be adopted, and that local authority enforcement should be undertaken and whether to instruct officers to proceed with implementation. The Civil Enforcement Area must include the off-street car parks currently enforced by the District Council, in order to provide a uniform enforcement capability in all Council parking areas, and to obtain full benefits of the economies of scale. Those off street car parks which are Council owned and currently controlled using an off street parking places order under the Road Traffic Regulation Act 1984 must be included in any CEA application to the DfT.

1.6 If a decision is taken to adopt the powers then Cambridgeshire Police will

support the principle of a CEA which covers the whole of the Council's area, and have indicated that they will cooperate with the handover of the powers in an agreed manner. Their support is paramount to the success of an Application to the Department for Transport (DfT) for the powers. The Police traffic warden force has reduced in recent years and currently there are no traffic wardens enforcing on street parking in Huntingdonshire, but there are some PCSOs capable of enforcing when time allows who have delegated traffic management powers. The Police wish to see more enforcement on street but have limited resources at their disposal.

1.7 To acquire the powers, the County Council will have to formally apply to the DfT for a Designation Order which decriminalises parking enforcement across the whole of Huntingdonshire. From the date set in this Order, the Police will be unable to enforce the majority of parking related offences, and the Councils must be ready to undertake the responsibilities. This application process is estimated to take around 8 to 12 months to complete alongside other aspects of preparation for CPE which take up to 18 months and this is shown in the overview project plan as Appendix A.

1.8 If the Council adopt the responsibilities, the Council will then be in a position to enforce both on and off-street parking in a coordinated, comprehensive manner which for the first time, will provide a single policy and responsibility for the control of public car parking in Huntingdonshire. As the County Council are the highway authority then HDC will need to act as the agent to County for the on street enforcement should that option be chosen. Likewise if the County Council provide all the services then they will have to act as agent to HDC for the off street enforcement provision.

1.9 This undertaking is in line with Government policies for restraint over the growth of traffic in urban areas, and it complements other Government measures such as the encouragement of the use of public transport, the restraint of commuter-based parking and the consideration of workplace charging. Better parking enforcement is an effective deterrent to the growth in traffic. Decriminalisation of parking enforcement will help achieve these objectives.

1.10 Of the 326 Authorities in England, 310 have already adopted the civil enforcement powers and several of the remainder will be live in 2018.

1.11 The Government's view is that CPE is a positive contribution to traffic management, based upon research work carried out for the DfT by the Transport Research Laboratory.

1.12 The main benefits of acquiring the powers as detailed in this report are:

- a coordinated parking enforcement service would be established, covering on and off-street parking;
- improved compliance will be seen in permitted parking spaces;
- growth in demand for vehicular access in particular to Huntingdon, St Ives, St Neots and Ramsey would be restrained;
- the design of future parking schemes such as resident permit schemes, for which there is demand, could be undertaken in the knowledge that

parking controls would be enforced as the County Council decides;

- overall improved environmental conditions, including safer traffic conditions, and less pollution would result from less illegal parking, fewer cars, and better circulation;
- parking enforcement would become more locally accountable and adaptable;
- Police resources would be freed up to be diverted to other purposes.

The question can be asked if there is not a simpler way of achieving these benefits. The 1984 Road Traffic Regulation Act allows authorities to enforce permitted on-street parking places, however, it does not allow them to enforce the adjacent waiting restrictions. Unless enforcement is applied in a uniform manner across a geographic area, there is a risk of displacement of parked vehicles, causing other, more serious problems. Consequently, the only way to achieve overall enforcement in an area is to establish a Civil Enforcement Area, as defined in the Traffic Management Act 2004, and for the Councils to take responsibility for all non-endorsable parking contraventions in that area.

1.13 It is the view of the consultants that Civil parking enforcement is operationally desirable and if the set up costs are available then the running of the project may ultimately achieve self financing depending on driver reactions and close management of the enforcement provision. A detailed base financial model was created for the purposes of carrying out the financial assessment. This model also allowed the officers and the consultants to test a range of possible outcomes for the project, and to arrive at conclusions regarding the range of circumstances which may result in potential financial viability. Financial viability is broadly considered to be recognised by a scheme design which results in the project recovering its revenue set-up costs within a period of 3 to 5 years at the maximum, and thereafter, producing a surplus. The base financial model shows this not to be the case and it shows an overall annual deficit of £21,000 at year five. It yields an overall operational deficit at year five of £86,000. This equates to a total overall deficit, including capital funding of the set up costs, of £288,000 which will not be cleared from a County perspective. The split of the £288,000 between County and the District shows that County would stand a deficit of £394,000 and the District a surplus of £106,000. County set up costs are estimated at £162,000 so the operational deficit for County is £232,000 over a 5 year period. However for HDC their operational surplus is £146,000. There is however a current surplus from the on street pay and display of £84,000 per annum which is not included in the above figures. If County were minded to allow this surplus to cover their CPE costs then this would cover the operational costs, pay back set up costs and also provide a small fund for ongoing remedial works to the signs and lines.

1.14 Of the remaining options modelled, model V5 which allows the whole service to be outsourced shows the best return for County by reducing their overall 5 year deficit from £394,000 to £201,000. Retaining all functions for on and off street at HDC marginally gives the best figures for HDC at a gain of £1,000 per annum but this is detrimental to the County approach. Discussions on service provision will centre on the

figures summarised in section 5.2.3 of this report.

1.15 It should be remembered that other factors such as a Police withdrawal of the support for the traffic warden service need to be taken into account when considering whether to adopt the powers.

1.16 The project included the direct costs and income of the increased enforcement associated with decriminalisation; it also included in the financial assessment, the predicted impact of certain indirect consequences of CPE.

1.17 The projections are based on the level of Penalty Charge Notice (PCN) introduced in 2008 within the TMA, which has been reviewed by Government, and is now at the differential levels of £50 and £70 depending on the seriousness of the contravention.

1.18 The income could be boosted by the potential introduction of more on and off street charging which may be required to control the increased usage of the pay and display bays and car parks by drivers having to park legally. This would yield additional parking-related income to help the project to achieve viability in the initial few years of operation; thereafter, any income surpluses would be available for the purposes decided by the Council, within the constraints of the law. The new *on-street* and *off street* surplus income from penalty charges is ring-fenced, as defined in S55 of the 1984 Road Traffic Regulation Act.

1.19 The new civil enforcement powers allow an Authority to enhance its ability to act against particular groups of offenders by the use of wheel-clamping or vehicle removals. The conclusion is that at present these methods should be generally avoided, but considered for introduction should the new enforcement regime prove to be undermined by indiscriminate parking.

1.20 The modelling process tested several options:

1) The introduction of on-street enforcement with all enforcement and administration undertaken by HDC, without any other major changes to the management of parking within the Council, and using the national Penalty Charge levels as made available by Government (£50/£70). (BASE).

2) As above with off street enforcement in house at HDC and on street enforcement and ALL notice processing by CCC. (V1)

3) HDC model showing off street enforcement and notice processing only. (V2A)

4) CCC model showing on street enforcement and notice processing only. (V2B)

5) As the BASE model but all services provided by CCC (V3)

6) The Base model with 10% less PCNs on street. (V4)

7) As for V3 using an established contractor. (V5)

The County Council currently cover the costs of HDC on street pay and display enforcement from the income and County Council keep the surplus. Should the service be externalised then HDC would not have an input to income or expenditure. Should HDC become the agent for on street enforcement then there has to be a decision on who would cover costs should there be a deficit in the on street enforcement budget.

The broad conclusions from this exercise were:

- The project is not viable in terms of revenue but other sources of parking related income need to be retained or increased if the service provision is to be retained in house;

- An active programme of enforcement is a basic requirement for a financially viable project; this applies to the issuing of parking tickets, and to the pursuit of debt.

On this basis, the view of the consultants is that progress should be based upon the £50/£70 PCN level, using variations on a theme to produce a viable and workable solution.

1.21 To address the major change in responsibilities arising from civil enforcement, an enlarged parking management structure would be required for an in house operation. It would be responsible for all aspects of the operational management of parking in the District, and would have a Parking Manager at its head. This must include all aspects of on-street parking, acting as agent to the county council and should include all off-street parking operated by the Council as well.

1.22 Some authorities have found that to tender out all services associated with enforcement and administration works successfully. In Huntingdonshire at the present time there is already a core in-house parking capability managing the car parks. It is considered that a contracted out enforcement regime would offer practical benefits and financial savings over an in-house operation. There is already an external contractor / client function working in Cambridge City and it is recommended that this format be examined further. An external contractor will provide many of the set up costs required and this helps with cash flow in the short term at the setting up stage.

1.23 An enlarged parking administration section may be created, placing the responsibility for all aspects of the administration within the same overall day to day responsibility as the parking enforcement activities. It is noted by the Consultant that this service could be externalised by using a neighbouring authority that is already undertaking this role and HDC paying a levy per PCN. HDC already have an up to date software system that can be easily upgraded to cover CPE which will reduce set up and on going costs. A decision on how to manage this function in the future will need to be made internally prior to deciding on which option to take.

1.24 The Council must participate in an independent appeals mechanism, known as the Adjudication Service. The Traffic Penalty Tribunal (TPT) based in Wilmslow, Cheshire, is now established and functional. The Council should therefore apply to join this service, which will meet the need to have a source of hearings for appeals, when

the Application for the powers is made to the DfT. The Adjudication Service functions as a Section 101 Committee, so it will require elected Members to formally represent the Council at the very infrequent Committee meetings which are held annually. The costs of this service have been taken into consideration in making the assessment.

1.25 If the service is to be in–house then the Council will require an upgraded IT system for the processing of parking tickets and for the administration of Penalty Charge Notices. This should not be pursued without adequate resources being applied to the project. Due to larger volumes of work, the system will have to be re-configured to increase staff productivity through investment in technology.

1.26 The next major stage of the project which would follow a decision to proceed with the introduction of CPE, is for the County to prepare and submit a CEA/SEA Application to the DfT on behalf of HDC. This aspect should be pursued over the months following a resolution to proceed, accompanied by a programme of statutory consultation with the Police, neighbouring Authorities, and other interested parties. A review of the Council's parking policies in the light of forthcoming decriminalisation will form an important element of the Application. The objective should be to have an Application submitted for approval within a few months of a decision to proceed. Consultation with the public is not a statutory requirement, but the Council should decide how to consult with or inform the public, and the form such consultation should take.

1.27 In the meantime, a project to review the traffic regulations throughout the District should be agreed and resourced with County. This will be a large undertaking, as there has been few if any complete reviews of the regulations over the years.

1.27 Experience indicates that to introduce civil enforcement will require a timetable of between 12 and 18 months as a minimum, from the date of a decision to proceed. To manage this project, a Project Steering Group and Project Manager role should be established, to include not only officers from the various internal sections which are concerned, but also a representative from the Police. Such is the importance of the project, it is suggested that major policy direction for the project should come from a group of Members and senior officers within the Council, delegated with the responsibility for successful implementation of civil parking enforcement.

1.28 This report has confirmed what several other authorities have found; the Councils can, by embracing civil enforcement introduce better parking enforcement. If monies can be made available to cover the set up costs then CCC and HDC could obtain the civil enforcement powers to enforce parking as a means of helping to achieve their overall transportation objectives.

2 Introduction

2.1 In responding to the requirements of the Study Brief, the consultants have carried out a detailed investigation into the feasibility of the Councils taking on the powers available under the Traffic Management Act 2004 (TMA) to transfer the responsibility for all non-endorsable parking contraventions from the Police to the Council.

2.2 This would be an important step for the Councils were the decision to be taken, it would have far-reaching impacts within the Councils, but it would provide a major improvement to the overall traffic management capabilities of the Councils. This report reviews a number of the key issues relating to the introduction of the powers. It should be read in conjunction with the financial summaries (Appendices C and D) and versions of the financial assessment, which detail the range of possibilities and the likely outcomes. The models also provide the detail on staffing, associated costs, and a range of related issues.

2.3 The Traffic Management Act permits Highway Authorities to apply to the Secretary of State to become Civil Enforcement Areas/Special Enforcement Areas (CEA/SEAs, usually referred to as a CEA). Once a CEA application is approved, the power to enforce on-street parking restrictions passes from the Police to the Highway Authority. The revenue collected from Penalty Charge Notices (PCNs) for contravention of parking restrictions goes to the Council rather than to the Government. The on and off-street PCN surplus income is ring-fenced under Section 55 of the Road Traffic Regulation Act 1984, and may only be used for certain designated highways matters.

2.4 The main advantage of becoming a CEA would be the ability of the Council to determine the level of enforcement which was felt appropriate to satisfy transport policy objectives as they relate to parking. By employing Civil Enforcement Officers rather than relying on the Police to employ traffic wardens, the Council would have the ability to decide how many to employ, and in what ways they were to be deployed to address issues such as traffic capacity (through inhibiting obstructive parking) and traffic restraint (through reducing overstaying at time-limited spaces and parking on other restrictions imposed to limit on-street parking capacity). It would also enable the Council to enforce parking restrictions in support of other policies and development proposals in Town and District Centres, and elsewhere in the District. There is however, an overriding requirement in making a successful CEA application that the Police are satisfied that parking restrictions will be adequately enforced. In effect, this implies that the provision for enforcement is no less than it is currently.

2.5 In a major study of the effectiveness of civil enforcement in London, the Transport Research Laboratory (TRL) in their Research Report 279 (Sept. 1997) reported that one of the major achievements in the three areas studied was *"an overall improvement in compliance with parking regulations"*. In the TRL Report 333 (March 1998) on the experience of the first year of civil parking enforcement in Winchester, the first conclusion is:

> *"Compliance at all regulations monitored has improved, with reduced levels of occupancy, thereby increasing the likelihood that motorists will locate vacant parking spaces".*

2.6 There is now no doubt that CPE works and that the traffic management benefits can be realised.

2.7 The major benefits which the Council would experience as a consequence of the introduction of a CEA would be:

- an ability to design new parking controls in the light of Government pressures on traffic management policies, knowing that the Council has the ability to enforce the regulations;
- a means of managing demand for the use of vehicles;
- a more uniform level of enforcement applied across all parking regulations in the District;
- support for public transport initiatives through encouragement to consider alternatives to the private car;
- an ability to respond to declining police involvement in parking enforcement;
- an ability to retain the income from the parking tickets issued, to re-invest this income in the provision of the service, and to develop a self-financing scheme with significant traffic management benefits;
- an ability to respond to growing pressures on parking provision, for example, through the introduction of resident parking schemes, in the light of having the ability to enforce them;
- better use of the Council (and other) car parks, by encouraging drivers not to park illegally;
- a more accountable, responsive and sensitive service for enforcement;
- improved safety for pedestrians and other vulnerable groups;
- improved environmental conditions;
- improved conditions for servicing (i.e delivery vehicles), particularly through reduced competition for road space;
- enforcement for bus lanes, cycle lanes, no car lanes and similar measures;

2.8 There are few disadvantages of CPE; the main issue is that there is no opportunity to reverse the process once an Order is made. This implies that once civil enforcement has commenced, the Council has to make the system work. This is not so large an issue as might be implied however. If the resulting financial equation is not appropriate, it is a matter of adjusting the scale of the enforcement resource until a

better balance is found.

2.9 The scheme requires a significant amount of set-up money and on going operational funding; if desired, a portion of this could be defrayed on to a contractor, but the Councils will still have to find some set-up costs to invest before the main income stream is established.

3 Policy Issues

3.1 Management Issues

3.1.1 The most obvious internal impact of a CPE project would be that parking as a service provision would become larger with more resources to manage. CPE will not work effectively unless there is a single responsibility to coordinate all aspects of parking service delivery, with service level agreements where necessary for aspects (eg Cashiering) which cannot be managed by a single parking team. The Council is recommended to ensure that there will be a single manager with the responsibility for all operational matters involved in on and off-street parking, including in particular, enforcement and administration. Strategic and design issues relating to parking should continue to be kept under a responsibility separate from the service delivery issues.

3.1.2 The Police acknowledge that there is in general a growing demand nationally for enforcement in the evenings and on Sundays, due to changing patterns of social and retail activity in particular. With the on and off street enforcement staff being controlled by the Council this allows the flexibility to increase enforcement duties when the need arises e.g. for special events or at busy times of the year. It is therefore recognised that a seven days per week operation will be required with a scaled down enforcement regime at weekends where possible.

3.2 Geographic area

3.2.1 An important, but very simple, policy issue is the definition of the geographic extent of the CEA/SEA for the Council. The conclusion is that it should cover the entire administrative area of the District, and that this coverage should be achieved in a single step. This conclusion is arrived at for a number of reasons:

* this is the preferred choice of the Police, and is ACPO policy;

* this is the simplest position to adopt for the DfT Application, and it is what the DfT wish to see; indeed, it is highly unlikely that DfT would agree to anything else.

* excluding some areas of the District, even initially, would mean that they would probably get no enforcement; a common Police view in such circumstances is that if the Council does not consider it important to enforce these areas, nor will the Police.

* from a practical aspect, there are no traffic wardens other than PCSO's to enforce these areas,

3.2.2 However, certain exclusions may have to be made to this simple definition; the Police have views on areas where they would wish to see the regulations remain under their control. Cambridgeshire Police have given an initial indication that they would wish to retain responsibility for only the motorway network in Huntingdonshire. This is an issue to be formally agreed with the Police as soon as possible if CPE becomes policy.

3.2.3 The CEA/SEA must include the Council off-street locations where traffic orders apply, as DfT will not allow such areas to be excluded. This also means that the enforcement regime applied across the District is uniform from a public perspective, and has a single procedure from a parking administration point of view.

3.3 Police Relations

3.3.1 As the introduction of CPE is about the transfer of certain responsibilities from the Police to the Council, it is important that good relationships are maintained between the two organisations throughout the project. The Police have to be formally consulted as an element of the Application preparation process, and it would clearly be a major failure if both parties were not to agree as to the nature and timing of the project.

3.3.2 One of the biggest issues to be determined by the Police is usually the future of the existing traffic wardens. The Police have indicated that there are no existing traffic wardens so none will require a TUPE transfer to the Council.

3.3.3 The issue of physical violence after the start of CPE is also important to consider. In areas which have already adopted the powers, it has been found that Council CEOs are more prone to physical abuse and even attack than are Traffic Wardens, so an excellent link to the police to request urgent assistance is essential. The most constructive attitude tends to be where the police recognise that having a larger number of uniformed people on the street can act as a benefit to their operations, acting as eyes and ears to assist them, as well as vice-versa.

3.3.4 Although they have no obligation to do so, a number of police forces in certain areas have agreed to hold a local Authority radio from the parking operation within their Control Room, in order to be in a position to respond to calls for assistance as quickly as possible, or to provide direct channels of communication.

3.3.5 The issue of special events in the District is of particular significance for discussions with the Police. On such occasions, the nature of the responsibilities of both the police and the Council would change, with the Police losing aspects of their powers to enforce parking, yet the Council parking staff having no powers to get involved in the direction of traffic. This new relationship should be discussed, and the need for parking enforcement understood between the two organisations, with agreement reached as to how the resources would be best deployed in future, after CPE.

3.4 Relationship to the Traffic Penalty Tribunal

3.4.1 The TPT is now fully operational. The direct costs of the service have been accounted for within the financial assessment, with the minor exceptions of the costs of having Member involvement in the Section 101 Committee directing the service overall, and any costs of accommodating an adjudicator in neutral premises for their infrequent hearing sessions in the District.

3.4.2 The Councils should register their intentions with the TPT as soon as they have decided to decriminalise, informing them of the probable start date, and the likely volume of PCNs which will be issued. This is primarily for the planning of the TPT service, but it will presumably in due course, enable the Council to participate in the dissemination of knowledge and experience which is important in understanding the appeal mechanism.

3.4.3 In time, it will be necessary to establish and operate local premises for the adjudication cases which are to be heard in person and locally. These premises are likely to have to be provided and organised by the local authority. They will have to be such that appellants can perceive the process to be independent of the Councils, and other authorities who have already gone down this path have found that public service premises, such as courts and even Guild Halls are acceptable as being suitably divorced from the pressures of the Councils.

3.4.4 It is also to be expected that the Councils will have to provide the staff to support the adjudicator in administering the hearing sessions. This would include reception duties, dealing with enquiries, ensuring adjudicator decisions are given to appellants, and perhaps even providing a degree of security back-up for the hearings.

3.4.5 The volume of cases which will be referred to the TPT is likely to be quite small. The propensity for appellants to go to independent review is strongly influenced by the care and effort invested by the Council in dealing with the early stage of an appeal. In the latest 12 month period nationally, of the PCNs issued, less than 0.5% went to appeal. In the case of HDC that equates to an estimated 48 per year.

3.5 Contractual Arrangements

3.5.1 Many types of Council have chosen to tender out the services associated with CPE, as they are frequently either new services, or considerable extensions of existing services. As HDC currently enforce and administer in house, then should HDC decide to utilise an external contractor, the issue of TUPE is fundamental to the tender process. This can be advantageous in that experienced staff transfer to the new contractor. TUPE is a matter for both employees and employers and in this instance would be between the HDC, any new contractor and possibly Cambridgeshire Police.

3.5.2 The issue of whether or not to contract out is fundamental to the project scope; it is a decision which has to be taken at an early stage, as it has a major impact on just about every other aspect of the project.

3.5.3 It is the view of the Consultants that due to the nature of the enforcement areas, the level of enforcement and the resultant number of tickets estimated, the enforcement of CPE can either be kept internal or externalised and the processing required for civil enforcement can be undertaken either in house or externally depending on the policies of the Council in outsourcing. Financially, outsourcing provides a more economic solution but not to an extent where either could be considered. Given the predicted additional staff and an upgraded IT system and equipment the administrative functions of civil parking enforcement could also be accommodated within the Council. Financial predictions show that either decision yields similar business cases so it is a matter of preference for CCC and HDC in terms of who delivers the services.

3.5.4 It is recognised that debt recovery under CPE is a crucial element in ensuring an effective enforcement regime. There are numerous debt recovery agencies operating under the TMA 2004 and it is recommended that at least two are selected to work in CCC/HDC. This gives the element of competition and also allows CCC/HDC to have a continuous recovery programme should one of the agencies cease trading or have their contract terminated by CCC/HDC when in breach of contract. The first warrants will not be issued for at least 5 months after the live date so this area can be left until nearer the live date to allow other more crucial set up issues to be resourced. Debt recovery agents work on a 'zero tender' basis in that it is effectively a Service Level Agreement. Selection is usually through the process of presentations and references and the Consultant envisages no problems in CCC/HDC obtaining the services of Debt recovery agencies for CPE.

3.6 Car Park Charges

3.6.1 It is recognised that HDC currently charge for parking in their off street car parks and current enforcement undertaken is obviously required as some 3,650 ECNs were issued in the last twelve month period.

3.6.2 The off-street places will receive a higher level of demand after CPE is introduced; this effect has been noted in every area where it has been introduced. CPE will increase the demand for these places, so differential charges between car parks in fairly close proximity will help to avoid the consequences of an excess of demand for certain car parks. The business case has recognised a 1% increase in usage of the off street car parks as a result of CPE.

3.6.3 The issue of the levels of charges applied in off-street areas is not directly affected by CPE.

3.6.4 The relative volume of the off-street market which is in private operation is an issue worth considering, and the extent to which the Council can alter prices, in relation to demand. It is worth noting that in other areas where CPE has been introduced, the major private operators have recognised the opportunity to increase prices to reflect the increased demand brought about by displaced on-street parking.

3.6.5 A review of the application of charging for both on and off-street areas indicates that there is scope to review the provision of free car parking in the context of CPE. The financial impact could include the possible introduction of charging into a number of off-street areas which are currently free of charges.

3.7 Clamping and Removals

3.7.1 The Police in Huntingdonshire have confirmed that they do not currently clamp vehicles, and they carry out very few parking offence related removals. This amounts to removals in the event of obstructive or dangerous parking, 30 minutes after the issue of an FPN, powers which they would retain under CPE.

3.7.2 It is probable that the parking problems of Huntingdonshire are not such as to warrant the need for these techniques at least initially, and in any event, it would be sensible to let the new enforcement regime settle for perhaps 12 months before any serious consideration was given to this topic. This is particularly appropriate given the new regime of more active on-street enforcement. The powers to undertake clamping and removals should however, be sought in the Application; they can then be brought into use at any time in the future, should a policy on the use of clamping or removals develop.

3.7.3 Both clamping and removals, but the latter in particular, require a great deal of initial investment and operational costs to make them pay their way. There is a need for a 24 hour operation to release vehicles, there has to be a pound and a payment centre for drivers whose vehicles are restrained, and different procedures exist in several aspects of the processing of the PCNs attached to such vehicles. Because of these characteristics, the Council would find such services extremely expensive, and contractors would take a very sceptical view of the possible profitability of such a contract.

3.7.4 During detailed discussions on the CEA Application, the Police should be asked to agree that they would act on cases of obstruction using their network of contractors, where such cases are notified to them by the local authority. If they intervene in this way, the case then effectively becomes a police matter, and is of no further interest to the Council, unless a PCN has been issued.

3.7.5 In the case of clamping, the Council should formulate a policy for the use of this technique when it is considered necessary. Initially, for at least the initial period of CPE enforcement, the use of clamping should not be considered, as it is excessively heavy handed, and will cost more to operate than the income it will produce. However, it may emerge that there are cases for which clamping is the most appropriate solution, despite the additional work and procedures required by the Council, and where a very low cost, low volume operation could be considered.

3.7.6 Examples of such cases could be:

* *persistent offenders* - ie those who regularly flout the regulations, but pay the PCNs, regarding the cost perhaps as a legitimate aspect of their behaviour; depending upon local attitudes, such drivers could be regarded as a special problem. To get the message across to them, targeting them via the CEOs for special attention by clamping could ensure that their anti-social behaviour is changed.

* *persistent evaders* - ie those who regularly flout the regulations, and who do not pay the PCNs. Targeting them for clamping will be partially successful, and when and if the law changes such that the Council can restrain the vehicle until all outstanding PCNs have been paid, it will be much more successful. However, under such circumstances, the Council would almost certainly have to remove the vehicle from the streets, in order to effect its policy. Vehicles in this category are often those for which it is not possible to obtain a keeper name and address via the DVLA; whilst the Council cannot ensure the availability of a correct name and address by clamping the vehicle, it is certainly one way of ensuring that the keeper becomes aware that the vehicle is being targeted for illegal parking.

* *foreign vehicles* - if there are particular problems with such vehicles, and where these are issued with a PCN, the chance of the PCN being paid is relatively low. By being able to clamp the vehicle, the probability of the monies being received increases greatly. This approach is used by a number of central London Districts, where such vehicles pose a constant problem, many being owned and used locally on foreign plates, rather than owned by visitors.

3.8 Project Implementation

3.8.1 There are several departments within the Councils, plus the Police, which would be involved in some way in the implementation of decriminalisation. The experience of other Authorities is that the best way to coordinate the involvement of these various groups is via a CPE Project Team or Steering Group, which is chaired by a senior officer from the Department responsible within the Council, and which includes other representatives such as:

- Finance
- Income Receipt
- Audit
- Legal
- Transport Policy
- Traffic Management
- IT Section
- Cambridgeshire Police, including a representative of their local traffic officers, and perhaps the policy officer from Headquarters
- Car Parks Section

- Press and Publicity Officer
- Human Resources
- Trade Union.

3.8.2 It is recommended that such a group should meet on a regular basis, probably bi-monthly, in order to coordinate the programme for implementation, and to ensure that all functions which are affected by this implementation are kept informed of the development of the project.

3.8.3 The change to undertake enforcement of all TROs in the District is not nearly as great here as it was in many other authorities in the country. The responsibilities for parking are already mainly within one section, and the move to CPE will only extend the existing responsibilities, rather than make fundamental changes. However, the scope will clearly grow, both geographically and in terms of the volumes of transactions to be handled. Certain processes will have to change, and the amount of expenditure and income being handled will increase significantly.

3.8.4 The issue of the management structure has been made elsewhere, but it will be essential to have a single post with operational responsibilities for the parking service overall. Costings of overheads for staff accommodation have been allowed for in the financial model which will enable an expansion or relocation of the current parking management team should it be deemed necessary rather than going external.

3.8.5 The functions which will be necessary for a coordinated and comprehensive parking operation will be:

a) income receipt:
- postal receipts of PCN payments
- personal payments
- telephone payments
- internet payments
- permit applications and payments

b) administrative processing:
- PCN processing
- correspondence management
- telephone queries
- DVLA interaction
- consideration of representations (formal appeals to the Authority against a Notice to Owner)
- preparation of case files for adjudication (external appeals after rejection of Representations)
- county court interaction for debt collection
- bailiff interaction
- permit management
- suspensions management
- dispensations management

c) on-street and off-street enforcement:
- CEO patrols
- suspension control

d) off-street operations:
- car park manning
- CEO patrols
- P&D Machine cash collection
- P&D maintenance
- Security

At the time of writing, the DfT is still delaying the introduction of the full legislation incorporated in the Traffic Management Act 2004 enabling the enforcement of moving contraventions to come within the CPE umbrella. Bus lane contraventions have already been included under the CPE umbrella from Nov 2005 and by example Nottingham are now enforcing these under the CPE regulations. As part of the overall CPE strategy, HDC will be in a position to encompass this guidance in to their enforcement regime in whatever format is chosen by the DfT. It is likely that CCTV will be the method of enforcement and a provision for this will need to be made as to who controls this element of enforcement, CCC or HDC, when deciding on the accommodation for the in-house staff.

3.8.6 The timescale for implementation is also important to consider. The CPE project will consist of several main sub-projects, such as TRO reviews, possibly tendering out, IT enhancements etc. Each of these is a significant task, and each will require many months to achieve successfully. If the correct project resources are applied, the overall project can be accomplished within a period of not less than about 12 months, and it could easily run to over 24 months. Experience has shown that an average of around 15 to 24 months is realistic, from the time that a positive decision is taken to adopt the powers, the resources are applied, and funding is clear. The attached project plan has been based on an 18 month implementation period and the issue of a suitable start date must be fully considered.

3.8.7 Lastly, the role of Project Manager to implement CPE is crucial. The project demands the commitment of a capable officer who is either full-time or close to full-time on the project within the last six months of implementation and it is useful if the person is not currently involved in day to day operational duties. His or her role will be to coordinate the activities leading to CPE, and to ensure that the others within the various other sections and organisations are playing their part. Clearly, this calls for an experienced person, with the capability to make the implementation possible.

3.9 Consultation

3.9.1 The need for consultation falls into two main sections; there is a need for formal statutory consultation as an aspect of the preparation of the CEA/SEA Application, and there is need for less formal consultation with interest groups and the public at large over the introduction of the measures. The former requirement has to

be completed in time for the submission of the Application, and should include the Police as described above, the neighbouring authorities, the Highway Agency, Fire Service and other such bodies who may be considered to have an interest in the possible change in enforcement. There could be an issue about TROs on the boundary to other Councils, and possible displacement resulting from better enforcement within Huntingdonshire.

3.9.2 The consultation with other organisations, such as resident groups, Chamber of Commerce, Community Councils will be determined by the style of the Council in involving other groups in such matters. In several cases, authorities have proceeded with little or no consultation at this level, while others have gone to considerable lengths to inform and involve the community. The general experience is that CPE on its own is not a topic which engenders a lot of public interest; where such interest does exist, it is usually either a strong view that "more enforcement" is required, or it stems from particular sections of the community who perceive it as a threat eg retail operators who think more enforcement will damage trade. It is often difficult to differentiate CPE from other parking related matters, such as increased charges.

3.9.3 The other aspect of the less formal consultation is the need to inform people more generally what the implementation of CPE means to them, and to warn them about what is going to happen and when. This can often be achieved by quite low cost measures such as leafleting households, articles in Council magazines, and putting warning notices on illegally parked vehicles in the 2 weeks prior to commencement. It is also very helpful to try to get information releases out to the local media, but to do so in a manner which explains the changes, and attempts to gain a degree of understanding, if not accord, with such organisations. Ensuring that Members and senior officers are fully briefed, and understand the issues and Council policy are also simple but effective measures which can be taken.

3.9.4 It is recommended that a complete PR campaign should be designed at an early stage, and then implemented particularly in the last few months before the start date.

3.10 DfT CEA Application

3.10.1 A major milestone which has to be achieved within the project is the submission of a formal CEA/SEA Application by the County Council to the DfT. There is now a set structure for such an Application within the new Guidance which identifies a large number of issues which have to be addressed. This task of writing an Application is really the culmination of the planning for the project implementation, and once submitted and approved, it marks the threshold between initial planning and the actual implementation. As this is such a significant milestone, it is referred to frequently in the following paragraphs, and is termed simply the "Application".

3.10.2 To submit an Application which will be successful, the Council has to

confirm that policies in relation to parking have been reviewed. Authorities are encouraged by DfT to consult widely on these, particularly with the Police, and to publish the agreed outcome of such a review.

3.10.3 The timing of the submission of the formal Application is quite important, as it commits the Council to a start date, from which variation is not easily possible. This date is also the date when the Police lose the power to enforce parking in the District. The Council must therefore be confident it can achieve the date. On the other hand, the Application has to be submitted in good time to get the necessary Order prepared, laid before Parliament, and approved. This process can take up to 8 or 9 months before the start date. If contracting out is to occur, thought needs to be given to the availability of confirmation of the Application before any contract is signed, which can lengthen the overall timescale by perhaps about 3 months. The Dft now only produce two "jumbo" designation orders a year on the 1st April and the 1st October covering several applications together. The application must be with the DfT a minimum 6 months before these dates.

3.10.4 The content of the Application itself is specified in detail in the guidance and it should cover all aspects of the planning by the Council for CPE. An outline is contained within the TMA 2004 Operational Guidance. In this respect, it really forms the boundary between the planning stage of the project, and the implementation processes.

3.10.5 It is necessary within the Application for clear statements to be made regarding the policy framework for the provision and enforcement of parking in the District, and thus, the circumstances within which this review is taking place.

3.10.6 Typically, the overall process will involve:

- the preparation of a draft Application;
- consultation with neighbouring authorities etc using the draft as the basis;
- submission of the formal Application, with the results of consultation;
- consultation by DfT with Cambridgeshire Police;
- preparation of the Designation Order by DfT ;
- presentation of the order to Parliament;
- confirmation of the availability of the Statutory Instrument.

3.11 Public Interaction

3.11.1 The scale of contact with the public will increase with the growth in numbers of parking tickets, and the nature of the enforcement being on-street as well as off-street.

4 TRO Review

4.1 Extent of Review

4.1.1 The DfT demand to see evidence within the Application that a review has been carried out on the TROs. This has to review and remedy the *accuracy* of the TROs on the ground and legally in the first place, but could also review the *appropriateness* of the TROs although this latter element is done after the start date by most authorities. This would include for example, ensuring that TROs which were implemented when circumstances were quite different eg a factory subsequently demolished, have been suitably modified. The review should also consider the *accessibility* of the TROs. The CPE debt pursuit process is quite different from the current criminal system; adjudicators taking appeals will routinely require detailed presentations of the TROs which apply at a location. They therefore must have some form of accessible extract of the relevant TRO. The easiest way is to do this is by using a GIS mapped database, and for appeals staff to be able to prepare a relevant extract map, and details of the Order, and enclose these with the adjudicator case file. From the snapshot taken as part of this study it is evident that a major review will be necessary in Huntingdonshire and that this should be commenced as soon as possible.

4.1.2 In reality, it is the accuracy check which is absolutely paramount prior to commencement of CPE in an area. Enforcing inaccurate TROs will run the risk of being identified by adjudicators, and they will not hesitate to accept such appeals. They have also been known to criticise Council's heavily where TROs are considered to be in such a state that enforcement in general, is questionable. The appropriateness check can be carried out up to and after the start of the enforcement, and in effect, this is the on-going TRO maintenance work which should occur in any event. The accessibility is required for the Council, not really for the DfT it will save the Council significant amounts of manpower once the appeals process gets under way.

4.1.3 It is also worth noting that CPE allows authorities to take a different view of the need for certain TROs, in the knowledge of their ability to provide enforcement resources. Thus, where a double yellow line has been determined as appropriate in the knowledge that the police may not be able to provide much if any enforcement, if the Council is able to provide more resources resulting in more vigorous enforcement, a different regulation may be considered appropriate.

4.1.4 One common objective of such a review is the production of consolidated TROs; the DfT understands the benefits of such an approach, giving a clearer, simpler, more standardised basis for the CPE operations. Many authorities in their preparations for CPE, aim to have one or just a small number of on-street Orders for their whole CEA. This certainly makes it easier for the TPT to be given a set of Orders for their reference, instead of having to provide details for most cases which go to appeal.

4.1.5 This review will have to be carefully planned and resourced; the costs are built into the overall financial assessment, and the project plan identifies a typical timescale for such a project.

4.1.6 It is recommended that the existing TRO's that are affected by CPE be consolidated in to one or more Orders as part of the process towards CPE.

5 The Financial Balance

5.1 The Financial Model

5.1.1 In order to assess the financial consequences of the introduction of civil enforcement, a spreadsheet model was used. This model was based heavily on similar work carried out for other Authorities, including those where the consultants have had the opportunity to return to verify the principle of the use of such a tool in an exercise such as this. One of the advantages of this approach is that it allows the testing of the predicted combination of circumstances which the consultants believe will most accurately reflect the situation in Huntingdonshire after decriminalisation. It also encourages the testing of possible alternative scenarios, to the point where it is possible to identify the limits of financial viability of the project.

5.1.2 At all stages, the principle adopted has been to err on the side of conservatism; thus for example, a full six months is allowed for ticket issuing operations to get to the predicted level of activity.

5.1.3 The model predicts the start-up costs of the new operation, the expenses to be incurred, the revenue stream which will result, and the cash-flow over the initial years. The issue of financial viability is addressed by looking at a combination of these issues, and in particular, by identifying when the total cumulative expenditure by the Council is exceeded by the total cumulative amount of revenue. This is considered to show a "break-even" date when the total income exceeds the total expenditure by the Authority, and is used generally as the measure of viability.

5.1.4 The model makes an ongoing allowance for inflation of 3% per annum over the term. While inflation will clearly occur in the costs, price rises should also occur on the income side but these have been omitted to give a worst case scenario.

5.1.5 It should be understood that the model operates by predicting not the whole Parking Revenue Account, but the changes which will occur to the Account as a result of decriminalisation and other related activities. It is therefore a ***marginal*** assessment, and not a total assessment.

5.1.6 The model has been found to be quite insensitive to a number of issues, but is very sensitive in other aspects. The major variable issues which are important, and have been focused upon are:

- the number of PCNs which are likely to be issued;
- the number of staff required to patrol the areas defined;
- The value of the PCN;
- To a lesser degree, the effectiveness of the debt recovery operation.

5.1.7 The issue of the value of a PCN has been a critical one. The TMA gives two bands, £60/£40 and the £70/£50. The £70/£50 band 2 level is used as the basis for the financial predictions. All Authorities, without exception, use this higher band level.

5.1.8 In predicting these issues, the consultant based the requirement for enforcement upon information regarding the Council's current extent of regulations. A database of streets, the types of regulation implemented in each street, and the overall length of each regulation on each street was established, using data collected from the Council's records of TROs. This approach is detailed but simplistic, and experience elsewhere has shown that it is sufficiently reliable to determine with reasonable accuracy the amount of resource which is required for enforcement patrol. Factors were then applied for the average speed of Civil Enforcement Officers in each type of regulation, using measurements derived from similar work in other Authorities. Each street where regulations apply was categorised as requiring "high" or "low" levels of enforcement, and appropriate levels of visit were given to each type of restriction in each enforcement priority category.

5.1.9 A level of patrol has been specified in the model which is considered to be appropriate for the local circumstances. We have not assumed the use of fully mobile patrols, but we have assumed the use of a degree of mechanisation (vans and small cars), to move CEOs around within the District at the start and end of their duties, and between sites.

5.1.10 A similar approach was used in the case of the car parks in Council ownership, using information about their size, and need for patrolling. This required resource is then carried forward into the totals.

5.1.11 Using information about the actual deployed availability of CEOs from other Authorities, allowing for sickness, holidays, shift working etc, we were then able to calculate the number of CEOs which would be required for the given level of patrol.

5.1.12 The number of CEOs (including supervisory staff) is thus estimated at an average of 4.1 for on-street areas, and 3 for the off-street areas. The base version of the model uses these numbers within the overall financial predictions. It would be recommended that a new operation for on- and off-street enforcement should gradually build up from the current level over a period of 6 months to give the opportunity for the effectiveness and impact of the enforcement to be monitored. This would give the chance to modify the plan as proposed here, were it to prove to be either inadequate or excessive in terms of the impact.

5.1.13 The number of PCNs which are likely to be issued have been extrapolated by taking an average number of PCNs which will be issued by each CEO when deployed, in the various areas of the District. This approach assumes that there are many more contraventions than there are PCNs issued; the norm is for only about 3% to 5% of all contraventions to be actually issued with a PCN, and thus this method

is quite reliable.

5.1.14 We have used different rates of issue for the CEOs operating in off-street areas and on-street areas, and for different on-street areas, given the differing opportunity to issue PCNs. The rates of issue have been based upon our experience of broadly similar areas, although with what is considered to be a conservative view being taken of the projected numbers. Thus, the rate of issue is predicted for on-street of 25 to 35 PCNs per f.t.e. CEO, per week, depending upon the area of operation. The current rate is 18 ECNs per week, per ranger, which is considered to be lower than average for an area such as Huntingdonshire. It would therefore be a viable move to have less off street enforcement in deployed hours per week and concentrate these hours in to the new on street operation. This is essentially where the surplus for HDC occurs in each model by redistributing the current workforce. These numbers compare for example, to averages of about 25 to 30 per day in central London, to about 15 to 20 in outer London, and about 11 per day over both on and off-street in Winchester. They are therefore considered to be reasonably conservative.

5.1.15 These are no reliable figures from the Police for ticket issue as a guide, as the role of the police has diminished in terms of parking enforcement.

5.1.16 The projections are therefore based upon around 8,900 PCNs being issued annually by the Council CEOs in all locations, in a full year. The model assumes it will take about a year to get up to this issue-rate. This compares to about 1090 parking tickets issued on street by the council, 3,660 parking tickets currently issued by the Council in a comparable period off street, and none issued by the Police. The rate of payment is expected to stabilise around 75% as the impact of CPE is made in respect of better TRO's and an increase in the issue of valid tickets.

5.1.17 The basis on which the versions of the model have been prepared is to establish a base model, which is the best projection of what the consultants think is most likely to be the outcome. This is the "Base Model", which is included in full. We have then prepared a version of the Base Model by considering the main issues which are either likely to vary significantly, or have a significant impact on the financial outcome of the project. These variations are given in summary only.

5.1.18 As the business case has to show the overall split in funding the "on-off" sheet gives the breakdown between County and District and this is the most important when making decisions on service provision. This sheet has been provided as part of the summary sheets in the appendices.

5.2 Model Results

5.2.1 The financial viability has thus been assessed in detail, and on a separate basis. This basis was:

1) The introduction of on-street enforcement with all enforcement and administration

undertaken by HDC, without any other major changes to the management of parking within the Council, and using the national Penalty Charge levels as made available by Government (£50/£70). (BASE).

2) As above with off street enforcement in house at HDC and on street enforcement and ALL notice processing by CCC. (V1)

3) HDC model showing off street enforcement and notice processing only. (V2A)

4) CCC model showing on street enforcement and notice processing only. (V2B)

5) As the BASE model but all services provided by CCC (V3)

6) The Base model with 10% less PCNs on street. (V4)

7) As for V3 with all services provided by a Contractor (V5)

5.2.2 Each option assumes that as a consequence of better on-street enforcement, there would be a modest increase of 1% in off-street income. Similar effects have been noted in most of the other authorities which have adopted CPE. Where parking is free this has zero impact on the financial model.

5.2.3 The base model assumes that all operations are carried out in-house, as this is the only reasonable basis for financial evaluation. The analysis produces a marginal impact of CPE, which means that it predicts the *change* to the parking account, and not the revised total of the account. Ver 3 assumes that all the services are externalised to be provided by CCC.

5.2.4 Table 1 summarises the various options tested and table 2 shows the split of the operational surplus/deficit occurring at year 5.

Table 1:

Test	PCN Level	Collection rate	Number of PCNs	Overall Annual surplus (deficit) in year 5	Surplus (Deficit) pre-start including capital CCC	Surplus (Deficit) pre-start including capital HDC	Surplus (Deficit), after 5 years, including capital CCC	Surplus (Deficit), after 5 years, including capital HDC
Base	£70/£50	75%	8975	(£21,000)	(£162,000)	(£40,000)	(£394,000)	£106,000
V1	£70/£50	75%	8975	(£28,000)	(£155,000)	(£35,000)	(£357,000)	£48,000
V2A	£70/£50	75%	3658	£21,000	N/a	(£58,000)	N/a	£53,000
V2B	£70/£50	75%	5318	(£17,000)	(£173,000)	N/a	(£252,000)	N/a
V3	£70/£50	75%	8974	(£26,000)	(£158,000)	(£37,000)	(£361,000)	£55,000
V4	£70/£50	75%	8443	(£35,000)	(£161,000)	(£41,000)	(£456,000)	£101,000
V5	£70/£50	75%	8974	£7,000	(£129,000)	(£18,000)	(£201,000)	£96,000

Table 2: Annual operational surplus / (deficit) at year 5

Test	CCC	HDC
Base	(£52,000)	£32,000
V1	(£46,000)	£18,000
V2A	N/a (not modelled)	£21,000
V2B	(£17,000)	N/a (not modelled)
V3	(£46,000)	£20,000
V4	(£65,000)	£31,000
V5	(£18,000)	£25,000

No model makes an overall cumulative surplus but HDC would make a surplus for all options and should current on street pay and display income be retained within CPE to fund the project then CCC would also break even at worst.

5.2.5 In summary, in the Base model the assumptions have been made that only the take-over of on street parking enforcement from the Police would occur, and that there would be no further changes to any of the car park operations. From this Base a test (V1) was carried out which gave HDC the role of off street enforcement only with all other functions undertaken by County. Tests, V2A and V2B are for information only as it is not recommended that separate functions are undertaken by County and the District. Although the District model (V2A), shows an annual surplus of £22,000 on average this would be reliant upon County providing a separate effective on street deployment to ensure displacement to the off street car parks and this may not occur. Test V3 is the Base model but with County providing all the services instead of the District. Test V4 altered the base model to show the impact of a 10% reduction in predicted on street PCN issue. Test V5 was built as a direct comparison to V3 but using a completely outsourced service with the figures based on current market rates.

5.2.6 Test V5 using an outsourced service provision gives the lowest set up costs and provides a healthy surplus for the District. When compared to the base model HDC need to decide if they wish to keep the service in house as both provide an average £20,000 per annum surplus.

5.2.7 It is recommended that the Base model or V5 are adopted.

5.2.8 The assumption is made that no extra parking management posts would be required. The enforcement officers would all be fully equipped with androids which are commonly used with a separate printer and remove the need for separate cameras and radios. The androids are also capable of working in real time with virtual permits and cashless parking software.

5.2.9 Current transport would be utilised, to ensure the staff are fully mobile. In reality, the number of enforcement officers could be built up over a period of a few months, to gauge the impact of the new enforcement on the behaviour of drivers.

5.2.10 Levels of enforcement are taken as the frequency of visits by Enforcement officers to the various key areas in the District, and the varying types of restrictions in these areas. These options assume no enforcement on Sundays, and during the week, about 1 or 2 visits per day to the restrictions, except for the time limited, permitted parking Spaces, which are visited more frequently each day. This higher level is necessitated by the requirement to visit a limited waiting area at least twice to identify a contravention.

5.2.11 If kept internally a team of 1.8 administrative staff (currently 0.8), excluding the Parking Manager, would be required to deal with the contract, correspondence, telephone calls, payments, formal representations to the Council, and appeals to the external adjudicator, in relation to the parking tickets issued. They would require a new/ upgraded IT system to support them in this work, as detailed elsewhere in this report.

5.3 Financial Conclusions

5.3.1 The introduction of CPE on its own is not financially attractive to CCC if the pay back has to cover set up and running costs. From the table in 5.2.3 it is clear that the overall position is that no scenario predicts overall break even for the service. At best an overall deficit after 5 years of £105,000 (V5), is estimated which includes set up costs of £147,000 so an operational surplus of £42,000 is made over 5 years.

5.3.2 Splitting the on and off street costs shows that HDC could make an overall surplus in all of the options tested but the on street County funded service would not break even in any scenario.

5.3.3 The set up costs are a minimum of £147,000 with £130,000 of those covering the on street set up. If CPE were to proceed, then separate funding for the set up and running costs would need to be identified in advance as the return on the investment is not enough to make repayments for the overall service.

5.3.4 The County Council would need to identify budgets to be able to provide funding towards the set up and running of the on street service. This is particularly relevant to the on street operation as the off street is predicted to make a small surplus in most cases. There is an annual surplus of £84,000 from the on street pay and display areas that County take back from HDC. If this funding were to be allocated to the CPE budgets then a surplus could be made on all variations tested.

5.3.5 Both the County Council and HDC will have to recognise the need for an active approach to enforcement to ensure the financial balance is achieved.

5.3.6 There is the potential to introduce on street and additional off street parking charges to cover the costs of CPE.

5.3.7 Financially the most cost effective method of service provision is by

outsourcing the full enforcement and administration service to a third party (model V5).

5.3.8 It is important to realise that all the above options are marginal costs taking in to account current budgets from parking operations.

5.3.9 There is no allowance made in any of the models for funding of signs and lines maintenance and this could also be covered by using part of the £84,000 as mentioned above.

6 Other Issues

6.1 The I.T. Requirements

6.1.1 The question of the provision of I.T. facilities is one which has dominated many CPE projects. Computer systems are fundamental to a procedure which processes thousands of parking tickets, permits, payments, letters, and formal notices. The systems required are complex and increasingly sophisticated. There are also relatively few suppliers in the market for such systems. The processes involved for PCNs are substantially different from those for ECNs, to the extent that the existing system will have to be the subject of major re-implementation to reach a successful operational level.

6.1.2 It has been established that it takes between 3 and 6 man-months of work to tailor a system, once installed, to suit a particular method of CPE working by an authority. This work requires a capable person with good IT skills, and a full understanding of the processing which will be required. It should not be tackled by just keeping a stage ahead of the PCNs being processed, but should be undertaken as a major step in the project, with the goal of having the system fully implemented for PCN processing before the first PCN is issued in a real situation.

6.1.3 The Council is a current user of a proven software processing system, which would need an upgrade. The upgraded system would be required to automate even more tasks, such as document management through scanning, which will be necessary to handle large ticket volumes without major increases in staffing.

6.1.4 An IT plan will be required to review hardware, implement enhancements and to avoid disruption to current income stream and processing needs.

6.1.5 The result of this is that when the Council intends to implement a new system it will have to allocate resources (human and financial) and equipment to reach a successful conclusion in good time.

6.2 Staff Training

6.2.1 Training of all staff, but in particular the Civil Enforcement Officers, is crucial to the success of the project. HDC should adopt a training plan and ensure it is

adhered to. The developments in training in recent months in this industry have put a great deal of emphasis on the assessment of competence, and reduced the attention on the means of achieving this competence. Thus, while it is entirely sensible to want to have the majority of staff qualified at a recognised level, it is not realistic to expect this to occur without a good training plan to get them there, nor without recognising that this will take a long time. It is also important to recognise that staff turnover in the parking enforcement business is quite high, and that as a result, many staff will not stay long enough in the job to achieve something as long term as formal accreditation.

6.2.2 Experience has shown that training is an issue and where the issuing authority should develop a relationship with a competent supplier of training courses. The development of such a service could be achieved by the establishment of a contract for such services on a call-off basis. This would equate with selecting a franchise supplier for training, and giving that company a preferred right to organise and present courses for a period of time. If this occurs, there are now two or three competent companies, plus several of the contractors who are prepared to offer training courses for on-site staff.

6.2.3 Before deployment on-street, there should be compulsory attendance *for all staff* at a CEO training course, which will teach the basics of a CEO's job under CPE. Experienced staff will only require about a week to reach a suitable stage while new staff will require 2 weeks. Local content from the police and the client should be made available during these courses. If possible, these courses and the trainers should be approved to a recognised standard, such as the level 2 qualification as approved by the BPA which is the WAMITAB parking qualifications.

6.2.4 During the first month of deployment, a new CEO should be closely monitored by one of the supervisory staff. This monitoring should initially include patrolling with the CEO to ensure that the training about dealing with people, recognition of offences etc have been absorbed. It should also include observing the results of independent patrolling including PCNs issued, rejects, complaints, notebook entries and such visible and tangible evidence of performance.

6.2.5 CEOs should be encouraged to progress through on the job training, further formal training sessions, and on the job counselling. This process will take several months in every case, and it would be unrealistic to expect to have a team of qualified CEOs for a period of approaching two years from the start of operations.

6.2.6 For the administrative staff, training should be provided for all aspects, including the CEO's job. They will also need training in the processes, including the IT aspects of the workflow. Experience has shown that they will require documented procedures to help them to standardise the formalities of PCN processing, and then training in these procedures. It is therefore recommended that as a part of the set-up of the administration, documented procedures should be developed, probably using external sources of assistance, such as other authorities or specialist advisors and authors.

6.2.7 Should HDC decide to outsource the service provisions then the

responsibility and costs of training will fall to the contractor. The standards expected could then be specified in the tender documents as a minimum level to be attained by the CEOS and administration staff.

6.3 Key Decisions

6.3.1 The following issues are those to which HDC will have to give attention if a decision is taken to adopt the powers:

- How to manage the project internally
- How to establish a Steering Group for the project
- How the internal organisation should be structured
- How extensive a review of the TROs is required, and how that should be organised. A full survey and GIS digitisation process is recommended as the way forward.
- How to prepare the TROs for CPE enforcement
- When to start the operation of the powers
- Who to consult formally
- How and when to apply for the powers
- What form a public consultation or information campaign should take
- Whether to use an internal or external service provision
- How to upgrade the IT system for parking administration if internal
- How and when enforcement is required through deployment patterns
- Where and how people should be able to pay their PCNs
- What extra staff accommodation may be required
- Where the issue of residents' parking schemes sits with CPE
- Agreement with Police on how powers will transfer
- Client side staffing - handling of appeals, enforcement agents etc
- How to handle suspensions, dispensations etc
- Telephone call handling

6.3.2 A project plan setting out these tasks and their related actions is included as Appendix A

7 Key Conclusions

The main conclusions from this exercise are:

- The project overall is not operationally viable as it stands.
- Without additional funding from alternative sources, CPE on its own does not provide a robust business case.
- Further decisions on the potential to introduce more paid for parking especially on street are required in order to produce financial viability.

- An active programme of enforcement is a basic requirement for a financially viable project; this applies to the issuing of parking tickets, and to the pursuit of debt.

- During the course of the report it became clear that there is an appetite for some collaboration within the County. The majority of savings are made when setting up a new service in collaboration with those already providing the service elsewhere.

- It is recommended that HDC have further discussions with Cambridgeshire County Council on how best to provide a CPE service.

End of report

APPENDICES

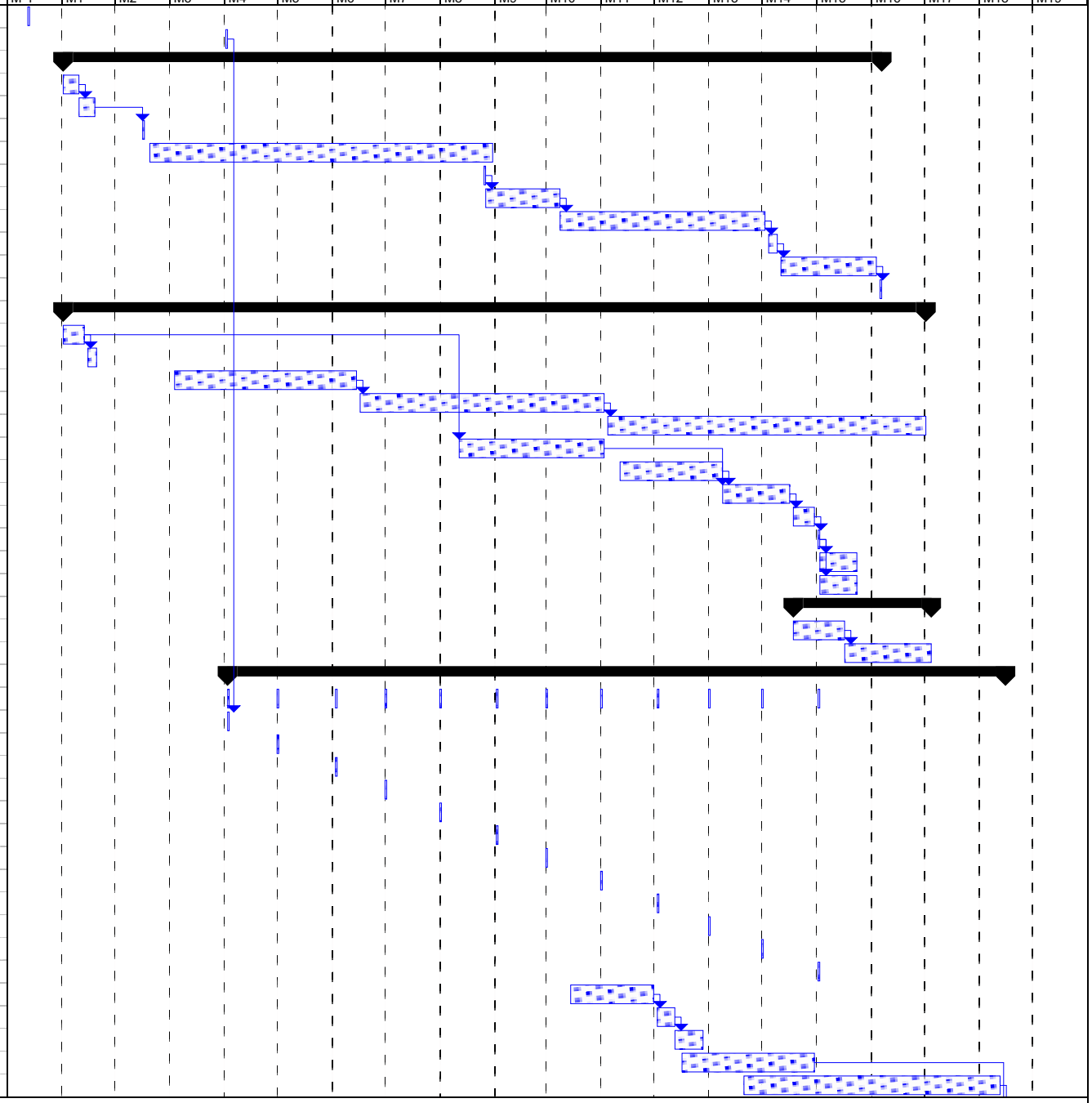
APPENDIX A	Project plan for Implementation
APPENDIX B	The Financial Model – Diagram and Notes
APPENDIX C	Key Assumptions for the Financial Options
APPENDIX D	The Summary of the HDC In House Base Model with £50 and £70 PCNs
APPENDIX E	The HDC In House Base Model workings. (£50 and £70 PCN)
APPENDIX F	Summary sheets of the model variations
	V1 Off street enforcement In House. On street enforcement and ALL notice processing by CCC.
	V2A HDC off street only. Enforcement and notice processing.
	V2B CCC on street only. Enforcement and notice processing.
	V3 All services provided by CCC
	V4 The Base model with 10% less PCNs on street.
	V5 As for V3 with all services provided by a Contractor

Appendices

APPENDIX A Project plan for Implementation

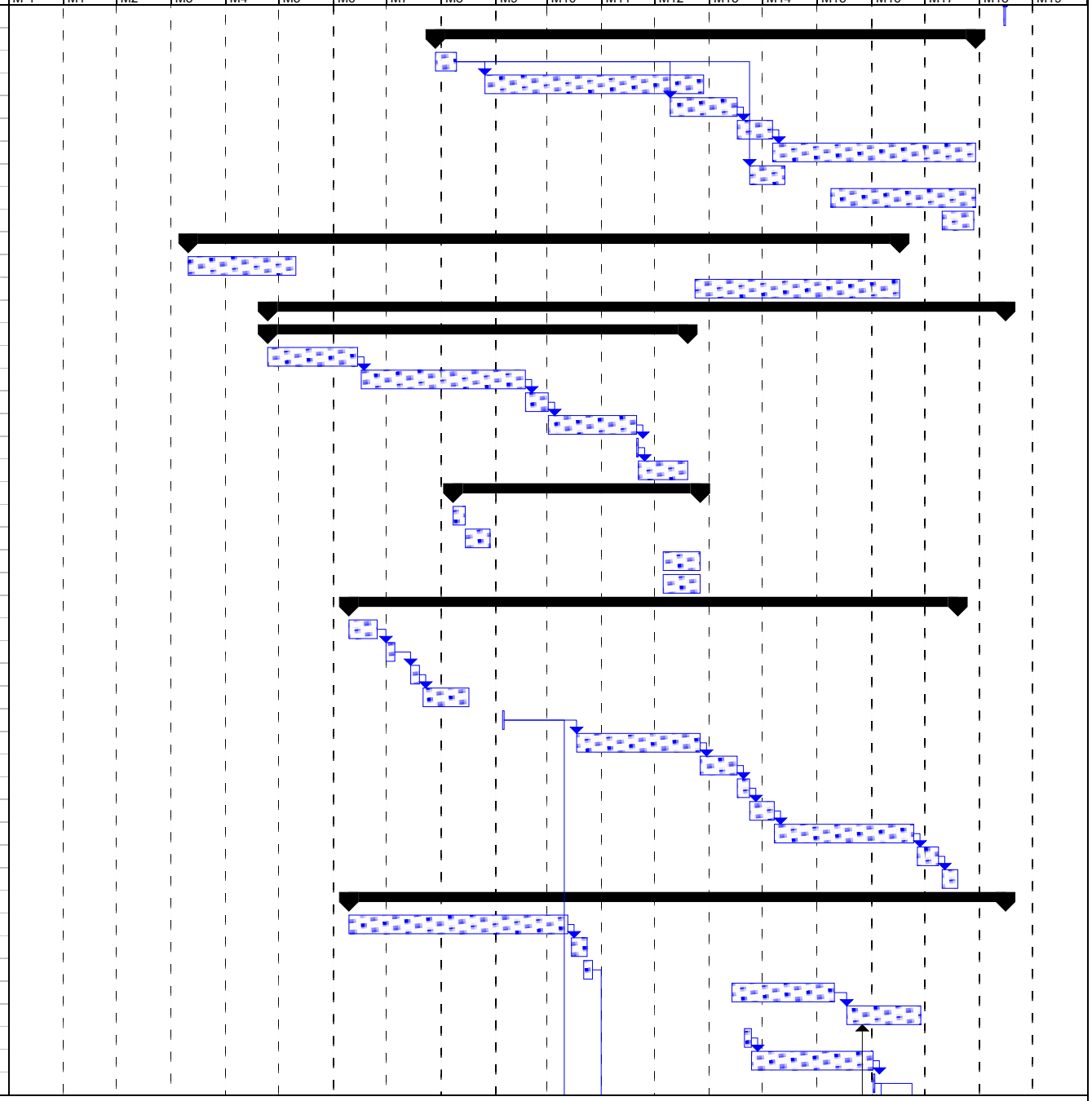
IMPLEMENTATION OF DECRIMINALISED PARKING

ID	Task Name
1	**COUNCILS DECISION TO PROCEED WITH CPE**
2	**Executive Committee approval to Business case**
3	**CEA APPLICATION**
4	Preparation of draft Application
5	Review by Client
6	Check financial analysis
7	Consultation on draft
8	Submission of formal CEA Application to DFT
9	CEA Order approval in principle by DFT
10	Order drafting process
11	HDC / CCC approves draft Order
12	CEA Order laid before Parliament
13	Confirmation of Order
14	**REVIEW OF TROs**
15	Decide strategy for TRO change for CPE
16	Decide need for change to TROs
17	Review of regulations on-street
18	Prepare schedule of required remedial work
19	Remedial works to lines and signs
20	Identify and prepare amendments to existing orders
21	Preparation of any new CEA orders
22	Publish order amendments
23	Amend following consultation
24	Amended TROs and responses to Committee
25	Final TRO/GIS update
26	Make any new orders
27	**CEA CONVERSION ORDERS (if appropriate)**
28	Preparation of Orders
29	Publication of Conversion Orders
30	**Service IMPLEMENTATION**
31	**Service implementation meetings**
32	Service implementation meetings 1
33	Service implementation meetings 2
34	Service implementation meetings 3
35	Service implementation meetings 4
36	Service implementation meetings 5
37	Service implementation meetings 6
38	Service implementation meetings 7
39	Service implementation meetings 8
40	Service implementation meetings 9
41	Service implementation meetings 10
42	Service implementation meetings 11
43	Service implementation meetings 12
44	Approve premises
45	Approve uniforms
46	Approve stationery
47	Agree enforcement plan
48	Prove data interfaces



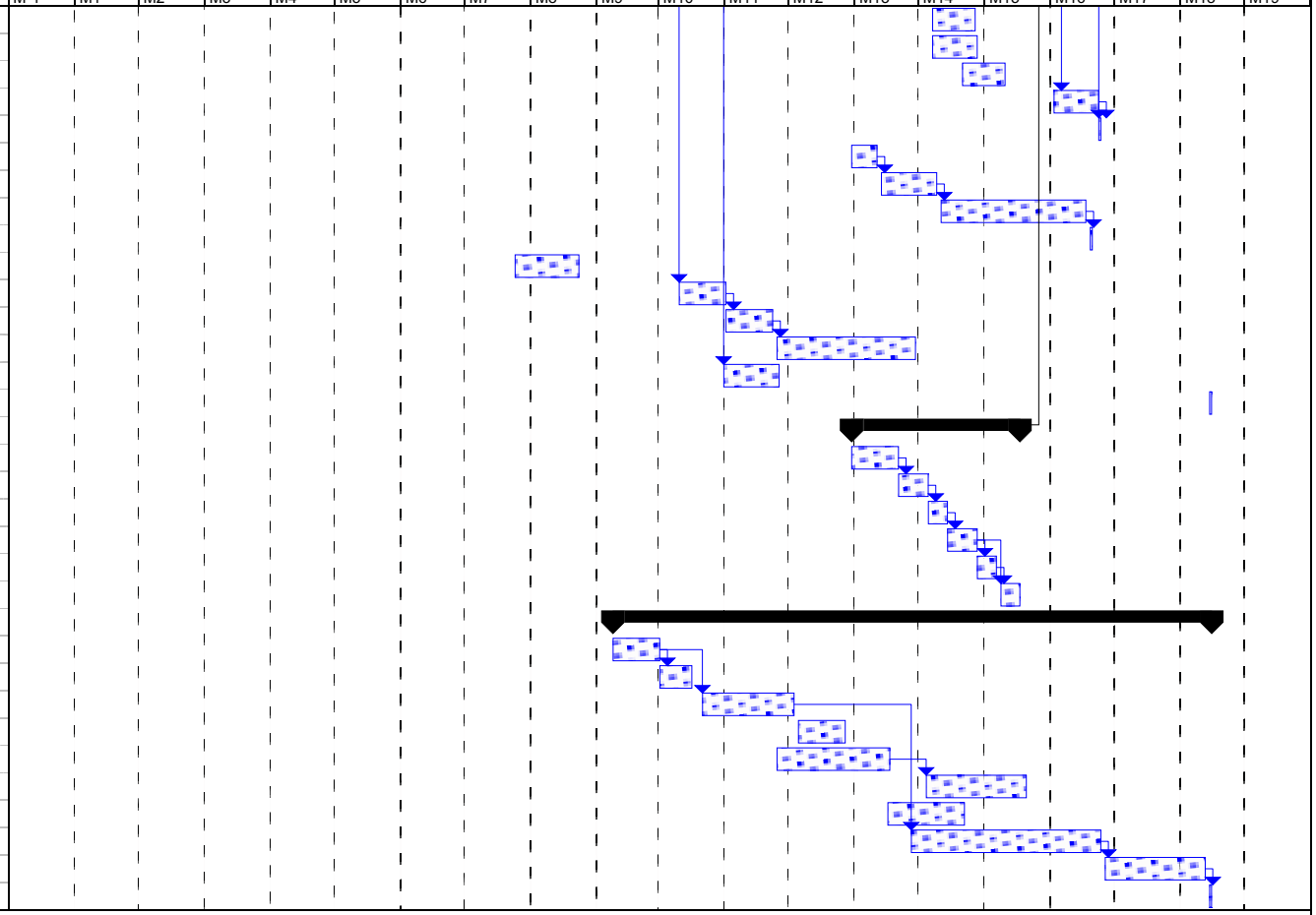
IMPLEMENTATION OF DECRIMINALISED PARKING

ID	Task Name
49	Start of new enforcement
50	**PUBLIC CONSULTATION**
51	Prepare programme
52	Public Meetings/Focus groups
53	Design implementation leaflets/approval
54	Printing
55	Distribution
56	Prepare advertisements/book space
57	Articles/information in media
58	Advertisements appear
59	**POLICE LIAISON**
60	Initial consultation
61	Agree handover arrangements
62	**IMPLEMENTATION (in-house tasks) USING external admin**
63	**I.T. PREPARATION PHASE**
64	request draft specification for IT system from 3rd Party
65	Agree and Finalise specification
66	Arrange & hold demonstrations/visits to 3rd Party
67	Prepare draft SLA and legal agreement
68	Agree SLA and legal agreement
69	Order Placed
70	**HARDWARE PROCUREMENT**
71	Check networking implications
72	Agree schedule for network upgrades
73	Carry out network upgrades
74	All hardware changes implemented
75	**HAND HELDS IMPLEMENTATION (in house enforcement)**
76	Identify extra Enforcement team accomodation
77	Identify HHCT location details
78	Commision works for new HHCTs
79	HHCT site preparation
80	Order new HHCTs
81	Await new HHCTs
82	Receive new HHCTs
83	Install HHCT software on PC
84	Test HHCT software on PC
85	Train staff on HHCTs
86	Commision new HHCTs
87	Implement all new HHCTs
88	**SYSTEMS IMPLEMENTATION**
89	Identify admin staff accomodation
90	Approve accommodation plan
91	Determine source of client staff training
92	New Admin. Staff recruitment
93	All Staff training
94	Install PCN Software.
95	Install & Test Software.
96	Accept IT ECN/PCN Solution

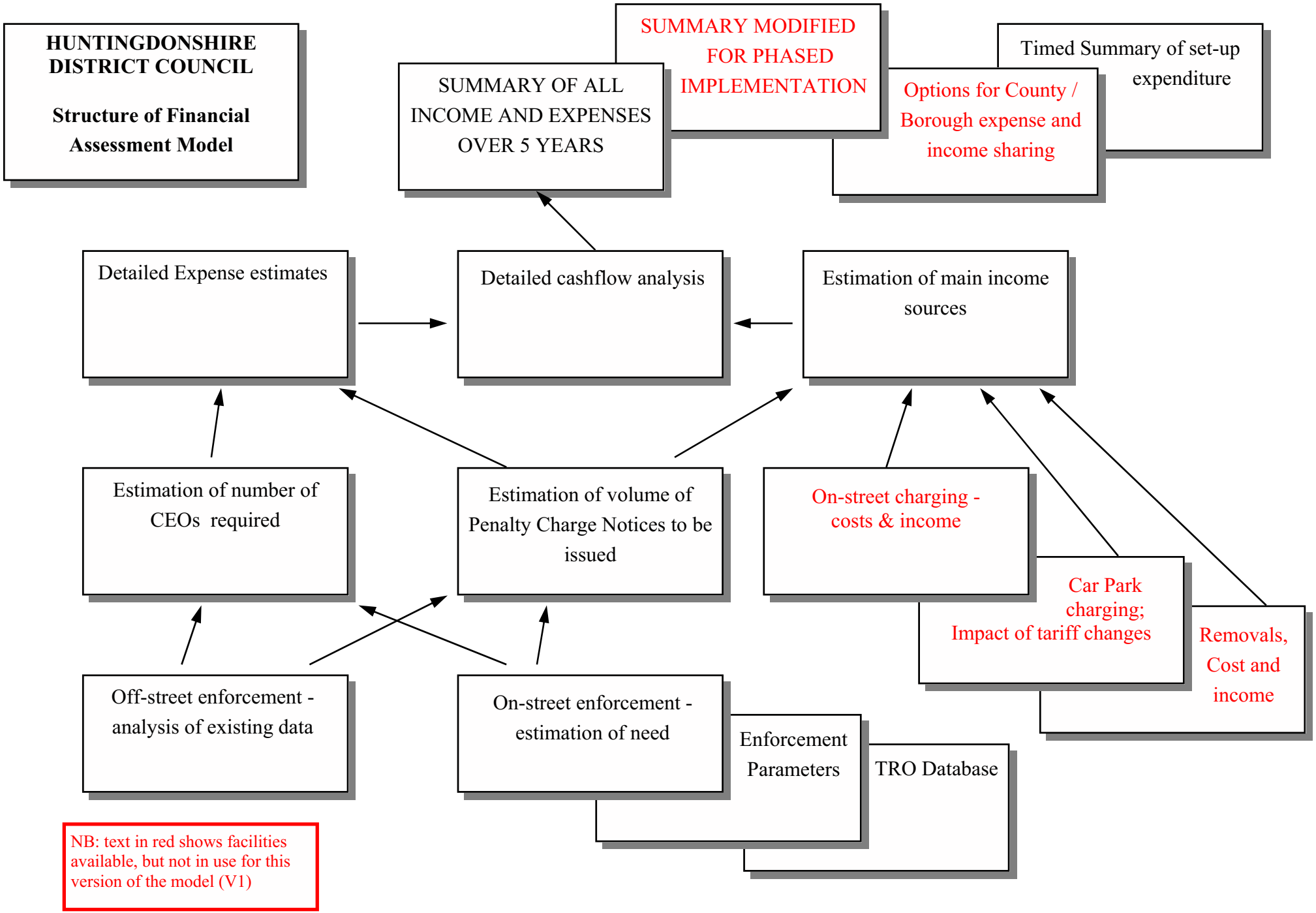


IMPLEMENTATION OF DECRIMINALISED PARKING

ID	Task Name
97	Set up Northampton County Court Link
98	Set up DVLA EDI link
99	Test External IT links
100	Convert ECN data to new database (if req'd)
101	Implement new system for ECNs(if req'd)
102	Agree new correspondence procedures, letters etc
103	Set up CPE Correspondence
104	Test system for PCN processing
105	Implement new system for PCNs (HDC)
106	Define role of Legal section
107	agree new PCN layout. (HDC)
108	Approve new stationery (HDC)
109	Order PCN printing (HDC)
110	Agree audit involvement in new processes
111	Live operation
112	**Create staff procedures manual**
113	Set up new SLA/procedures for Cashiers
114	Set up dispensation procedures
115	Set up debt recovery procedures
116	Set up telephone call handling procedure
117	Set up document imaging procedures
118	Set up appeals processes
119	**Set up CPE Enforcement Team**
120	Decide enforcement strategy
121	Identify training resource
122	Design enforcement plan
123	Design new uniforms
124	Recruit & Appoint New Supervisors
125	Train All Supervisors
126	Procure transport
127	Recruit new CEOs
128	Train all CEOs
129	Live on-street



APPENDIX B The Financial Model – Diagram and explanatory notes


HUNTINGDONSHIRE DISTRICT COUNCIL
Structure of Financial Assessment Model
SUMMARY OF ALL INCOME AND EXPENSES OVER 5 YEARS
SUMMARY MODIFIED FOR PHASED IMPLEMENTATION
Timed Summary of set-up expenditure
Options for County / Borough expense and income sharing
Detailed Expense estimates
Detailed cashflow analysis
Estimation of main income sources
Estimation of number of CEOs required
Estimation of volume of Penalty Charge Notices to be issued
On-street charging - costs & income
Car Park charging; Impact of tariff changes
Removals, Cost and income
Off-street enforcement - analysis of existing data
On-street enforcement - estimation of need
Enforcement Parameters
TRO Database
NB: text in red shows facilities available, but not in use for this version of the model (V1)

HUNTINGDONSHIRE DISTRICT COUNCIL
CIVIL PARKING ENFORCEMENT
THE FINANCIAL MODEL

The attached sheets make up the current draft of the financial model designed to assess the impact on the Council of adopting the powers to undertake civil parking enforcement (CPE) throughout the Council area, by the transfer of responsibility from the Police. These notes are intended to help you to understand the model, how it is built, and how it can be used. This draft of the model is at an early stage in its development; we will be continuing to refine the model with input from everyone who has an interest in ensuring this is as accurate as is possible. If you want to ask any questions, you should contact, Peter Lowe on 01492 585055 or email: plowe@rtaassociates.co.uk

The model is a large Excel spreadsheet, made up of several inter-connected sheets. Each sheet addresses one or more major aspects of the overall assessment. Each sheet is described in some detail below. The whole model is based on the principle of assessing the **marginal** impact of CPE on the overall parking account for the Council. By that it is meant that we are assessing the changes to the costs and income for the Council as a consequence of the introduction of CPE. The model also recognises that there will be many in-direct impacts of CPE (costs and revenue), and where it is considered appropriate, these are also included within the assessment.

A diagram of the structure of the current model is attached, to help with the understanding of the way the model works. The model has facilities for a wide range of other aspects for assessment; if any particular aspect is not used for this version of the model, the notes below describe that function as "hidden". Any such aspect can be brought into use within the model if it is considered relevant, and if the required data is available.

The model is very comprehensive, but as a result, it is only capable of being modified by experienced staff from this consultancy; we do not let anyone have open format electronic copies of the model for this very reason.

The model is designed to have a "Base Model" which is a straightforward, basic implementation of CPE, and in the form which we think is likely to represent the most probable outcome. The model can be varied very easily, in order to produce a variety of different possible outcomes. In this way, we can carry out various sensitivity tests on the predictions, and produce variants with different scenarios. However, a word of caution is advisable at this stage; the model makes possible the creation of an infinite range of assessments. It is our experience that:

a) only one type of change should be assessed within each variant, in order to understand what the impact of the change has been;

b) the number of variants to be tested should be kept to the minimum, otherwise the volume of information become impossible to assimilate.

Each sheet is named at the top of each page, and these correspond to the descriptions given below. The pages are numbered sequentially throughout the document, although with each version of the model, these may of course, change.

The Sheets are:

1(a) Summary

This is the top level analysis of the results of the whole model. There are almost no calculations carried out at this level, as they are all detailed in their relevant sheet further down in the model. The first page shows a few major parameters used within the model to test some of the more obvious variants. The second page is the summary over a five year period of all sources of income and expense which have been included in that version. It also shows the expenditure prior to "D" day ie when the new enforcement commences, split between capital and revenue expenses. The lines at the bottom of the page show the net annual position, then the cumulative position over the period of analysis, then a discounted cashflow analysis of the same period. This analysis assumes that all aspects of the analysis occur on "D" day ie there is no allowance made for any impact from different timings of the various aspects.

2 On-Off street

This sheet shows the percentage split in the on and off street functions to be used for determining the split in funding between County and HDC.

3 Workings

This sheet performs 2 major aspects; the first page shows the calculations of various sources of income. In some cases, these use for example, the estimates of the numbers of Penalty Charge Notices (PCNs) produced in another sheet, to predict the resulting income.

Because this is a marginal assessment, the incomes estimates are the net impact of the change of introducing CPE eg the current ECN income is netted off against the predicted PCN income to give a net increase in parking ticket income. This principle applies throughout this sheet, so for example, if the predicted numbers of CEOs is x, and the current number of CEOs employed is y, the model will carry forward (x - y) as the financial consequence of CPE.

The rest of the pages in this sheet calculate the expenses associated with the five major groupings of staff required:

* operational management
* on-street enforcement
* off-street enforcement
* notice and permit processing
* pay and display equipment management

The last few pages contain a variety of sections of calculations, all of which are used in earlier stages to calculate other items eg the costs of running motor vehicles to support

the CEOs.

4 CEOs

This sheet uses the information coming forward from the base calculations of the needs for enforcement staff, in order to calculate the numbers of staff required to carry out enforcement. Allowance is made for the working patterns of staff, for sickness, holidays etc, to project the actual availability of staff for enforcement duties. The predictions of the numbers of enforcement staff are based on 2 tables, which give the numbers of staff by geographic area, and the required hours of enforcement for these staff.

5 PCNs

Using information about the numbers of CEOs required for the various aspects of the duties, this sheet applies predictions of the numbers of PCNs which each CEO is likely to be able to issue in the varying areas of the Council and the Council car parks which are to be enforced, and thus arrives at a predicted annual total of PCNs.

6 PCN Tables

These tables need not be studied, as they merely summarise the information about the need for enforcement in order to provide summary details to be used as input to the sheet predicting numbers of PCNs which can be issued.

7 Car Parks – Off-street

As CPE will apply to both on and off-street enforcement, the extent and frequency of the enforcement required in the off-street car parks is calculated here, based on an average time for each parking space to be checked, and a defined frequency with which each car park is checked by the CEOs. This is only required if it is considered that the level of off-street enforcement should vary from that currently applied.

8 Cashflow

The income from the issue of parking tickets will arrive over a period of time following issue of the ticket, which means that this timing impact has to be assessed, in order to predict the income stream to the Council. This sheet takes all the major income and expenditure streams, and makes a monthly assessment of the net position over a 36 month period, which is then used to create the Summary analyses. After 36 months, it is then assumed that the net position monthly has been established, and this stable balance is applied for the remainder of the 5 year terms shown on the Summary.

9 Enforcement

The frequency of enforcement on-street is clearly a major factor in calculating the numbers of staff required to carry out the enforcement. This sheet contains the tables required to set the frequency of enforcement on the basis of one pattern for each day from

Monday to Saturday, inclusive, then another pattern for a Sunday. The tables allow for a frequency to be specified as, for example, 2 visits per week, to each type of restriction in each area of the Council's area.

10 Parameters

This sheet contains a number of other tables of base information used to calculate the time required to enforce the various regulations. It does not need to be studied in detail, unless there is a wish to test the impact of changes to any of the parameters shown.

11 TRO Review

This sheet can be used to identify the estimated costs involved in procurement and data entry for a mapping system, the costs of on-site TRO surveys, the estimated costs of remedial works and the preparatory costs for the production of new TRO's.

12 Streets

This is the database of on-street regulations to be enforced. The data fields are the lengths of streets where TROs exist, analysed into the main geographic areas of the Council. Various factors are then applied to each length of regulated kerb, e.g. whether this patrolling will be capable of being done on a mobile basis, such as with a small motorbike or van, or whether they would have to be patrolled on foot.

Using this information, and the parameters described above, a calculation gives a prediction of the time required to enforce each length of regulation of the Council's area. This information, together with the information about the time required to enforce the car parks, gives a total time requirement, which is then used to calculate the numbers of staff required for enforcement.

Peter Lowe
RTA Associates Ltd
July 2017

APPENDIX C
Key Assumptions for the Financial Options

All versions of the model made the following major assumptions:

a) The Civil Enforcement Officers spend all of their time on enforcement;
b) There are no changes to car park tariffs from the current regime to consider.
c) Use of off-street car parks would increase by an average 1% as a consequence of displacement from on-street;
d) All set-up costs would include a full month's expenses prior to commencement;
e) All events would occur at the same time ie there would be no consideration for phasing any part of the project;
f) All set-up costs would be met by the Council(s);
g) 75% of all PCNs would be paid, and of these, 75% would be paid at discount, 20% at face value and 5% at the incremented value;
h) Current staffing levels as shown in the base model;
i) £8,000 to be spent on PR before CPE starts, £12,000 on work to establish the project, and £110,000 to survey and map the TROs and remedy defects in signs and lines;
j) All Enforcement officers to be equipped with android hand-held electronic ticket issuing machines;
k) Enforcement officers to have 1 extra car for mobility;
l) No TUPE costs from the Police;
m) Off-street levels of enforcement and ticket issuing to remain at existing levels;
n) 7% sickness level in enforcement staff;
o) Approximately 0.5 hours per day per Attendant to be lost in travel and administration;
p) On-street, Enforcement officers issuing between 25 and 35 PCNs per person, per week, depending upon the area;
q) PCNs to be paid between 1 month and 6 months from date of issue, depending upon level of payment;
r) 6 months is allowed to reach operational levels of ticket issuing;
s) All regulations to be enforced, the frequency to depend on type and location;

APPENDIX D

The Summary of the HDC In House Base Model with £50 and £70 PCNs

TMA 2004 - FINANCIAL MODEL OF IMPLEMENTATION

MODEL VERSION:	**July 2017 IH base**
MODEL DATE:	**27-Jul-17**

CLIENT: ***HUNTINGDONSHIRE DISTRICT COUNCIL***

VERSION: **July 2017 in house base model**

VERSION	NOTES ON VERSION CHANGES & STATUS
July 2017 base	final in house base model
July 2017 V1	All off street enf in house. All on street and admin for both by County
July 2017 V2A	HDC off street only model
July 2017 V2B	CC on street only model
July 2017 V3	All enf and admin by County
July 2017 V4	Base with 10% less on street PCNs

MODEL OPTIONS SELECTED:

Civil Enforcement Officer TIME ALLOCATION:

If the Civil Enforcement Officers have duties which reduce the effective time they will spend enforcing the parking regulations, this will be reflected by a proportional split being entered for the Other Duties (Enforcement Duties will adjust automatically).

Actions: Enter required percentages under On-Street and/or Off-Street

	Non-Parking Enforcement Duties		Parking Enforcement
	Options:	Selected Option	Balance
On-Street	0 - 100%	0%	100%
Off-Street	0 - 100%	0%	100%

ON-STREET PAY & DISPLAY CHARGING:

The model has three possible options which can be selected as follows: -

Current	Select for no-change to the current status on implementation of CPE
New P&D-1	Includes the income and expenses derived from schedule "P&D-1"
New P&D- 1&2	Includes the income and expenses derived from schedule "P&D-1" and schedule "P&D-2".

Actions: Select one "Option" and copy over "Selected Option" to revise model

Options:	Selected Option	Option Number
Current	*Current*	1
New P&D-1	Refresh PCN Tables after Changing Selection	
New P&D-1&2		

OFF-STREET CAR PARK CHARGING

The model has three possible options which can be selected as follows: -

Current	Select for no change to tarrifs or transaction volumes
Option 1	Considers revised tarrifs, transaction volumes and distributions of transaction by tarrif.
Option 2	Considers same changes as Option 1 but for alternative tarrif structure.

Actions: Select one "Option" and copy over "Selected Option" to revise model

Options:	Selected Option
Current	*Current*
Option 1	
Option 2	

OFF-STREET CAR PARK TRANSACTION VOLUMES INCREASE

This is the estimated increase in transaction volumes experienced in Off-Street Car Parks post CPE.

Apply percentage volume increase to "Current" Income

Actions: Select the required option to apply or not apply the percentage change to "Current Income"; then Enter required percentage volume increase under "Selected Option"

Options:	Selected Option
Yes or No	Yes
0 - 100%	1%

OFF-STREET CAR PARK CHARGING IN FREE CAR PARKS

Selecting the "Yes" Option will include an estimated volume of transactions from Free Car Parks to be included in the calculation of "Off-Street Car Park Charging". It will also modify the Enforcement required now these Car Parks are charged for.

Actions: Select one "Option" and copy over "Selected Option" to revise model

Options:	Selected Option
Yes	No
No	

CURRENT VAT RATE

The model will use this rate for all calculations involving VAT

Actions: Enter current VAT rate under "VAT Rate"

Range	VAT Rate
0 - 100%	20.0%

LEASING RATES

The model uses 3 or 5 year periods for leasing items, as selected per item. Enter current rates per £1,000 per annum:

Rate for 3 year leases:	£310
Rate for 5 year leases:	£230

TMA 2004 - FINANCIAL MODEL OF IMPLEMENTATION

MODEL VERSION:	**July 2017 IH base**
MODEL DATE:	**27-Jul-17**

CLIENT: ***HUNTINGDONSHIRE DISTRICT COUNCIL***

VERSION: **July 2017 in house base model**

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July 2017 V1	All off street enf in house. All on street and admin for both by County
July 2017 V2A	HDC off street only model
July 2017 V2B	CC on street only model
July 2017 V3	All enf and admin by County
July 2017 V4	Base with 10% less on street PCNs

SUMMARY OF MARGINAL INCOME & EXPENDITURE

START-UP =	**Enter 1 - 3** 1 **MONTHS**	**SCH REF**	**START-UP PERIOD (months)**	**START-UP CAPITAL**	**START-UP EXPENSES**	**FIRST 12 MTHS**	**SECOND 12 MTHS**	**THIRD 12 MTHS**	**FOURTH 12 MTHS**	**FIFTH 12 MTHS**
INCOME										
	PCNs ISSUED				0	8,521	8,976	8,976	8,976	8,976
	PCN PAYMENTS	1	NB includes impact of differential PCNs		£0	£91,853	£107,960	£107,960	£107,960	£107,960
	CLAMP & REMOVAL PAYMENTS				£0	£0	£0	£0	£0	£0
	PERMIT PAYMENTS	2			£0	£0	£0	£0	£0	£0
	CAR PARK RECEIPTS	3			£0	£20,130	£20,130	£20,130	£20,130	£20,130
	ON STREET CHARGING	3			£0	£1,290	£1,290	£1,290	£1,290	£1,290
	NET C.COURT PROCEEDS	4			£0	£4,893	£19,572	£19,572	£19,572	£19,572
	TOTAL PAYMENTS				£0	£118,166	£148,952	£148,952	£148,952	£148,952
EXPENSES:							3%	3%	3%	3%
	OPERATIONAL MANAGEMENT	5	1	£110,617	£20,671	£1,458	£1,501	£1,546	£1,593	£1,640
	ON-STREET ENFORCEMENT	6	1	£20,030	£17,676	£130,566	£134,483	£138,517	£142,673	£146,953
	OFF-STREET ENFORCEMENT	7	1	£15,330	£1,688	(£19,523)	(£20,109)	(£20,712)	(£21,334)	(£21,974)
	CLAMP & REMOVAL CONTROL		1	£0	£0	£0	£0	£0	£0	£0
	TICKET & PERMITS PROCESSING	8	1	£6,000	£10,096	£38,110	£39,253	£40,431	£41,644	£42,893
	PAY & DISPLAY	9	1	£0	£0	£0	£0	£0	£0	£0
	TOTAL EXPENSES			£151,977	£50,131	£150,610	£155,128	£159,782	£164,575	£169,513
ANNUAL NET SURPLUS OR (DEFICIT)				(£151,977)	(£50,131)	(£32,444)	(£6,176)	(£10,830)	(£15,623)	(£20,560)
CUMULATIVE NET SURPLUS OR (DEFICIT) EXCLUDING CAPITAL					**(£50,131)**	**(£82,575)**	**(£88,751)**	**(£99,581)**	**(£115,204)**	**(£135,764)**
CUMULATIVE NET SURPLUS OR (DEFICIT)INCLUDING CAPITAL					**(£202,109)**	**(£234,552)**	**(£240,728)**	**(£251,558)**	**(£267,181)**	**(£287,742)**
	NPV INTEREST RATE	**6%**								
	YEAR END NPVs (EXCLUDING CAPITAL)					**(£80,739)**	**(£86,235)**	**(£95,328)**	**(£107,703)**	**(£123,067)**
	NPV INTEREST RATE	**6%**								
	YEAR END NPVs (INCLUDING CAPITAL)					**(£232,716)**	**(£238,212)**	**(£247,305)**	**(£259,680)**	**(£275,044)**

Notes:-

1 NPV - Calculation assumes that the Start Up Cost is a negative cash flow at the start of year 1 and that each years cash flow thereafter is received at the end of the year.
2 SCH REF - Reference to the detailed working schedules attached.
3 Start up costs include capital costs, one-off costs incurred before commencement, and percentage of first year expenses calculated from number of months selected in Start-up Period.

TMA 2004 - FINANCIAL MODEL OF IMPLEMENTATION

MODEL VERSIC	**July 2017 IH base**
MODEL DATE:	**27-Jul-17**

CLIENT: **HUNTINGDONSHIRE DISTRICT COUNCIL**

VERSION: **July 2017 in house base model**

ANALYSIS BETWEEN ON-STREET AND OFF-STREET INCOME AND COSTS

NB: THE RESULTS BELOW ARE THE MARGINAL CHANGE TO THE PARKING ACCOUNT, AND DO NOT THEREFORE REPRESENT THE FULL ON-OFF-STREET RING FENCED ACCOUNT POST-CPE.

			% SPLIT	START-UP CAPITAL	START-UP EXPENSES	FIRST 12 MTHS	SECOND 12 MTHS	THIRD 12 MTHS	FOURTH 12 MTHS	FIFTH 12 MTHS
		PCNs ISSUED:				8,521	8,976	8,976	8,976	8,976
		ON-STREET:	59.3%			5,049	5,318	5,318	5,318	5,318
		OFF-STREET:	40.8%			3,473	3,659	3,659	3,659	3,659
INCOME			**BASIS OF SPLIT**							
	PCN PAYMENTS	TOTAL:				£ 91,853	£ 107,931	£ 107,931	£ 107,931	£ 107,931
		ON-STREET:				£ 109,573	£ 125,651	£ 125,651	£ 125,651	£ 125,651
		OFF-STREET:				(£ 17,720)	(£ 17,720)	(£ 17,720)	(£ 17,720)	(£ 17,720)
	PERMIT PAYMENTS	TOTAL:			£ 0	£ 0	£ 0	£ 0	£ 0	£ 0
		ON-STREET:	100%		£ 0	£ 0	£ 0	£ 0	£ 0	£ 0
		OFF-STREET:	0%		£ 0	£ 0	£ 0	£ 0	£ 0	£ 0
	CAR PARK RECEIPTS	TOTAL:				£ 20,130	£ 20,130	£ 20,130	£ 20,130	£ 20,130
		ON-STREET:	0%			£ 0	£ 0	£ 0	£ 0	£ 0
		OFF-STREET:	100%			£ 20,130	£ 20,130	£ 20,130	£ 20,130	£ 20,130
	ON STREET CHARGING	TOTAL:				£ 1,290	£ 1,290	£ 1,290	£ 1,290	£ 1,290
		ON-STREET:	100%			£ 1,290	£ 1,290	£ 1,290	£ 1,290	£ 1,290
		OFF-STREET:	0%			£ 0	£ 0	£ 0	£ 0	£ 0
	NET C.COURT PROCEEDS	TOTAL:				£ 4,893	£ 19,572	£ 19,572	£ 19,572	£ 19,572
		ON-STREET:	59.3%			£ 2,899	£ 11,597	£ 11,597	£ 11,597	£ 11,597
		OFF-STREET:	40.8%			£ 1,994	£ 7,978	£ 7,978	£ 7,978	£ 7,978
EXPENSES:										
	OPERATIONAL MANAGEMENT	TOTAL:		£ 110,617	£ 20,671	£ 1,458	£ 1,501	£ 1,546	£ 1,593	£ 1,640
		ON-STREET:	59.3%	£ 102,617	£ 12,248	£ 864	£ 890	£ 916	£ 944	£ 972
		OFF-STREET:	40.8%	£ 8,000	£ 8,426	£ 594	£ 612	£ 630	£ 649	£ 669
	ON-STREET ENFORCEMENT	TOTAL:		£ 20,030	£ 17,676	£ 130,566	£ 134,483	£ 138,517	£ 142,673	£ 146,953
		ON-STREET:	100%	£ 20,030	£ 17,676	£ 130,566	£ 134,483	£ 138,517	£ 142,673	£ 146,953
		OFF-STREET:	0%	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0
	OFF-STREET ENFORCEMENT	TOTAL:		£ 15,330	£ 1,688	(£ 19,523)	(£ 20,109)	(£ 20,712)	(£ 21,334)	(£ 21,974)
		ON-STREET:	0%	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0
		OFF-STREET:	100%	£ 15,330	£ 1,688	(£ 19,523)	(£ 20,109)	(£ 20,712)	(£ 21,334)	(£ 21,974)
	TICKET & PERMITS PROCESSING	TOTAL:		£ 6,000	£ 10,096	£ 38,110	£ 39,253	£ 40,431	£ 41,644	£ 42,893
	includes county contribution to admin at £7.16 per PCN	ON-STREET:	59.3%	£ 3,555	£ 5,982	£ 38,072	£ 39,214	£ 40,390	£ 41,602	£ 42,850
		OFF-STREET:	40.8%	£ 2,446	£ 4,115	£ 38	£ 39	£ 40	£ 42	£ 43
		inflation	3.0%							
	PAY & DISPLAY	TOTAL:		£ 0	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0
		ON-STREET:	100%	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0
		OFF-STREET:	0%	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0
	INCOME	ON-STREET:			£ 0	£ 113,762	£ 138,538	£ 138,538	£ 138,538	£ 138,538
	INCOME	OFF-STREET:			£ 0	£ 4,404	£ 10,387	£ 10,387	£ 10,387	£ 10,387
	TOTAL INCOME:				£ 0	£ 118,166	£ 148,926	£ 148,926	£ 148,926	£ 148,926
	EXPENSES	ON-STREET:		£ 126,202	£ 35,907	£ 169,501	£ 174,586	£ 179,824	£ 185,219	£ 190,775
	EXPENSES	OFF-STREET:		£ 25,776	£ 14,228	(£ 18,891)	(£ 19,458)	(£ 20,042)	(£ 20,643)	(£ 21,262)
	TOTAL EXPENSES:			£ 151,978	£ 50,135	£ 150,610	£ 155,128	£ 159,782	£ 164,576	£ 169,513
	ANNUAL NET SURPLUS OR (DEFICIT):	ON-STREET:		(£ 126,202)	(£ 35,907)	(£ 55,739)	(£ 36,048)	(£ 41,285)	(£ 46,680)	(£ 52,237)
		OFF-STREET:		(£ 25,776)	(£ 14,228)	£ 23,295	£ 29,845	£ 30,429	£ 31,030	£ 31,650
				(£ 151,978)	(£ 50,135)	(£ 32,443)	(£ 6,203)	(£ 10,856)	(£ 15,650)	(£ 20,587)
	CUMULATIVE NET SURPLUS OR (DEFICIT) EXCLUDING CAPITAL	ON-STREET:			(£ 35,907)	(£ 91,646)	(£ 127,693)	(£ 168,979)	(£ 215,659)	(£ 267,896)
		OFF-STREET:			(£ 14,228)	£ 9,067	£ 38,912	£ 69,342	£ 100,372	£ 132,021
				£ 0	(£ 50,135)	(£ 82,578)	(£ 88,781)	(£ 99,637)	(£ 115,287)	(£ 135,874)
	CUMULATIVE NET SURPLUS OR (DEFICIT) INCLUDING CAPITAL	ON-STREET:		(£ 126,202)	(£ 162,109)	(£ 217,848)	(£ 253,896)	(£ 295,181)	(£ 341,861)	(£ 394,098)
		OFF-STREET:		(£ 25,776)	(£ 40,004)	(£ 16,708)	£ 13,137	£ 43,566	£ 74,596	£ 106,246
				(£ 151,978)	(£ 202,113)	(£ 234,556)	(£ 240,759)	(£ 251,615)	(£ 267,265)	(£ 287,852)

APPENDIX E

The Remainder of the HDC Base Model workings

Remainder of Base Model – All Detailed Sheets

Workings – all detailed income and expenditure calculations

CEOs – calculation of numbers of Enforcement staff required

PCNs – calculations of numbers of tickets to be issued

PCN Tables – summaries from TRO database

Car Parks – enforcement requirements for off-street areas

Cashflow – calculation of timing of receipt of income and expenditure

Enforcement – Tables of frequency of enforcement visits

Parameters – Detailed settings used in TRO/enforcement calculations

TRO review – Detailed financial breakdown required, to carry out review

Streets – TRO database of enforcement requirements and calculations

TMA 2004 - FINANCIAL MODEL OF IMPLEMENTATION

MODEL VERSION:	**July 2017 IH base**
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SCHEDULE 1

ON-STREET & OFF STREET PAYMENTS

PCN ISSUE & PAYMENTS

			PCNs ISSUED	%PAID	PCNs PAID	% PAID BY BAND	VOLUME PAID	AMOUNT PAID	
Projected Number of PCNs	**8,974**								
Off-street PCN Higher Level	£70.00		256	75%	192	20%	38	£2,688	
50% Discount	£35.00					75%	144	£5,040	
50% Premium	£105.00					5%	10	£1,008	
Off-street PCN Lower Level	£50.00		3,402	75%	2,552	20%	510	£25,515	
50% Discount	£25.00					75%	1,914	£47,841	
50% Premium	£75.00					5%	128	£9,568	£91,660
On-street PCN Higher Level	£70.00		3,722	75%	2,792	20%	558	£39,081	
50% Discount	£35.00					75%	2,094	£73,277	
50% Premium	£105.00					5%	140	£14,655	
On-street PCN Lower Level	£50.00		1,595	75%	1,196	20%	239	£11,963	
50% Discount	£25.00					75%	897	£22,430	
50% Premium	£75.00					5%	60	£4,486	£165,891
			8,975		6,731		6,731	£257,551	
CURRENT ECN/PCN RECEIPTS		Net ECN Value							
On-Street - 1	£20.00	£20.00	1,089		10		10	£200	
On-Street - 2	£40.00	£40.00			1,001		1,001	£40,040	
On-Street - 3	£0.00	£0.00			-		0	£0	£40,240
				0.0%					
Off-Street - 1	£40.00	£40.00	3,253		2,508		2,508	£100,320	
Off-Street - 2	£60.00	£60.00			151		151	£9,060	
Off-Street - 3	£0.00	£0.00			-		0	£0	£109,380
			4,342	0.0%	3,670		3,670	£149,620	
TOTAL / MARGINAL RECEIPTS			4,633		3,061		3,061	£107,931	

SCHEDULE 2

PERMIT PAYMENTS

PERMIT ISSUES AND REVENUE BY PERMIT TYPE:	TOTAL	NOW	NEW	UNIT COST	PROPOSED INCREASE	AMOUNT
Permit - Staff/Public	70	70	0	£0	£0	£0
Permit - Business	0	0	0	£0	£0	£0
Permit - Doctor	0	0	0	£0	£0	£0
Permit - Resident on street	150	150	0	£26	£0	£0
Permit - Resident off street	580	580	0	£0	£0	£0
Permit -	0	0	0	£0	£0	£0
TOTAL PERMITS	800	800	0			£0

SCHEDULE 3

PAY & DISPLAY AND CAR PARK RECEIPTS

		TOTAL	NOW	NEW	AMOUNT
ON-STREET PAY & DISPLAY - AREA 1		£0	£0	£0	£0
ON-STREET PAY & DISPLAY - AREA 2		£0	£0	£0	£0
CAR PARK INCOME INCREASE	**Current**	£0	£0	£0	£0
FREE CAR PARKS CHARGED	**No**	£0	£0	£0	£0
VOL. INCREASE ONLY ON-STREET	**1%**	£130,290	£129,000	£1,290	£1,290
VOL. INCREASE ONLY OFF-STREET	**1%**	£2,033,130	£2,013,000	£20,130	£20,130
TOTAL RECEIPTS					£21,420

SCHEDULE 4

PROCEEDS FROM COUNTY COURT & SUBSEQUENT ACTION

PROCEEDS FROM ACTION	(See AW04)	£28,368
COSTS OF ACTION		(£8,796)
NET PROCEEDS		£19,572

TMA 2004 - FINANCIAL MODEL OF IMPLEMENTATION

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VERSION: July 2017 in house base model

SCHEDULE 5

OPERATIONAL MANAGEMENT

DESCRIPTION:	MODEL ASSUMPTION	%	TOTAL UNITS	UNITS NOW	NEW UNITS	UNIT COSTS	ANNUAL EXPENSE	TOTAL SET-UP EXPENSE	SET-UP CAPITAL
STAFFING / SALARY:									
Parking Manager			1.0	1.0	0.0	£26,000	£0		
Enforcement Manager			0.0	0.0	0.0	£0	£0		
Contract Administrator / Audit			0.0	0.0	0.0	£0	£0		
Administration Staff			0.0	0.0	0.0	£0	£0		
TOTAL STAFF / SALARY COSTS			1.0	1.0	0.0		£0	£0	£0
OTHER STAFFING COSTS:									
Salary Overhead Costs	Percentage of Salary	31.2%					£0		
Accommodation Costs - Mgt.	Annual Charge/New Office		1	1	0	£2,750	£0		
Accommodation Costs - Staff	Annual Charge/New Office		0	0	0	£2,750	£0		£0
Uniform Costs	Cost Per Head					£450	£0		
Initial Recruitment Costs	Cost Per New Head				0	£100		£0	
Staff Turnover Recruitment	% Turnover of Headcount	30.0%	0		0	£100	£0		
TOTAL OTHER STAFF COSTS							£0	£0	£0
OFFICE EQUIPMENT									
Office Equipment Set-up	Cost Per Head		1	1	0	£600		£0	
Maintenance	Cost Per Head		1	1	0	£100	£0		
COMPUTER EQUIPMENT									
PC	Cost Per Head		1	1	0	£1,000			£0
PC Software	Cost Per Head		1	1	0	£350			£0
Printer	Cost Per Head		1	1	0	£400			£0
Networking	Cost Per Head		1	1	0	£1,000		£0	
Equipment Lease	Lease over 3 or 5 years		Lease Period in Years (or 0) =		3	£310	£0		
Maintenance	Cost of Equipment	12.0%					£0		
TOTAL EQUIPMENT COSTS							£0	£0	£0
OTHER COSTS:									
Telephone expenses	Cost Per Head		1	1	0	£500	£0		
Public relations	Estimate				1	£1,000	£1,000	£8,000	
Consultancy costs	Set-Up expenses							£12,000	
TRO/GIS set-up	Survey and mapping of TROs on-site								£46,717
Signs & Lines remedial works	Set-Up expenses								£55,900
Signs conversion in car parks									£8,000
Lease car							£0		
Training - Set-up	Cost Per Head -all staff		1	1	0	£550		£550	
Training - on-going	Cost Per Head -all staff		1	1	0	£250	£250		
Departmental Overheads	% of Total Operating Costs	16.6%					£208		
TOTAL OTHER COSTS							£1,458	£20,550	£110,617
TOTAL ANNUAL EXPENSES / SET-UP COSTS							£1,458	£20,550	£110,617

TMA 2004 - FINANCIAL MODEL OF IMPLEMENTATION

MODEL VERSION:	**July 2017 IH base**
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CLIENT: HUNTINGDONSHIRE DISTRICT COUNCIL

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SCHEDULE 6

ON STREET ENFORCEMENT

DESCRIPTION:	MODEL ASSUMPTION	%	TOTAL UNITS	UNITS NOW	NEW UNITS	UNIT COSTS	ANNUAL EXPENSE	TOTAL SET-UP EXPENSE	SET-UP CAPITAL
STAFFING / SALARY:									
Senior Supervisor			0.00	0.00	0.00	£0	£0		
Supervisor			0.80	0.00	0.80	£19,800	£15,840		
TUPEd Supervisors			0.00	0.00	0.00	£0	£0		
Team Leaders			0.00	0.00	0.00	£0	£0		
civil enforcement officers		4.0	3.20	0.00	3.20	£18,361	£58,755		
TUPEd CEOs			0.00	0.00	0.00	£0	£0		
TOTAL STAFF / SALARY COSTS			4.00	0.00	4.00		£74,595	£0	£0
OTHER STAFFING COSTS:									
Salary Overhead Costs	Salary	31.2%					£23,274		
Accommodation Costs	Cost Per Head		4.0	0.0	4.0	£0	£0		£0
Uniform Initial Costs	Uniformed CEO's & Supervisors		4.0	0.0	4.0	£579		£2,316	
Uniform Maintenance	Original Costs	50.0%					£1,158		
Initial Recruitment Costs	Estimate							£1,000	
Staff Turnover Recruitment	% Turnover of Headcount	30.0%	1.0		1.0	£100	£100		
Uniform Replacement Costs	New staff				1.0	£200	£200		
Uniform Stock Costs	Original Costs	0.0%						£0	
TOTAL OTHER STAFF COSTS							£24,732	£3,316	£0
OFFICE EQUIPMENT									
Office Equipment Set-up	Cost Per Manager / Supervisor		0.8	0.0	0.8	£600		£480	
Maintenance	Cost Per Head		0.8	0.0	0.8	£100	£80		
Radio base station			0.0	0.0	0.0	£550			£0
No. of Sets of Equipment for CEOs					4.0				
Personal radios					0.0	£352			£0
Batteries & chargers					0.0	£300			£0
HHCT/ android	HHCT+Case				5.0	£2,950			£14,750
HHCT Software	Per HHC				5.0	£100			£500
HHCT Spares	Spares Holding %	5.0%			1.0	£2,950			£2,950
HHCT Chargers	Per Number of HHCT				4.0	£20			£80
Digital cameras	Per CEO				0.0	£150	£0		
Mobile phones					4.0	£100			£400
PCs (including software)			1.0	0.0	1.0	£950			£950
PC Installation			1.0	0.0	1.0	£250		£250	
Printer			1.0	0.0	1.0	£400			£400
Equipment Lease	3 year lease rate per £1,000		Lease Period in Years (or 0) =		0		£0		
Maintenance	Cost of Equipment	20.0%					£3,976		
TOTAL EQUIPMENT COSTS							£4,056	£730	£20,030
OTHER COSTS:									
Tickets issued	Volume + % Spoilt	5.0%	5,583		5,583	£0.20	£1,117		
Telephone expense	Estimate						£500		
Stationery / Consumables	Estimate				4.0	£40.00	£160		
Training - Set-up	Cost Per Head - all staff		5	0	5	£550		£2,750	
Training	Cost Per Head - all staff		5	0	5	£250	£1,250		
Private mileage	Essential car user allowance		-	-	-	£0.440	£0		
Car	Purchase		1	0	1	£10,653			£0
	Lease over 3 or 5 years		Lease Period in Years (or 0) =		5		£230	£2,450	
	Operating Costs		1	0	1	£3,118	£3,118		
civil enforcement officer Scooters	Purchase		0	0	0	£2,500			£0
	Lease over 3 or 5 years		Lease Period in Years (or 0) =		0		£0	£0	
	Operating Costs		0	0	0	£354	£0		
	Protective Clothing/Helmets		0	0	0	£600	£0		
civil enforcement officer Transport	Purchase		0	0	0	£12,000			£0
	Lease over 3 or 5 years		Lease Period in Years (or 0) =		5		£230	£0	
	Operating Costs		0	0	0	£3,118	£0		
Departmental Overheads	% of Total Operating Costs	16.6%					£18,588		
TOTAL OTHER COSTS							£27,183	£2,750	£0
TOTAL ANNUAL EXPENSES / SET-UP COSTS							£130,566	£6,796	£20,030

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SCHEDULE 7

OFF STREET ENFORCEMENT

DESCRIPTION:	MODEL ASSUMPTION	%	TOTAL UNITS	UNITS NOW	NEW UNITS	UNIT COSTS	ANNUAL EXPENSE	TOTAL SET-UP EXPENSE	SET-UP CAPITAL
STAFFING / SALARY:									
Senior Supervisor			0.00	0.00	0.00	£0	£0		
Supervisor			0.20	0.00	0.20	£19,800	£3,960		
Team Leaders			0.00	0.00	0.00	£0	£0		
civil enforcement officers		2.6	2.37	0.00	2.37	£18,361	£43,448		
TOTAL STAFF / SALARY COSTS			2.57	0.00	2.57		£47,408	£0	£0
OTHER STAFFING COSTS:									
Salary Overhead Costs	Salary	31.2%					£14,791		
Accommodation Costs	Cost Per Head		2.6	0.0	2.6	£0	£0		£0
Uniform Initial Costs	Uniformed CEO's & Supervisors		2.6	0.0	2.6	£579		£1,486	
Uniform Maintenance	Original Costs	50.0%					£743		
Initial Recruitment Costs	Estimate							£0	
Staff Turnover Recruitment	% Turnover of Headcount	30.0%	1.0		1.0	£100	£100		
Uniform Replacement Costs	New staff				1.0	£200	£200		
Uniform Stock Costs	Original Costs	20.0%						£297	
TOTAL OTHER STAFF COSTS							£15,834	£1,783	£0
OFFICE EQUIPMENT									
Office Equipment Set-up	Cost Per Manager / Supervisor		0.2	0.0	0.2	£600		£120	
Maintenance	Cost Per Head		0.2	0.0	0.2	£100	£20		
Radio base station			0.0	0.0	0.0	£550			£0
No. of Sets of Equipment for CEOs					4.0				
Personal radios					0.0	£352			£0
Batteries & chargers					0.0	£300			£0
HHCT Android	HHCT+Case				5.0	£2,950			£14,750
HHCT Software	Per HHC				5.0	£100			£500
HHCT Spares	Spares Holding %	5.0%			0.0	£2,950			£0
HHCT Chargers	Per Number of HHCT				4.0	£20			£80
Digital cameras	Per CEO				0.0	£150			£0
PCs (including software)			0.0	0.0	0.0	£950			£0
PC Installation			0.0	0.0	0.0	£250		£0	
Printer			0.0	0.0	0.0	£400			£0
Equipment Lease	3 year lease rate per £1,000		Lease Period in Years (or 0) =		0	£0	£0		
Maintenance	Cost of Equipment	20.0%					£2,966		
TOTAL EQUIPMENT COSTS							£2,986	£120	£15,330
OTHER COSTS:									
Tickets issued	Volume + % Spoilt	5.0%	3,841		3,841	£0.20	£768		
Telephone expense	Estimate						£0		
Stationery / Consumables	Estimate				2.6	£40.00	£103		
Public relations									
Training - Set-up	Cost Per Head - all staff		3	0	3	£550		£1,411	
Training	Cost Per Head - all staff		3	0	3	£250	£642		
Private mileage	Essential car user allowance		-	-	-	£0.440	£0		
Car	Purchase		3	3	0	£10,653			£0
	Lease over 3 or 5 years		Lease Period in Years (or 0) =		5	£230	£0		
	Operating Costs		0	3	0	£3,118	£0		
civil enforcement officer Scooters	Purchase		0	0	0	£3,000			£0
	Lease over 3 or 5 years		Lease Period in Years (or 0) =		0	£0	£0		
	Operating Costs		0	0	0	£354	£0		
	Protective Clothing/Helmets		0	0	0	£600	£0		
civil enforcement officer Transport	Purchase		0	0	0	£15,000			£0
	Lease over 3 or 5 years		Lease Period in Years (or 0) =		0	£0	£0		
	Operating Costs		0	0	0	£3,118	£0		
Departmental Overheads	% of Total Operating Costs	16.6%					£11,245		
TOTAL OTHER COSTS							£12,757	£1,411	£0
LESS:	current cost of 4.6 fte street rangers on enforcement duties						(£ 98,509)		
TOTAL ANNUAL EXPENSES / SET-UP COSTS							(£19,523)	£3,315	£15,330

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SCHEDULE 8

TICKET & PERMIT PROCESSING

DESCRIPTION:	MODEL ASSUMPTION	%	TOTAL UNITS	UNITS NOW	NEW UNITS	UNIT COSTS	ANNUAL EXPENSE	TOTAL SET-UP EXPENSE	SET-UP CAPITAL
STAFFING / SALARY:									
Manager			0.0	0.0	0.0	£0	£0		
Supervisor			0.0	0.0	0.0	£16,190	£0		
PCN Processing Staff			1.8	0.9	0.9	£15,200	£13,680		
Reps, Court & NPAS staff			0.0	0.0	0.0	£0	£0		
Permit Processing Staff			0.0	0.0	0.0	£0	£0		
Parking Counter Staff			0.0	0.0	0.0	£0	£0		
TOTAL STAFF / SALARY COSTS			1.8	0.9	0.9		£13,680	£0	£0
OTHER STAFFING COSTS:									
Salary Overhead Costs	Salary	31.2%					£4,268		
Accommodation Costs	Cost Per Head		1.8	0.9	0.9	£0	£0		£0
Uniform Initial Costs	Counter staff		0	0	0	£250		£0	
Uniform Maintenance	Original Costs	50.0%					£0		
Initial Recruitment Costs	Estimate				0.9	£100		£500	
Staff Turnover Recruitment	% Turnover of Headcount	30.0%	1		1	£100	£100		
TOTAL OTHER STAFF COSTS							£4,368	£500	£0
OFFICE EQUIPMENT									
Office Equipment Set-up	Cost Per Head		2	0.9	1.1	£600		£660	
Maintenance	Cost Per Head		2	0.9	1.1	£100	£110		
COMPUTER SYSTEM COSTS									
PCN Processing Purchase	Application software upgrade only	Four user licence	1	0	1	£6,000			£6,000
Permits System - 4 user licence	hosted licence fee		1	0	1	£1,800	£1,800		
Digital camera interface			0	0	0	£0			£0
Dispensations Module			0	0	0	£0			£0
Suspensions Module			0	0	0	£0			£0
Equipment maintenance Module			0	0	0	£0			£0
Internet payment module			1	0	0	£1,000			£0
GIS Interface			1	0	0	£0			£0
Cash Receipting			1	0	0	£1,000			£0
Postcode addressing	4 user licence		1	0	0	£2,050			£0
Scanning Software			0	0	0	£0			£0
DIP Viewing Software			0	0	0	£0			£0
System Server	System Hardware		0	0	0	£8,000			£0
PCs			1	0	0	£950			£0
Scanners			1	0	0	£1,000			£0
Bar Code Readers			0	0	0	£0			£0
Cash Handling Equipment			0	0	0	£0			£0
Heavy Duty - Continuous Printer	Printers		0	0	0	£0			£0
Laser Printers			1	0	0	£500			£0
Network Cards & Software	Cards / Software		1	0	1	£20		£20	
Network Cabling	Cabling		1	0	1	£50		£50	
Computer System Lease	Lease over 3 or 5 years		Lease Period in Years (or 0) =		0	£0	£0		
Installation and Training	Application Software(days)		2	0	2	£550		£1,100	
Implementation of systems			2	0	2	£550		£1,100	
Network Installation			1	0	1	£500		£500	
Software Support	Cost of Application Software	20.0%					£1,560		
Hardware Maintenance	Cost of Equipment	12.0%					£8		
TOTAL EQUIPMENT & SYSTEM COSTS							£3,478	£3,430	£6,000
OTHER COSTS:									
% OF TOTAL PCN ISSUE RELATING TO THE VOLUME INCREASE			52%						
Letters (incl postage)					1,158	£1.00	£1,158		
DVLA enquiry					2,027	£0.15	£304		
Notices (incl postage)					1,622	£1.00	£1,622		
Cheque processing service	Cheques received				1,346	£1.00	£1,346		
Adjudication cases	% of PCNs issued			0.5%	45	£0	£0		
Adjudication Service Costs	Est. Fixed Charge	Joining Fee			0	£0		£0	
Adjudication Service Costs	Est. Fixed Charge	Annual Fee			1	£0	£0		
Adjudication Service Costs	Unit cost/PCN				8,974	£0.40	£3,590		
Permit Stationery					0	£0.20	£0		
Telephone expense					1	£300	£300		
IVR system costs	Set-up cost + cost per PCN paid	% PCNs income paid to IVR co.		0.0%			£0		
Web site extensions								£2,000	
IT Support Costs	IT Departmental Support				1	£2,000	£2,000		
Initial training					1.8	£550		£990	
Training					1.8	£250	£450		
Departmental Overheads	% of Total Operating Costs	18.0%					£5,813		
TOTAL OTHER COSTS							£16,583	£2,990	£0
TOTAL ANNUAL EXPENSES / SET-UP COSTS						HDC	£38,110	£6,920	£6,000
levy per pcn county pay HDC					5317	£7.16	-£38,072		
					HDC less CCC		£38	£6,920	£6,000
TOTAL ANNUAL EXPENSES / SET-UP COSTS							£0	£0	£0

ADDITIONAL WORKINGS

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(AW01) PAYMENTS BY LOCATION:

	%	NUMBER	VALUE
MAILED PAYMENTS	25%	1,683	£64,395
TELEPHONE PAYMENTS	40%	2,693	£103,040
INTERNET PAYMENTS	35%	2,356	£90,145
TOTAL PAYMENTS		6,732	257,580
AVERAGE PAYMENT VALUE		£38.26	

(AW02) PAYMENT DISTRIBUTION BY TIME OF PAYMENT

	VOLUME	AMOUNT
PAYMENTS MADE AT DISCOUNT LEVEL	5,048	£75,310
PAYMENTS MADE BEFORE CHARGE CERTIFICATE	1,346	£40,166
POST CHARGE CERTIFICATE PAYMENTS	337	£15,062
TOTAL PAYMENTS:	6,731	£130,538

(AW03) ESTIMATED LEVELS OF CORRESPONDENCE / TRANSACTIONS

NB: TOTAL VOLUMES, NOT MARGINAL VOLUMES

Receipts	Mailed Payments			1,683
Correspondence	% of Tickets Issued		25%	2,244
Pocket books checked	% of Tickets Issued		6%	539
Meter checks	% of Tickets Issued		1%	90
Site visits	% of Tickets Issued		1%	90
TRO/map checks	% of Tickets Issued		1%	90
Permits applications	Number of Permits Issued			800
Permits Correspondence	% of Number of Permits		50%	400
Cases to DVLA	Tickets Issued less Payments before Notice			3,927
DVLA successful responses	% of Cases to DVLA		80%	3,141
Manual DVLA VQ5 responses	% of Cases to DVLA		16%	628
Notices (NTOs)	DVLA successful responses			3,141
Charge Certificates	% of NTOs		45%	1,414
Telephone Calls	% of Tickets Issued		50%	4,488
Personal visits at Reception	% of Tickets Issued		15%	1,346
Permits Telephone calls	% of Number of Permits		50%	400
Representations	% of Notices		33%	1,037
Notices of Rejection	% of Representations		75%	778
Adjudication Cases	% of Notices of Rejection		9%	70
PCNs cancelled	% of PCNs issued		11%	175
C.Court Registrations	Eligible Cases - See AW05			1,099
Bailiff Services	Bailiff Action - See AW05			935
TOTAL CORRESPONDENCE / TRANSACTION VOLUMES				28,515
VOLUME PER DAY	Based on 225 days / year	127		

ADDITIONAL WORKINGS - CONTINUED

(AW04) COUNTY COURT ESTIMATE

ANNUAL PROJECTION OF ISSUE		8,975
NO. OF CASES STILL OPEN AFTER 72 DAYS:		2,244
% OF THESE FOR MULTIPLE OFFENDERS:	5%	112
% OF THESE ALREADY REGISTERED:	2%	45
% OF THESE WITH CURRENT CORRESPONDENCE, ETC	7%	157
% OF THESE WITH < £20 DUE	10%	224
% OF THESE OUTSIDE JURISDICTION:	2%	45
% WITH NO GOOD NAME AND ADDRESS:	25%	561
ELIGIBLE CASES:		1,099
ANNUAL COST OF REGISTRATION:	£8.00	£8,796
% OF THESE PAYING AFTER REGISTRATION CERTIFICATE:	15%	165
AVERAGE PCN VALUE AT THIS STAGE:		£87.61
REVENUE FROM REGISTRATION PAYEES:		£14,449
CASES ELIGIBLE FOR WARRANT REQUEST:		935
% AGAINST WHICH EA (BAILIFF) ACTION TAKEN:	100%	935
% PAYING AFTER EA ACTION:	17%	159
REVENUE FROM EA ACTION:		£13,919
% OF PROCEEDS RETAINED BY EAs:	0%	£0
NET COUNTY COURT PROCEEDS		£19,572

TICKETS ISSUED AT: £70	256
TICKETS ISSUED AT: £50	3,402
TICKETS ISSUED AT: £70	3,722
TICKETS ISSUED AT: £50	1,595
CHARGE BAND: £70	£70
CHARGE BAND: £50	£50
CHARGE BAND: £70	£70
CHARGE BAND: £50	£50
TOTAL REVENUE(IGNORING DISCOUNT IMPACT):	£528,310
AVERAGE PCN VALUE:	£58.41
AVERAGE INCREMENTED PCN VALUE:	£87.61

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(AW05) ESTABLISHMENT

Staffing	Total	Current	New	
Operational Management	1.00	1.00	0.00	
On Street Enforcement	4.00	0.00	4.00	
Off Street Enforcement	2.57	0.00	2.57	
Removal PAs	0.00	0.00	0.00	NB: assumes contract drivers
Ticket & Permit Processing	1.80	0.90	0.90	
Machine maintenance	0.00	0.00	0.00	
Total Staffing	9.37	1.90	7.47	
PA's Only	5.57	0.00	5.57	

(AW06) VEHICLE USAGE COSTS

Car/MPV Costs

Item	Volume	Unit	Cost	
Miles per day	50			
Days per week	6			
Weeks per year	50			
Miles per year	15,000			
Miles per gallon	32			
Price per gallon	£6.07	gallon		
Fuel costs			£2,845	
Service cost	£0	each service		in house
Service Interval	10,000	miles		
Annual Service costs	15000		£0	
Road Fund Licence			£228	
Insurance			£0	inc
MOT			£45	
			£3,118	

Scooter Costs

Item	Volume	Unit	Cost
Miles per day	40		
Days per week	6		
Weeks per year	50		
Miles per year	4,000		
Miles per gallon	75		
Price per gallon	£6.07	gallon	
Fuel costs			£324
Service cost	£0	each service	
Service Interval	5,000	miles	
Annual Service costs			£0
Road Fund Licence			£30
Insurance			£0
Repairs			£0
			£354

(AW07) UNIFORMS

ITEM	UNIT COST	NUMBER REQUIRED PER CEO	TOTAL ONE-OFF SET-UP	TOTAL ANNUAL RECURRING
Anorak/Coats	£85.00	1	£85.00	
Shirts/Blouses	£9.95	6	£59.70	£29.85
Nato style Pullovers	£19.50	2	£39.00	
Trousers/skirts	£31.00	4	£124.00	£62.00
Ties	£3.20	1	£3.20	
Gloves	£19.95	1	£19.95	
Scarves	£5.95	1	£5.95	
Shoes	£30.00	3	£90.00	£45.00
Hats	£42.00	1	£42.00	
Shoulder badges	£2.80	16	£44.80	
Flashes	£5.20	2	£10.40	
Fleece jacket	£25.00	1	£25.00	
Bag	£30.00	1	£30.00	
			£579.00	£136.85

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CEO RESOURCE CALCULATION:

ON -STREET ENFORCEMENT CEOs

patrol hours required On -Street			105.02	CEO Hours/week
Travelling Time Estimate	**No. of CEOS:**	3.66		
	Hours/CEO/day:	0.5	10.99	CEO Hours/week
	Total Hours / week		116.01	
	Eff't CEO hrs/week		28.66	
Total FTE CEOs Required On-Street			**4.05**	

OFF-STREET CAR PARKS

			Hours/week	
patrol hours required for Off-Street car parks			72.56	CEO Hours/week
Travelling Time Estimate	**No. of CEOS:**	2.44		
	Hours/CEO/day:	0.25	3.66	CEO Hours/week
	Total Hours / week		76.22	
	Eff't CEO hrs/week		29.70	
Total FTE CEOs Required Off-Street			**2.57**	
TOTAL FTE CEOs REQUIRED			**6.61**	

Workings for Calculation of Full Time Equivalent (FTE) CEOs Required

ON-STREET CEOs

Calculation of Absence Factor

Days in the Year	52	5	260
Public Holidays			-8
Holidays			-25
Sickness	5.2%		-11
Days Available / Year			216
Working Weeks / Year		43.20	
Absence Factor			17%

CEO Working Day & Effective patrol Hours

Average Shift Hours		7.40
Less: Local Travel & Admin		0.50
Average patrol Hours Per Day		6.90
Days Per Week		5.00
patrol Hrs Per Week		34.50
Ambassador Duties	0%	-
Absence Factor		1.17
Effective patrol Hours / Week		**28.66**

OFF-STREET CEOs

Calculation of Absence Factor

Days in the Year	52	5	260
Public Holidays			-8
Holidays			-25
Sickness	5.2%		-11
Days Available / Year			216
Working Weeks / Year		43.20	
Absence Factor			17%

CEO Working Day & Effective patrol Hours

Average Shift Hours		7.40
Less: Local Travel & Admin		0.25
Average patrol Hours Per Day		7.15
Days Per Week		5.00
patrol Hrs Per Week		35.75
Ambassador Duties	0%	-
Absence Factor		1.17
Effective patrol Hours / Week		**29.70**

TMA 2004 - FINANCIAL MODEL OF IMPLEMENTATION

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CALCULATION OF PCNS ISSUED

ON-STREET

DISTRICT	Total Hours per Week	Effective Patrol Hours/Week/CEO	FTE CEOs	PCN rate Per Week	Effective PCN Rate	PCNs Issued/Wk	Weeks/ Year	PCNs/ Year
Alconbury	0.02	28.66	0.00	25	25	0	43.20	1
Bluntisham	0.02	28.66	0.00	25	25	0	43.20	1
Brampton	1.10	28.66	0.04	25	25	1	43.20	42
Brington	0.01	28.66	0.00	25	25	0	43.20	1
Buckden	0.02	28.66	0.00	25	25	0	43.20	1
Bury	0.04	28.66	0.00	25	25	0	43.20	1
Earith	0.06	28.66	0.00	25	25	0	43.20	2
Ellington	0.01	28.66	0.00	25	25	0	43.20	0
Farcet	0.01	28.66	0.00	25	25	0	43.20	1
Fenstanton	0.04	28.66	0.00	25	25	0	43.20	1
Godmanchester	0.71	28.66	0.02	25	25	1	43.20	27
Great Gidding	0.00	28.66	0.00	25	25	0	43.20	0
Great Gransden	0.00	28.66	0.00	25	25	0	43.20	0
Great Staughton	0.02	28.66	0.00	25	25	0	43.20	1
Great Stukeley	0.05	28.66	0.00	25	25	0	43.20	2
Hartford	0.01	28.66	0.00	25	25	0	43.20	0
Hemingford Grey	0.22	28.66	0.01	25	25	0	43.20	8
Hemingford Grey & Fenstanton	0.06	28.66	0.00	25	25	0	43.20	2
Hinchingbrooke	0.08	28.66	0.00	25	25	0	43.20	3
Houghton	0.07	28.66	0.00	25	25	0	43.20	2
Houghton & Wyton	0.15	28.66	0.01	25	25	0	43.20	6
Huntingdon	41.43	28.66	1.45	35	35	51	43.20	2,186
Kimbolton	0.03	28.66	0.00	25	35	0	43.20	2
Little Paxton	0.01	28.66	0.00	25	25	0	43.20	0
Offord Cluny	0.01	28.66	0.00	25	25	0	43.20	0
Perry	0.01	28.66	0.00	25	25	0	43.20	0
Ramsey	10.98	28.66	0.38	25	25	10	43.20	414
Sawtry	0.12	28.66	0.00	25	25	0	43.20	5
Sibson-cum-Stibbington	0.03	28.66	0.00	25	25	0	43.20	1
Somersham	0.54	28.66	0.02	25	25	0	43.20	20
Southoe	0.01	28.66	0.00	25	25	0	43.20	0
St Ives	21.86	28.66	0.76	35	35	27	43.20	1,153
St Neots	26.92	28.66	0.94	35	35	33	43.20	1,420
Stibbington	0.03	28.66	0.00	25	25	0	43.20	1
Stilton	0.03	28.66	0.00	25	25	0	43.20	1
Warboys	0.01	28.66	0.00	25	25	0	43.20	0
Waresley	0.02	28.66	0.00	25	25	0	43.20	1
Yaxley	0.28	28.66	0.01	25	25	0	43.20	11
Sub-Total	105.02							
Travelling Time Estimate	10.99	28.66	0.38	0	0	0	43.20	0
	116.01		**4.05**			**123**		**5,317**

59.3%

OFF-STREET

CAR PARKS	Total Hours per Week	Effective Patrol Hours/Week/CEO	FTE CEOs	PCN rate Per Week	Effective PCN Rate	PCNs Issued/Wk	Weeks/ Year	PCNs/ Year
P&D	72.31	29.70	2.43	34.8	35	85	43.20	3,657
Currently Free	0.25	29.70	0.01	2	2	0	43.20	1
Travelling Time Estimate	3.66	29.70	0.12	0	0	0	43.20	0
	76.22		**2.57**			**85**		**3,658**

40.8%

REMOVALS -

TOTAL PCN PROJECTION: **8,974**

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STREETS DATABASE EXTRACT - LENGTH OF RESTRICTIONS IN METRES AND TIME TO ENFORCE PER WEEK

ENFORCEMENT HOURS BY AREA

Sum of Total time per week (hours)	
AREA	Total
Alconbury	0.02
Bluntisham	0.02
Brampton	1.10
Brington	0.01
Buckden	0.02
Bury	0.04
Earith	0.06
Ellington	0.01
Farcet	0.01
Fenstanton	0.04
Godmanchester	0.71
Great Gidding	0.00
Great Gransden	0.00
Great Staughton	0.02
Great Stukeley	0.05
Hartford	0.01
Hemingford Grey	0.22
Hemingford Grey & Fenstanton	0.06
Hinchingbrooke	0.08
Houghton	0.07
Houghton & Wyton	0.15
Huntingdon	41.43
Kimbolton	0.03
Little Paxton	0.01
Offord Cluny	0.01
Perry	0.01
Ramsey	10.98
Sawtry	0.12
Sibson-cum-Stibbington	0.03
Somersham	0.54
Southoe	0.01
St Ives	21.86
St Neots	26.92
Stibbington	0.03
Stilton	0.03
Warboys	0.01
Waresley	0.02
Yaxley	0.28
Grand Total	105.02

Sum of METRES2		
AREA	Total	
Alconbury	165	0%
Bluntisham	285	0%
Brampton	2,053	4%
Brington	176	0%
Buckden	236	0%
Bury	377	1%
Earith	607	1%
Ellington	70	0%
Farcet	161	0%
Fenstanton	376	1%
Godmanchester	999	2%
Great Gidding	6	0%
Great Gransden	19	0%
Great Staughton	205	0%
Great Stukeley	593	1%
Hartford	75	0%
Hemingford Grey	701	1%
Hemingford Grey & Fenstanton	610	1%
Hinchingbrooke	908	2%
Houghton	991	2%
Houghton & Wyton	1,640	3%
Huntingdon	14,236	25%
Kimbolton	222	0%
Little Paxton	143	0%
Offord Cluny	94	0%
Perry	118	0%
Ramsey	3,584	6%
Sawtry	645	1%
Sibson-cum-Stibbington	299	1%
Somersham	1,348	2%
Southoe	100	0%
St Ives	10,008	17%
St Neots	13,470	23%
Stibbington	293	1%
Stilton	302	1%
Warboys	80	0%
Waresley	217	0%
Yaxley	1,571	3%
Grand Total	57,980	100%

REGULATIONS BY TYPE

Sum of METRES	
RESTRICTION DESCRIPTION	Total
DBH	284
LW 1 hr NR 2hrs M-Sat 8am-6pm	170
LW 1hr NR 1hr M-Sat 8am-6pm	1,058
LW 2hrs NR 2hrs M-Sat 8am-6pm	150
LW 2hrs NR 4hrs M-Sat 8am-6pm	157
LW 30mins NR 1hr M-Sat 8am-6pm	50
LW 30mins NR 30mins M-Sat 8am-6pm	425
LW 3hrs NR 3hrs M-Sat 8am-6pm	108
NW 8am-6pm	2,921
NW M-F 8.30am-9.30am & 2.30pm-3.30pm	410
NW M-F 8.30am-9.30am & 2.45pm-3.45pm	693
NW M-F 8.30am-9.30am & 3pm-4pm	16
NW M-Sat 8am-6pm	683
NWAAT	44,187
NWAAT/NLAAT	391
NWAAT except for wedding and funeral vehicles	179
BSC 7am-7pm	252
SPP	124
NWAAT/NL 7am-10am & 4pm-7pm	29
NW M-Sat 8am-6pm except for wedding and funeral vehicles	60
NW M-F 8.30am-9.15am & 3pm-3.45pm	19
NW M-F 8.30am-9am & 3pm-3.30pm	155
NW M-F 8.30am-9.20am & 2.45pm-3.45pm	197
NW M-F 8.30am–9.30am & 2.45pm-3.45pm	60
NW M-F 8.40am-9.20am & 2.50pm-3.30pm	143
LW 20mins NR 20mins M-Sat 8am-6pm	39
NW M-F 2.45pm-3.15pm	35
NW Sat, Sun & BH 1st May to 30th Sept	421
NW M-F 8.30am-9.15am & 2.30pm-3.30pm	56
RPH Zone A	227
RPH Zone B	80
NW M-F 11am-12noon	300
SPP M-Sat 7am-6pm	80
LW 1hr NR 2hrs M-F 8am-6pm & Sat 7am-6pm	20
NW M-F 8.15am-9.15am & 2.45pm-3.45pm	265
LW 30mins NR 30mins M-F 9am-5.30pm	56
LW 1hr NR 2hrs M-Sat 7am-6pm	725
LW 1hr NR 2hrs M-Sat 7am-6pm except Market days	340
NW M-Sat 6pm-7am	480
NW M-Sat 7am-6pm	158
LW 1hr NR 2hrs M-F 8am-6pm	37
RPH	81
Coaches Only	24
Coaches Only Th	24
NWAAT/NL M-Sat 8am-9am & 4pm-5.30pm	304
NWAAT/NL M-Sat 8am-6pm	470
Loading Bay M-Sat 7am-7pm	188
Loading Bay Market Day 5am-8am & 3pm-6pm	40
BSC 7am-7pm/Taxis 7pm-7am	14
Loading Bay M-Sat 7am-7pm/Taxis M-Sat 7pm-7am & Sundays	37
Taxis Only	28
NW M-F 8am-4pm	19
NW Th 8am-6pm	170
RPH M-Sat 8am-6pm	50
NW M-F 8am-5pm	52
NW M-F 9am-5pm	19
NW M-F 7.45am-9.30am & 2.30pm-4.30pm	122
NS 7am-7pm except buses	100
Grand Total	57,980

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OFF-STREET CAR park spaces - ENFORCEMENT RESOURCE EVALUATION

NUMBER	LOCATION AREA	CAR PARK NAME	PAYMENT METHOD	DURATION	SPACES	NO.OF VISITS	FREQUENCY	SPECIAL REQUIREMENTS	CEO Hours For Visits	Days/ Week	CEO Hours/ Week
1	Huntingdon	Gt. Northern Street	P&D	Long stay	74	2	6 Days / Week		0.2	6	1.48
2	Huntingdon	Ingram Street	P&D	Long stay	44	2	6 Days / Week		0.1	6	0.88
3	Huntingdon	Mill Common	P&D	Short stay	52	3	6 Days / Week		0.3	6	1.56
4	Huntingdon	Princes Street	P&D	Short stay	82	3	6 Days / Week		0.4	6	2.46
5	Huntingdon	Riverside park	P&D	Short stay	190	3	6 Days / Week		1.0	6	5.70
6	Huntingdon	St.Germain Street Minor	P&D	Long stay	35	2	6 Days / Week		0.1	6	0.70
7	Huntingdon	Sainsbury's	P&D	Short stay	290	3	6 Days / Week		1.5	6	8.70
8	Huntingdon	Trinity Place	P&D	Short stay	43	0	6 Days / Week		0.0	0	0.00
9	Huntingdon	Hinchingbrooke Country park	P&D	Long stay	60	2	6 Days / Week		0.2	6	1.20
10	Huntingdon	MSCP	P&D	Long stay	400	2	6 Days / Week		1.3	6	8.00
11	Godmanchester	Bridge Place	P&D	Long stay	257	2	6 Days / Week		0.9	6	5.14
12	St. Ives	Cattle Market (Long)	P&D	Long stay	196	2	6 Days / Week		0.7	6	3.92
13	St. Ives	Cattle Market (Short)	P&D	Short stay	197	3	6 Days / Week		1.0	6	5.91
14	St. Ives	Cattle Market (Waitrose)	P&D	Short stay	75	3	6 Days / Week		0.4	6	2.25
15	St. Ives	Darwoods Pond	P&D	Long stay	83	2	6 Days / Week		0.3	6	1.66
16	St. Ives	Globe Place	P&D	Long stay	162	2	6 Days / Week		0.5	6	3.24
17	St.Neots	Brook Street	P&D	Short stay	13	3	6 Days / Week		0.1	6	0.39
18	St.Neots	Priory Centre	P&D	Long stay	49	2	6 Days / Week		0.2	6	0.98
19	St.Neots	Priory Lane	P&D	Short stay	35	3	6 Days / Week		0.2	6	1.05
20	St.Neots	Tan Yard	P&D	Short stay	37	3	6 Days / Week		0.2	6	1.11
21	St.Neots	Tebbutts Road	P&D	Long stay	241	2	6 Days / Week		0.8	6	4.82
22	St.Neots	Riverside park	P&D	Long stay	276	2	6 Days / Week		0.9	6	5.52
23	St.Neots	Waitrose	P&D	Short stay	188	3	6 Days / Week		0.9	6	5.64
					3,079				12.05		72.31

NUMBER	LOCATION AREA	CAR PARK NAME	PAYMENT METHOD	DURATION	SPACES	NO.OF VISITS	FREQUENCY	SPECIAL REQUIREMENTS	CEO Hours For Visits	Days/ Week	CEO Hours/ Week
1	Huntingdon	Buttsgrove Way	Free	Long stay	68	0.16	Monthly		0.02	0.231	0.00
2	Godmanchester	park Lane	Free	Long stay	25	0.16	Monthly		0.01	0.231	0.00
3	Godmanchester	Post Street	Free	Long stay	31	0.16	Monthly		0.01	0.231	0.00
4	Ramsey	Mews Close	Free Long/Short	Long stay	60	2	Weekly		0.20	1.000	0.20
5	Earith	Village Hall	Free	Long stay	26	0.16	Monthly		0.01	0.231	0.00
6	Fenstanton	Church Street	Free	Long stay	22	0.16	Monthly		0.01	0.231	0.00
7	Somersham	Church Street	Free	Long stay	17	0.16	Monthly		0.00	0.231	0.00
8	Warboys	Village Hall	Free	Long stay	20	0.16	Monthly		0.01	0.231	0.00
9	Huntingdon	Sapley park Kings Ripton Road	Free	Long stay	30	0.16	Monthly		0.01	0.231	0.00
10	Huntingdon	Sapley park Stoney Close	Free	Long stay	39	0.16	Monthly		0.01	0.231	0.00
11	Hartford	Church Lane	Free	Long stay	8	0.16	Monthly		0.00	0.231	0.00
12	St.Neots	Priory park	Free	Long stay	37	0.16	Monthly		0.01	0.231	0.00
13	St Ives	Ivo Indoor	Free	Long stay	208	0.16	Monthly		0.06	0.231	0.01
14	St Ives	Ivo Outdoor	Free	Long stay	96	0.16	Monthly		0.03	0.231	0.01
15	St Ives	Ivo Overflow	Free	Long stay	91	0.16	Monthly		0.02	0.231	0.01
16	St Ives	Hill Rise Park	Free	Long stay	21	0.16	Monthly		0.01	0.231	0.00
		spaces with Option to Charge			799						
		New P&D M/cs required	0								
		spaces to remain Free			0						
					799				0.40		0.25
		GRAND TOTAL			3,878				12.45		72.56

Assumptions:

Average time/sCEOce =	6	Seconds

Number of New Charged spaces / P&D M/c	40

Period	Days / Week
5 Days / Week	5
6 Days / Week	6
7 Days / Week	7
Weekly	1.000
Fortnightly	0.500
Monthly	0.231

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CASH FLOW ANALYSIS **START-UP**

		PCNs ISSUED	PER YEAR			8,975			
		PCNs ISSUED	PER MONTH			748			
			being:	ON-STREET		443			
				OFF-STREET		305			
MONTH NUMBER							**-3**	**-2**	**-1**	**START-UP**
				START UP % OF PCNs ISSUED			0%	0%	0%	
				Growth Rate	No. Growth Periods					
MONTHLY PCN ISSUE	ON-STREET			6%	6		0	0	0	
	OFF-STREET			6%	0		0	0	0	
	TOTAL:	PCNs					0	0	0	0
MONTHLY ECN ISSUE		ECNs					362	362	362	1,086
MARGINAL REVENUE										
ECNs REVENUE EXCLUDED		PER YEAR				(£149,620)				
ECNs REVENUE EXCLUDED		PER MONTH				(£12,468)				
PCNs AT DISCOUNT PAYMENT LEVEL		PER YEAR				£148,587				
PCNs DISCOUNT PAYMENT LEVEL		PER MONTH				£12,382	£0	£0	£0	
PCNs FULL PAYMENT LEVEL		PER YEAR				£79,247				
PCNs FULL PAYMENT LEVEL		PER MONTH				£6,604	£0	£0	£0	
PCNs INCREMENTED PAYMENT LEVEL		PER YEAR				£29,717				
PCNs INCREMENTED PAYMENT LEVEL		PER MONTH				£2,476	£0	£0	£0	
					Per Year:	£107,931				
TIME DELAY IN PAYMENTS		MONTHS FROM ISSUE								
	ECNs	3	(RANGE 0 - 3)				£0	£0	£0	£0
	DISCOUNT	1	(RANGE 0 - 2)				£0	£0	£0	£0
	NORMAL	2	(RANGE 0 - 3)				£0	£0	£0	£0
	INCREMENTED	6	(RANGE 0 - 6)				£0	£0	£0	£0
	TOTAL ECN / PCN PAYMENTS RECEIVED						£0	£0	£0	£0
PERMITS										
NEW PERMIT ISSUE DISTRIBUTION							10%	20%	30%	
PERMIT VOLUMES										
NEW PERMIT ISSUE VOLUMES				0			0	0	0	
PERMIT REVENUE										
NEW PERMIT ISSUE INCOME			PER YEAR			£0	£0	£0	£0	
	TOTAL PERMIT ISSUE PAYMENTS RECEIVED						£0	£0	£0	£0
CAR PARK RECEIPTS - ADDITIONAL REVENUE ONLY							£0	£0	£0	£0
ON STREET CHARGING - ADDITIONAL REVENUE ONLY							£0	£0	£0	£0
CLAMP & REMOVAL OPERATIONS - ADDITIONAL REVENUE							£0	£0	£0	£0
NET COUNTY COURT PROCEEDS							£0	£0	£0	£0
EXPENSES			START UP =			1				
ADDITIONAL EXPENSES			PER YEAR			(£150,610)				
			PER MONTH			(£12,551)	£0	£0	(£12,551)	(£12,551)
ONE-OFF SET-UP EXPENSES			ONE-OFF COST			(£37,581)	£0	£0	(£37,581)	(£37,581)
	MONTHLY SURPLUS / (DEFICIT)						£0	£0	(£50,131)	(£50,131)
	CUMULATIVE MONTHLY BALANCE						£0	£0	(£50,131)	

The cashflow assumes that the additional expenses of the new operations will be incurred immediately.
The marginal impact of Pay & Display revenue is accounted for after implementation.

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CASH FLOW ANALYSIS — **FIRST 12 MONTHS OF OPERATION**

PCNs ISSUED PER YEAR 8,975
PCNs ISSUED PER MONTH 748
being: ON-STREET 443
OFF-STREET 305

MONTH NUMBER					**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**12 MTHS**
			START UP % OF PCNs ISSUED														
			Growth Rate	No. Growth Periods													
MONTHLY PCN ISSUE	ON-STREET		6%	6	319	337	356	376	397	419	443	443	443	443	443	443	
	OFF-STREET		6%	0	305	305	305	305	305	305	305	305	305	305	305	305	
	TOTAL:	PCNs			624	642	661	681	702	724	748	748	748	748	748	748	8,521
MONTHLY ECN ISSUE		ECNs			0	0	0	0	0	0	0	0	0	0	0	0	0
MARGINAL REVENUE																	
ECNs REVENUE EXCLUDED		PER YEAR		(£149,620)													
ECNs REVENUE EXCLUDED		PER MONTH		(£12,468)	(£12,468)	(£12,468)	(£12,468)	(£12,468)	(£12,468)	(£12,468)	(£12,468)	(£12,468)	(£12,468)	(£12,468)	(£12,468)	(£12,468)	
PCNs AT DISCOUNT PAYMENT LEVEL		PER YEAR		£148,587													
PCNs DISCOUNT PAYMENT LEVEL		PER MONTH		£12,382	£10,325	£10,623	£10,937	£11,270	£11,621	£11,992	£12,384	£12,384	£12,384	£12,384	£12,384	£12,384	
PCNs FULL PAYMENT LEVEL		PER YEAR		£79,247													
PCNs FULL PAYMENT LEVEL		PER MONTH		£6,604	£5,507	£5,666	£5,833	£6,011	£6,198	£6,396	£6,605	£6,605	£6,605	£6,605	£6,605	£6,605	
PCNs INCREMENTED PAYMENT LEVEL		PER YEAR		£29,717													
PCNs INCREMENTED PAYMENT LEVEL		PER MONTH		£2,476	£2,065	£2,125	£2,187	£2,254	£2,324	£2,398	£2,477	£2,477	£2,477	£2,477	£2,477	£2,477	
			Per Year:	£107,931													
TIME DELAY IN PAYMENTS		MONTHS FROM ISSUE															
	ECNs	3	(RANGE 0 - 3)		£0	£0	£0	(£12,468)	(£12,468)	(£12,468)	(£12,468)	(£12,468)	(£12,468)	(£12,468)	(£12,468)	(£12,468)	(£112,215)
	DISCOUNT	1	(RANGE 0 - 2)		£0	£10,325	£10,623	£10,937	£11,270	£11,621	£11,992	£12,384	£12,384	£12,384	£12,384	£12,384	£128,686
	NORMAL	2	(RANGE 0 - 3)		£0	£0	£5,507	£5,666	£5,833	£6,011	£6,198	£6,396	£6,605	£6,605	£6,605	£6,605	£62,028
	INCREMENTED	6	(RANGE 0 - 6)		£0	£0	£0	£0	£0	£0	£2,065	£2,125	£2,187	£2,254	£2,324	£2,398	£13,354
	TOTAL ECN / PCN PAYMENTS RECEIVED				£0	£10,325	£16,130	£4,135	£4,635	£5,163	£7,786	£8,436	£8,707	£8,774	£8,844	£8,918	£91,853
PERMITS																	
NEW PERMIT ISSUE DISTRIBUTION					25%	10%	5%	0%	0%	0%	0%	0%	0%	10%	20%	30%	
PERMIT VOLUMES																	
NEW PERMIT ISSUE VOLUMES			0		0	0	0	0	0	0	0	0	0	0	0	0	
PERMIT REVENUE																	
NEW PERMIT ISSUE INCOME		PER YEAR		£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	
	TOTAL PERMIT ISSUE PAYMENTS RECEIVED				£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
CAR PARK RECEIPTS - ADDITIONAL REVENUE ONLY					£1,678	£1,678	£1,678	£1,678	£1,678	£1,678	£1,678	£1,678	£1,678	£1,678	£1,678	£1,678	£20,130
ON STREET CHARGING - ADDITIONAL REVENUE ONLY					£108	£108	£108	£108	£108	£108	£108	£108	£108	£108	£108	£108	£1,290
CLAMP & REMOVAL OPERATIONS - ADDITIONAL REVENUE					£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
NET COUNTY COURT PROCEEDS					£0	£0	£0	£0	£0	£0	£0	£0	£0	£1,631	£1,631	£1,631	£4,893
EXPENSES		START UP =		1													
ADDITIONAL EXPENSES		PER YEAR		(£150,610)													
		PER MONTH		(£12,551)	(£12,551)	(£12,551)	(£12,551)	(£12,551)	(£12,551)	(£12,551)	(£12,551)	(£12,551)	(£12,551)	(£12,551)	(£12,551)	(£12,551)	(£150,610)
ONE-OFF SET-UP EXPENSES		ONE-OFF COST		(£37,581)													£0
	MONTHLY SURPLUS / (DEFICIT)				(£10,766)	(£441)	£5,364	(£6,631)	(£6,131)	(£5,603)	(£2,979)	(£2,330)	(£2,058)	(£361)	(£291)	(£216)	(£32,444)
	CUMULATIVE MONTHLY BALANCE				(£60,897)	(£61,338)	(£55,974)	(£62,605)	(£68,736)	(£74,339)	(£77,318)	(£79,649)	(£81,707)	(£82,068)	(£82,359)	(£82,575)	

The cashflow assumes that the additional expenses of the new operations will be incurred immediately.
The marginal impact of Pay & Display revenue is accounted for after implementation.

TMA 2004 - FINANCIAL MODEL OF IMPLEMENTATION

MODEL VERSION:	**July 2017 IH base**
MODEL DATE:	**27-Jul-17**

CLIENT: **HUNTINGDONSHIRE DISTRICT COUNCIL**
VERSION: **July 2017 in house base model**

CASH FLOW ANALYSIS **SECOND 12 MONTHS OF OPERATION**

PCNs ISSUED PER YEAR 8,975
PCNs ISSUED PER MONTH 748
being: ON-STREET 443
OFF-STREET 305

MONTH NUMBER					**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**	**21**	**22**	**23**	**24**	**24 MTHS**
			START UP % OF PCNs ISSUED														
			Growth Rate	No. Growth Periods													
MONTHLY PCN ISSUE	ON-STREET		6%	6	443	443	443	443	443	443	443	443	443	443	443	443	
	OFF-STREET		6%	0	305	305	305	305	305	305	305	305	305	305	305	305	
	TOTAL:	PCNs			748	748	748	748	748	748	748	748	748	748	748	748	8,976
MONTHLY ECN ISSUE		ECNs			0	0	0	0	0	0	0	0	0	0	0	0	0
MARGINAL REVENUE																	
ECNs REVENUE EXCLUDED		PER YEAR		(£149,620)													
ECNs REVENUE EXCLUDED		PER MONTH		(£12,468)	(£12,468)	(£12,468)	(£12,468)	(£12,468)	(£12,468)	(£12,468)	(£12,468)	(£12,468)	(£12,468)	(£12,468)	(£12,468)	(£12,468)	
PCNs AT DISCOUNT PAYMENT LEVEL		PER YEAR		£148,587													
PCNs DISCOUNT PAYMENT LEVEL		PER MONTH		£12,382	£12,384	£12,384	£12,384	£12,384	£12,384	£12,384	£12,384	£12,384	£12,384	£12,384	£12,384	£12,384	
PCNs FULL PAYMENT LEVEL		PER YEAR		£79,247													
PCNs FULL PAYMENT LEVEL		PER MONTH		£6,604	£6,605	£6,605	£6,605	£6,605	£6,605	£6,605	£6,605	£6,605	£6,605	£6,605	£6,605	£6,605	
PCNs INCREMENTED PAYMENT LEVEL		PER YEAR		£29,717													
PCNs INCREMENTED PAYMENT LEVEL		PER MONTH		£2,476	£2,477	£2,477	£2,477	£2,477	£2,477	£2,477	£2,477	£2,477	£2,477	£2,477	£2,477	£2,477	
			Per Year:	£107,931													
TIME DELAY IN PAYMENTS		MONTHS FROM ISSUE															
	ECNs	3	(RANGE 0 - 3)		(£12,468)	(£12,468)	(£12,468)	(£12,468)	(£12,468)	(£12,468)	(£12,468)	(£12,468)	(£12,468)	(£12,468)	(£12,468)	(£12,468)	(£149,620)
	DISCOUNT	1	(RANGE 0 - 2)		£12,384	£12,384	£12,384	£12,384	£12,384	£12,384	£12,384	£12,384	£12,384	£12,384	£12,384	£12,384	£148,604
	NORMAL	2	(RANGE 0 - 3)		£6,605	£6,605	£6,605	£6,605	£6,605	£6,605	£6,605	£6,605	£6,605	£6,605	£6,605	£6,605	£79,255
	INCREMENTED	6	(RANGE 0 - 6)		£2,477	£2,477	£2,477	£2,477	£2,477	£2,477	£2,477	£2,477	£2,477	£2,477	£2,477	£2,477	£29,721
	TOTAL ECN / PCN PAYMENTS RECEIVED				£8,997	£8,997	£8,997	£8,997	£8,997	£8,997	£8,997	£8,997	£8,997	£8,997	£8,997	£8,997	£107,960
PERMITS																	
NEW PERMIT ISSUE DISTRIBUTION					25%	10%	5%	0%	0%	0%	0%	0%	0%	10%	20%	30%	
PERMIT VOLUMES																	
NEW PERMIT ISSUE VOLUMES			0		0	0	0	0	0	0	0	0	0	0	0	0	
PERMIT REVENUE																	
NEW PERMIT ISSUE INCOME		PER YEAR	£0		£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	
	TOTAL PERMIT ISSUE PAYMENTS RECEIVED				£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
CAR PARK RECEIPTS - ADDITIONAL REVENUE ONLY					£1,678	£1,678	£1,678	£1,678	£1,678	£1,678	£1,678	£1,678	£1,678	£1,678	£1,678	£1,678	£20,130
ON STREET CHARGING - ADDITIONAL REVENUE ONLY					£108	£108	£108	£108	£108	£108	£108	£108	£108	£108	£108	£108	£1,290
CLAMP & REMOVAL OPERATIONS - ADDITIONAL REVENUE					£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
NET COUNTY COURT PROCEEDS					£1,631	£1,631	£1,631	£1,631	£1,631	£1,631	£1,631	£1,631	£1,631	£1,631	£1,631	£1,631	£19,572
EXPENSES		START UP =		1													
ADDITIONAL EXPENSES		PER YEAR		(£150,610)													
		PER MONTH		(£12,551)	(£12,551)	(£12,551)	(£12,551)	(£12,551)	(£12,551)	(£12,551)	(£12,551)	(£12,551)	(£12,551)	(£12,551)	(£12,551)	(£12,551)	(£150,610)
ONE-OFF SET-UP EXPENSES		ONE-OFF COST		(£37,581)													£0
	MONTHLY SURPLUS / (DEFICIT)				(£138)	(£138)	(£138)	(£138)	(£138)	(£138)	(£138)	(£138)	(£138)	(£138)	(£138)	(£138)	(£1,658)
	CUMULATIVE MONTHLY BALANCE				(£82,713)	(£82,852)	(£82,990)	(£83,128)	(£83,266)	(£83,404)	(£83,542)	(£83,680)	(£83,818)	(£83,957)	(£84,095)	(£84,233)	

The cashflow assumes that the additional expenses of the new operations will be incurred immediately.
The marginal impact of Pay & Display revenue is accounted for after implementation.

TMA 2004 - FINANCIAL MODEL OF IMPLEMENTATION

MODEL VERSION:	**July 2017 IH base**
MODEL DATE:	**27-Jul-17**

CLIENT: **HUNTINGDONSHIRE DISTRICT COUNCIL**
VERSION: **July 2017 in house base model**

CASH FLOW ANALYSIS — **THIRD 12 MONTHS OF OPERATION**

PCNs ISSUED PER YEAR 8,975
PCNs ISSUED PER MONTH 748
being: ON-STREET 443
OFF-STREET 305

MONTH NUMBER					**25**	**26**	**27**	**28**	**29**	**30**	**31**	**32**	**33**	**34**	**35**	**36**	**36 MTHS**
			START UP % OF PCNs ISSUED														
			Growth Rate	No. Growth Periods													
MONTHLY PCN ISSUE	ON-STREET		6%	6	443	443	443	443	443	443	443	443	443	443	443	443	
	OFF-STREET		6%	0	305	305	305	305	305	305	305	305	305	305	305	305	
	TOTAL:	PCNs			748	748	748	748	748	748	748	748	748	748	748	748	8,976
MONTHLY ECN ISSUE		ECNs			0	0	0	0	0	0	0	0	0	0	0	0	0
MARGINAL REVENUE																	
ECNs REVENUE EXCLUDED		PER YEAR		(£149,620)													
ECNs REVENUE EXCLUDED		PER MONTH		(£12,468)	(£12,468)	(£12,468)	(£12,468)	(£12,468)	(£12,468)	(£12,468)	(£12,468)	(£12,468)	(£12,468)	(£12,468)	(£12,468)	(£12,468)	
PCNs AT DISCOUNT PAYMENT LEVEL		PER YEAR		£148,587													
PCNs DISCOUNT PAYMENT LEVEL		PER MONTH		£12,382	£12,384	£12,384	£12,384	£12,384	£12,384	£12,384	£12,384	£12,384	£12,384	£12,384	£12,384	£12,384	
PCNs FULL PAYMENT LEVEL		PER YEAR		£79,247													
PCNs FULL PAYMENT LEVEL		PER MONTH		£6,604	£6,605	£6,605	£6,605	£6,605	£6,605	£6,605	£6,605	£6,605	£6,605	£6,605	£6,605	£6,605	
PCNs INCREMENTED PAYMENT LEVEL		PER YEAR		£29,717													
PCNs INCREMENTED PAYMENT LEVEL		PER MONTH		£2,476	£2,477	£2,477	£2,477	£2,477	£2,477	£2,477	£2,477	£2,477	£2,477	£2,477	£2,477	£2,477	
			Per Year:	£107,931													
TIME DELAY IN PAYMENTS		MONTHS FROM ISSUE															
	ECNs	3	(RANGE 0 - 3)		(£12,468)	(£12,468)	(£12,468)	(£12,468)	(£12,468)	(£12,468)	(£12,468)	(£12,468)	(£12,468)	(£12,468)	(£12,468)	(£12,468)	(£149,620)
	DISCOUNT	1	(RANGE 0 - 2)		£12,384	£12,384	£12,384	£12,384	£12,384	£12,384	£12,384	£12,384	£12,384	£12,384	£12,384	£12,384	£148,604
	NORMAL	2	(RANGE 0 - 3)		£6,605	£6,605	£6,605	£6,605	£6,605	£6,605	£6,605	£6,605	£6,605	£6,605	£6,605	£6,605	£79,255
	INCREMENTED	6	(RANGE 0 - 6)		£2,477	£2,477	£2,477	£2,477	£2,477	£2,477	£2,477	£2,477	£2,477	£2,477	£2,477	£2,477	£29,721
	TOTAL ECN / PCN PAYMENTS RECEIVED				£8,997	£8,997	£8,997	£8,997	£8,997	£8,997	£8,997	£8,997	£8,997	£8,997	£8,997	£8,997	£107,960
PERMITS																	
NEW PERMIT ISSUE DISTRIBUTION					25%	10%	5%	0%	0%	0%	0%	0%	0%	10%	20%	30%	
PERMIT VOLUMES																	
NEW PERMIT ISSUE VOLUMES			0		0	0	0	0	0	0	0	0	0	0	0	0	
PERMIT REVENUE																	
NEW PERMIT ISSUE INCOME		PER YEAR	£0		£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	
	TOTAL PERMIT ISSUE PAYMENTS RECEIVED				£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
CAR PARK RECEIPTS - ADDITIONAL REVENUE ONLY					£1,678	£1,678	£1,678	£1,678	£1,678	£1,678	£1,678	£1,678	£1,678	£1,678	£1,678	£1,678	£20,130
ON STREET CHARGING - ADDITIONAL REVENUE ONLY					£108	£108	£108	£108	£108	£108	£108	£108	£108	£108	£108	£108	£1,290
CLAMP & REMOVAL OPERATIONS - ADDITIONAL REVENUE					£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
NET COUNTY COURT PROCEEDS					£1,631	£1,631	£1,631	£1,631	£1,631	£1,631	£1,631	£1,631	£1,631	£1,631	£1,631	£1,631	£19,572
EXPENSES		START UP =		1													
	ADDITIONAL EXPENSES	PER YEAR		(£150,610)													
		PER MONTH		(£12,551)	(£12,551)	(£12,551)	(£12,551)	(£12,551)	(£12,551)	(£12,551)	(£12,551)	(£12,551)	(£12,551)	(£12,551)	(£12,551)	(£12,551)	(£150,610)
	ONE-OFF SET-UP EXPENSES	ONE-OFF COST		(£37,581)													£0
	MONTHLY SURPLUS / (DEFICIT)				(£138)	(£138)	(£138)	(£138)	(£138)	(£138)	(£138)	(£138)	(£138)	(£138)	(£138)	(£138)	(£1,658)
	CUMULATIVE MONTHLY BALANCE				(£84,371)	(£84,509)	(£84,647)	(£84,785)	(£84,923)	(£85,062)	(£85,200)	(£85,338)	(£85,476)	(£85,614)	(£85,752)	(£85,890)	

The cashflow assumes that the additional expenses of the new operations will be incurred immediately.
The marginal impact of Pay & Display revenue is accounted for after implementation.

TMA 2004 - FINANCIAL MODEL OF IMPLEMENTATION

MODEL VERSION:	July 2017 IH base
MODEL DATE:	27-Jul-17

CLIENT: HUNTINGDONSHIRE DISTRICT COUNCIL
VERSION: July 2017 in house base model

FREQUENCIES OF ENFORCEMENT - BY RESTRICTION

MONDAYS - SATURDAYS

TYPE OF REGULATION	INDEX	DAYS	Alconbury		Bluntisham		Brampton		Brington		Buckden		Bury		Earith		Ellington		Farcet		Fenstanton	
			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
			TIMES	UNIT	TIMES	UNIT	TIMES	UNIT	TIMES	UNIT	TIMES	UNIT	TIMES	UNIT	TIMES	UNIT	TIMES	UNIT	TIMES	UNIT	TIMES	UNIT
BSC 7am-7pm	1	6																				
BSC 7am-7pm/Taxis 7pm-7am	2	6																				
Coaches Only	3	6																				
Coaches Only Th	4	1																				
DBH	5	6									1	Week							1	Week		
Loading Bay Market Day 5am-8am & 3pm-6pm	6	1																				
Loading Bay M-Sat 7am-7pm	7	6																				
Loading Bay M-Sat 7am-7pm/Taxis M-Sat 7pm-7am & Sundays	8	6																				
LW 1 hr NR 2hrs M-Sat 8am-6pm	9	6																				
LW 1hr NR 1hr M-Sat 8am-6pm	10	6																				
LW 1hr NR 2hrs M-F 8am-6pm	11	5																				
LW 1hr NR 2hrs M-F 8am-6pm & Sat 7am-6pm	12	5																				
LW 1hr NR 2hrs M-Sat 7am-6pm	13	6																				
LW 1hr NR 2hrs M-Sat 7am-6pm except Market days	14	6																				
LW 20mins NR 20mins M-Sat 8am-6pm	15	6																			2	Week
LW 2hrs NR 2hrs M-Sat 8am-6pm	16	6																				
LW 2hrs NR 4hrs M-Sat 8am-6pm	17	6																				
LW 30mins NR 1hr M-Sat 8am-6pm	18	6																				
LW 30mins NR 30mins M-F 9am-5.30pm	19	5																				
LW 30mins NR 30mins M-Sat 8am-6pm	20	6											2	Week								
LW 3hrs NR 3hrs M-Sat 8am-6pm	21	6																				
NS 7am-7pm except buses	22	6																				
NW 8am-6pm	23	6					3	week														
NW M-F 11am-12noon	24	5																				
NW M-F 2.45pm-3.15pm	25	5																				
NW M-F 7.45am-9.30am & 2.30pm-4.30pm	26	5																				
NW M-F 8.15am-9.15am & 2.45pm-3.45pm	27	5																				
NW M-F 8.30am-9.15am & 2.30pm-3.30pm	28	5																				
NW M-F 8.30am-9.15am & 3pm-3.45pm	29	5																				
NW M-F 8.30am-9.20am & 2.45pm-3.45pm	30	5					3	week														
NW M-F 8.30am-9.30am & 2.30pm-3.30pm	31	5							1	Week												
NW M-F 8.30am-9.30am & 2.45pm-3.45pm	32	5																				
NW M-F 8.30am–9.30am & 2.45pm-3.45pm	33	5					3	week														
NW M-F 8.30am-9.30am & 3pm-4pm	34	5																			1	Week
NW M-F 8.30am-9am & 3pm-3.30pm	35	5			1	Week																
NW M-F 8.40am-9.20am & 2.50pm-3.30pm	36	5									1	Week										
NW M-F 8am-4pm	37	5																				
NW M-F 8am-5pm	38	5																				
NW M-F 9am-5pm	39	5																				
NW M-Sat 6pm-7am	40	6																				
NW M-Sat 7am-6pm	41	6																				
NW M-Sat 8am-6pm	42	6																				
NW M-Sat 8am-6pm except for wedding and funeral vehicles	43	6																				
NW Sat, Sun & BH 1st May to 30th Sept	44	2																				
NW Th 8am-6pm	45	1																				
NWAAT	46	6	1	Week	1	Week	3	week			1	Week	1	Week	1	week	1	Week	1	Week	1	Week
NWAAT except for wedding and funeral vehicles	47	6																				
NWAAT/NL 7am-10am & 4pm-7pm	48	6																				
NWAAT/NL M-Sat 8am-6pm	49	6																				
NWAAT/NL M-Sat 8am-9am & 4pm-5.30pm	50	6																				
NWAAT/NL AAT	51	6																				
RPH	52	6																				
RPH M-Sat 8am-6pm	53	6																				
RPH Zone A	54	6																				
RPH Zone B	55	6																				
SPP	56	6																				
SPP M-Sat 7am-6pm	57	6																				
Taxis Only	58	6																				

TYPE OF REGULATION	Godmanchester		Great Gidding		Great Gransden		Great Staughton		Great Stukeley		Hartford		Hemingford Grey		Hemingford Grey & Fenstanton		Hinchingbrooke	
	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38
	TIMES	UNIT	TIMES	UNIT	TIMES	UNIT	TIMES	UNIT	TIMES	UNIT	TIMES	UNIT	TIMES	UNIT	TIMES	UNIT	TIMES	UNIT
BSC 7am-7pm																		
BSC 7am-7pm/Taxis 7pm-7am																		
Coaches Only																		
Coaches Only Th																		
DBH			1	Week														
Loading Bay Market Day 5am-8am & 3pm-6pm																		
Loading Bay M-Sat 7am-7pm																		
Loading Bay M-Sat 7am-7pm/Taxis M-Sat 7pm-7am & Sundays																		
LW 1 hr NR 2hrs M-Sat 8am-6pm																		
LW 1hr NR 1hr M-Sat 8am-6pm	4	week																
LW 1hr NR 2hrs M-F 8am-6pm																		
LW 1hr NR 2hrs M-F 8am-6pm & Sat 7am-6pm																		
LW 1hr NR 2hrs M-Sat 7am-6pm																		
LW 1hr NR 2hrs M-Sat 7am-6pm except Market days																		
LW 20mins NR 20mins M-Sat 8am-6pm																		
LW 2hrs NR 2hrs M-Sat 8am-6pm																		
LW 2hrs NR 4hrs M-Sat 8am-6pm																		
LW 30mins NR 1hr M-Sat 8am-6pm																		
LW 30mins NR 30mins M-F 9am-5.30pm																		
LW 30mins NR 30mins M-Sat 8am-6pm	4	week											2	Week				
LW 3hrs NR 3hrs M-Sat 8am-6pm																		
NS 7am-7pm except buses																		
NW 8am-6pm																		
NW M-F 11am-12noon																		
NW M-F 2.45pm-3.15pm							1	Week										
NW M-F 7.45am-9.30am & 2.30pm-4.30pm																		
NW M-F 8.15am-9.15am & 2.45pm-3.45pm																		
NW M-F 8.30am-9.15am & 2.30pm-3.30pm																		
NW M-F 8.30am-9.15am & 3pm-3.45pm					1	Week												
NW M-F 8.30am-9.20am & 2.45pm-3.45pm																		
NW M-F 8.30am-9.30am & 2.30pm-3.30pm																		
NW M-F 8.30am-9.30am & 2.45pm-3.45pm																		
NW M-F 8.30am–9.30am & 2.45pm-3.45pm																		
NW M-F 8.30am-9.30am & 3pm-4pm																		
NW M-F 8.30am-9am & 3pm-3.30pm																		
NW M-F 8.40am-9.20am & 2.50pm-3.30pm																		
NW M-F 8am-4pm																		
NW M-F 8am-5pm																		
NW M-F 9am-5pm																		
NW M-Sat 6pm-7am																		
NW M-Sat 7am-6pm																		
NW M-Sat 8am-6pm																		
NW M-Sat 8am-6pm except for wedding and funeral vehicles																		
NW Sat, Sun & BH 1st May to 30th Sept																		
NW Th 8am-6pm																		
NWAAT	3	week					1	Week	1	Week	1	Week	1	Week	1	Week	1	week
NWAAT except for wedding and funeral vehicles																		
NWAAT/NL 7am-10am & 4pm-7pm																		
NWAAT/NL M-Sat 8am-6pm																		
NWAAT/NL M-Sat 8am-9am & 4pm-5.30pm																		
NWAAT/NL AAT																		
RPH																		
RPH M-Sat 8am-6pm																		
RPH Zone A																		
RPH Zone B																		
SPP																		
SPP M-Sat 7am-6pm																		
Taxis Only																		

TYPE OF REGULATION	Houghton		Houghton & Wyton		Huntingdon		Kimbolton		Little Paxton		Offord Cluny		Perry		Ramsey		Sawtry	
	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56
	TIMES	UNIT	TIMES	UNIT	TIMES	UNIT	TIMES	UNIT	TIMES	UNIT	TIMES	UNIT	TIMES	UNIT	TIMES	UNIT	TIMES	UNIT
BSC 7am-7pm																		
BSC 7am-7pm/Taxis 7pm-7am																		
Coaches Only																		
Coaches Only Th																		
DBH					1	Day									3	week	1	Week
Loading Bay Market Day 5am-8am & 3pm-6pm																		
Loading Bay M-Sat 7am-7pm																		
Loading Bay M-Sat 7am-7pm/Taxis M-Sat 7pm-7am & Sundays																		
LW 1 hr NR 2hrs M-Sat 8am-6pm																		
LW 1hr NR 1hr M-Sat 8am-6pm					4	Day							1	Week	8	week		
LW 1hr NR 2hrs M-F 8am-6pm																		
LW 1hr NR 2hrs M-F 8am-6pm & Sat 7am-6pm					2	Day												
LW 1hr NR 2hrs M-Sat 7am-6pm															8	week		
LW 1hr NR 2hrs M-Sat 7am-6pm except Market days															8	week		
LW 20mins NR 20mins M-Sat 8am-6pm																		
LW 2hrs NR 2hrs M-Sat 8am-6pm															4	week		
LW 2hrs NR 4hrs M-Sat 8am-6pm					2	Day												
LW 30mins NR 1hr M-Sat 8am-6pm																		
LW 30mins NR 30mins M-F 9am-5.30pm							4	week										
LW 30mins NR 30mins M-Sat 8am-6pm					4	Day									8	week		
LW 3hrs NR 3hrs M-Sat 8am-6pm					2	Day												
NS 7am-7pm except buses																		
NW 8am-6pm					1	Day												
NW M-F 11am-12noon					1	Day												
NW M-F 2.45pm-3.15pm																		
NW M-F 7.45am-9.30am & 2.30pm-4.30pm																		
NW M-F 8.15am-9.15am & 2.45pm-3.45pm					1	Day												
NW M-F 8.30am-9.15am & 2.30pm-3.30pm					1	Day												
NW M-F 8.30am-9.15am & 3pm-3.45pm																		
NW M-F 8.30am-9.20am & 2.45pm-3.45pm																		
NW M-F 8.30am-9.30am & 2.30pm-3.30pm															3	week		
NW M-F 8.30am-9.30am & 2.45pm-3.45pm					1	Day												
NW M-F 8.30am–9.30am & 2.45pm-3.45pm																		
NW M-F 8.30am-9.30am & 3pm-4pm									1	Week								
NW M-F 8.30am-9am & 3pm-3.30pm																		
NW M-F 8.40am-9.20am & 2.50pm-3.30pm																		
NW M-F 8am-4pm																		
NW M-F 8am-5pm																		
NW M-F 9am-5pm																		
NW M-Sat 6pm-7am															3	week		
NW M-Sat 7am-6pm																		
NW M-Sat 8am-6pm					1	Day												
NW M-Sat 8am-6pm except for wedding and funeral vehicles																		
NW Sat, Sun & BH 1st May to 30th Sept	1	Week																
NW Th 8am-6pm																		
NWAAT	1	Week	1	Week	1	Day	1	week	1	Week	1	Week	1	Week	3	week	1	Week
NWAAT except for wedding and funeral vehicles					1	Day												
NWAAT/NL 7am-10am & 4pm-7pm																		
NWAAT/NL M-Sat 8am-6pm																		
NWAAT/NL M-Sat 8am-9am & 4pm-5.30pm																		
NWAAT/NL AAT																		
RPH																		
RPH M-Sat 8am-6pm																		
RPH Zone A					1	Day												
RPH Zone B					1	Day												
SPP																		
SPP M-Sat 7am-6pm					4	Day												
Taxis Only																		

TYPE OF REGULATION	Sibson-cum-Stibbington		Somersham		Southoe		St Ives		St Neots		Stibbington		Stilton		Warboys		Waresley		Yaxley	
	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76
	TIMES	UNIT	TIMES	UNIT	TIMES	UNIT	TIMES	UNIT	TIMES	UNIT	TIMES	UNIT	TIMES	UNIT	TIMES	UNIT	TIMES	UNIT	TIMES	UNIT
BSC 7am-7pm							1	Day	1	Day										
BSC 7am-7pm/Taxis 7pm-7am									1	Day										
Coaches Only									2	Day										
Coaches Only Th									2	Day										
DBH							1	Day	2	Day									1	Week
Loading Bay Market Day 5am-8am & 3pm-6pm									2	Day										
Loading Bay M-Sat 7am-7pm									2	Day										
Loading Bay M-Sat 7am-7pm/Taxis M-Sat 7pm-7am & Sundays									2	Day										
LW 1 hr NR 2hrs M-Sat 8am-6pm			2	Week																
LW 1hr NR 1hr M-Sat 8am-6pm							4	Day	4	Day										
LW 1hr NR 2hrs M-F 8am-6pm							4	Day												
LW 1hr NR 2hrs M-F 8am-6pm & Sat 7am-6pm																				
LW 1hr NR 2hrs M-Sat 7am-6pm																				
LW 1hr NR 2hrs M-Sat 7am-6pm except Market days																				
LW 20mins NR 20mins M-Sat 8am-6pm																				
LW 2hrs NR 2hrs M-Sat 8am-6pm									2	Day										
LW 2hrs NR 4hrs M-Sat 8am-6pm																				
LW 30mins NR 1hr M-Sat 8am-6pm							6	Day												
LW 30mins NR 30mins M-F 9am-5.30pm																				
LW 30mins NR 30mins M-Sat 8am-6pm																				
LW 3hrs NR 3hrs M-Sat 8am-6pm																				
NS 7am-7pm except buses																			1	Week
NW 8am-6pm	1	Week					1	Day	1	Day										
NW M-F 11am-12noon																				
NW M-F 2.45pm-3.15pm																				
NW M-F 7.45am-9.30am & 2.30pm-4.30pm																			1	Week
NW M-F 8.15am-9.15am & 2.45pm-3.45pm																				
NW M-F 8.30am-9.15am & 2.30pm-3.30pm																				
NW M-F 8.30am-9.15am & 3pm-3.45pm																				
NW M-F 8.30am-9.20am & 2.45pm-3.45pm																				
NW M-F 8.30am-9.30am & 2.30pm-3.30pm									1	Day										
NW M-F 8.30am-9.30am & 2.45pm-3.45pm							1	Day												
NW M-F 8.30am–9.30am & 2.45pm-3.45pm																				
NW M-F 8.30am-9.30am & 3pm-4pm																				
NW M-F 8.30am-9am & 3pm-3.30pm																				
NW M-F 8.40am-9.20am & 2.50pm-3.30pm																				
NW M-F 8am-4pm									1	Day										
NW M-F 8am-5pm									1	Day										
NW M-F 9am-5pm													1	Week						
NW M-Sat 6pm-7am																				
NW M-Sat 7am-6pm							1	Day												
NW M-Sat 8am-6pm							1	Day	1	Day									1	Week
NW M-Sat 8am-6pm except for wedding and funeral vehicles									1	Day										
NW Sat, Sun & BH 1st May to 30th Sept																				
NW Th 8am-6pm									1	Day										
NWAAT			1	Week	1	Week	1	Day	1	Day	1	Week	1	Week	1	Week	1	Week	1	week
NWAAT except for wedding and funeral vehicles									1	Day										
NWAAT/NL 7am-10am & 4pm-7pm									1	Day										
NWAAT/NL M-Sat 8am-6pm									1	Day										
NWAAT/NL M-Sat 8am-9am & 4pm-5.30pm									1	Day										
NWAAT/NL AAT									1	Day										
RPH									1	Day										
RPH M-Sat 8am-6pm									1	Day										
RPH Zone A																				
RPH Zone B																				
SPP							4	Day	4	Day										
SPP M-Sat 7am-6pm																				
Taxis Only									1	Day										

SUNDAYS

TYPE OF REGULATION	INDEX	DAYS	Alconbury		Bluntisham		Brampton		Brington		Buckden		Bury		Earith		Ellington		Farcet		Fenstanton	
			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
			TIMES	UNIT	TIMES	UNIT	TIMES	UNIT	TIMES	UNIT	TIMES	UNIT	TIMES	UNIT	TIMES	UNIT	TIMES	UNIT	TIMES	UNIT	TIMES	UNIT
BSC 7am-7pm	1	0																				
BSC 7am-7pm/Taxis 7pm-7am	2	0																				
Coaches Only	3	0																				
Coaches Only Th	4	0																				
DBH	5	0									0	Day							0	Day		
Loading Bay Market Day 5am-8am & 3pm-6pm	6	0																				
Loading Bay M-Sat 7am-7pm	7	0																				
Loading Bay M-Sat 7am-7pm/Taxis M-Sat 7pm-7am & Sundays	8	0																				
LW 1 hr NR 2hrs M-Sat 8am-6pm	9	0																				
LW 1hr NR 1hr M-Sat 8am-6pm	10	0																				
LW 1hr NR 2hrs M-F 8am-6pm	11	0																				
LW 1hr NR 2hrs M-F 8am-6pm & Sat 7am-6pm	12	0																				
LW 1hr NR 2hrs M-Sat 7am-6pm	13	0																				
LW 1hr NR 2hrs M-Sat 7am-6pm except Market days	14	0																				
LW 20mins NR 20mins M-Sat 8am-6pm	15	0																			0	Day
LW 2hrs NR 2hrs M-Sat 8am-6pm	16	0																				
LW 2hrs NR 4hrs M-Sat 8am-6pm	17	0																				
LW 30mins NR 1hr M-Sat 8am-6pm	18	0																				
LW 30mins NR 30mins M-F 9am-5.30pm	19	0																				
LW 30mins NR 30mins M-Sat 8am-6pm	20	0											0	Day								
LW 3hrs NR 3hrs M-Sat 8am-6pm	21	0																				
NS 7am-7pm except buses	22	1																				
NW 8am-6pm	23	1					0	Day														
NW M-F 11am-12noon	24	0																				
NW M-F 2.45pm-3.15pm	25	0																				
NW M-F 7.45am-9.30am & 2.30pm-4.30pm	26	0																				
NW M-F 8.15am-9.15am & 2.45pm-3.45pm	27	0																				
NW M-F 8.30am-9.15am & 2.30pm-3.30pm	28	0																				
NW M-F 8.30am-9.15am & 3pm-3.45pm	29	0																				
NW M-F 8.30am-9.20am & 2.45pm-3.45pm	30	0					0	Day														
NW M-F 8.30am-9.30am & 2.30pm-3.30pm	31	0							0	Day												
NW M-F 8.30am-9.30am & 2.45pm-3.45pm	32	0																				
NW M-F 8.30am–9.30am & 2.45pm-3.45pm	33	0					0	Day														
NW M-F 8.30am-9.30am & 3pm-4pm	34	0																			0	Day
NW M-F 8.30am-9am & 3pm-3.30pm	35	0			0	Day																
NW M-F 8.40am-9.20am & 2.50pm-3.30pm	36	0									0	Day										
NW M-F 8am-4pm	37	0																				
NW M-F 8am-5pm	38	0																				
NW M-F 9am-5pm	39	0																				
NW M-Sat 6pm-7am	40	0																				
NW M-Sat 7am-6pm	41	0																				
NW M-Sat 8am-6pm	42	0																				
NW M-Sat 8am-6pm except for wedding and funeral vehicles	43	0																				
NW Sat, Sun & BH 1st May to 30th Sept	44	1																				
NW Th 8am-6pm	45	0																				
NWAAT	46	1	0	Day	0	Day	0	Day			0	Day	0	Day	0	Day	0	Day	0	Day	0	Day
NWAAT except for wedding and funeral vehicles	47	0																				
NWAAT/NL 7am-10am & 4pm-7pm	48	1																				
NWAAT/NL M-Sat 8am-6pm	49	0																				
NWAAT/NL M-Sat 8am-9am & 4pm-5.30pm	50	0																				
NWAAT/NL AAT	51	1																				
RPH	52	0																				
RPH M-Sat 8am-6pm	53	0																				
RPH Zone A	54	0																				
RPH Zone B	55	0																				
SPP	56	0																				
SPP M-Sat 7am-6pm	57	0																				
Taxis Only	58	1																				

TYPE OF REGULATION	Godmanchester		Great Gidding		Great Gransden		Great Staughton		Great Stukeley		Hartford		Hemingford Grey		Hemingford Grey & Fenstanton		Hinchingbrooke	
	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38
	TIMES	UNIT	TIMES	UNIT	TIMES	UNIT	TIMES	UNIT	TIMES	UNIT	TIMES	UNIT	TIMES	UNIT	TIMES	UNIT	TIMES	UNIT
BSC 7am-7pm																		
BSC 7am-7pm/Taxis 7pm-7am																		
Coaches Only																		
Coaches Only Th																		
DBH			0	Day														
Loading Bay Market Day 5am-8am & 3pm-6pm																		
Loading Bay M-Sat 7am-7pm																		
Loading Bay M-Sat 7am-7pm/Taxis M-Sat 7pm-7am & Sundays																		
LW 1 hr NR 2hrs M-Sat 8am-6pm																		
LW 1hr NR 1hr M-Sat 8am-6pm	0	Day																
LW 1hr NR 2hrs M-F 8am-6pm																		
LW 1hr NR 2hrs M-F 8am-6pm & Sat 7am-6pm																		
LW 1hr NR 2hrs M-Sat 7am-6pm																		
LW 1hr NR 2hrs M-Sat 7am-6pm except Market days																		
LW 20mins NR 20mins M-Sat 8am-6pm																		
LW 2hrs NR 2hrs M-Sat 8am-6pm																		
LW 2hrs NR 4hrs M-Sat 8am-6pm																		
LW 30mins NR 1hr M-Sat 8am-6pm																		
LW 30mins NR 30mins M-F 9am-5.30pm																		
LW 30mins NR 30mins M-Sat 8am-6pm	0	Day											0	Day				
LW 3hrs NR 3hrs M-Sat 8am-6pm																		
NS 7am-7pm except buses																		
NW 8am-6pm																		
NW M-F 11am-12noon																		
NW M-F 2.45pm-3.15pm							0	Day										
NW M-F 7.45am-9.30am & 2.30pm-4.30pm																		
NW M-F 8.15am-9.15am & 2.45pm-3.45pm																		
NW M-F 8.30am-9.15am & 2.30pm-3.30pm																		
NW M-F 8.30am-9.15am & 3pm-3.45pm					0	Day												
NW M-F 8.30am-9.20am & 2.45pm-3.45pm																		
NW M-F 8.30am-9.30am & 2.30pm-3.30pm																		
NW M-F 8.30am-9.30am & 2.45pm-3.45pm																		
NW M-F 8.30am–9.30am & 2.45pm-3.45pm																		
NW M-F 8.30am-9.30am & 3pm-4pm																		
NW M-F 8.30am-9am & 3pm-3.30pm																		
NW M-F 8.40am-9.20am & 2.50pm-3.30pm																		
NW M-F 8am-4pm																		
NW M-F 8am-5pm																		
NW M-F 9am-5pm																		
NW M-Sat 6pm-7am																		
NW M-Sat 7am-6pm																		
NW M-Sat 8am-6pm																		
NW M-Sat 8am-6pm except for wedding and funeral vehicles																		
NW Sat, Sun & BH 1st May to 30th Sept																		
NW Th 8am-6pm																		
NWAAT	0	Day					0	Day	0	Day	0	Day	0	Day	0	Day	0	Day
NWAAT except for wedding and funeral vehicles																		
NWAAT/NL 7am-10am & 4pm-7pm																		
NWAAT/NL M-Sat 8am-6pm																		
NWAAT/NL M-Sat 8am-9am & 4pm-5.30pm																		
NWAAT/NL AAT																		
RPH																		
RPH M-Sat 8am-6pm																		
RPH Zone A																		
RPH Zone B																		
SPP																		
SPP M-Sat 7am-6pm																		
Taxis Only																		

TYPE OF REGULATION	Houghton		Houghton & Wyton		Huntingdon		Kimbolton		Little Paxton		Offord Cluny		Perry		Ramsey		Sawtry	
	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56
	TIMES	UNIT	TIMES	UNIT	TIMES	UNIT	TIMES	UNIT	TIMES	UNIT	TIMES	UNIT	TIMES	UNIT	TIMES	UNIT	TIMES	UNIT
BSC 7am-7pm																		
BSC 7am-7pm/Taxis 7pm-7am																		
Coaches Only																		
Coaches Only Th																		
DBH					0	Day									0	Day	0	Day
Loading Bay Market Day 5am-8am & 3pm-6pm																		
Loading Bay M-Sat 7am-7pm																		
Loading Bay M-Sat 7am-7pm/Taxis M-Sat 7pm-7am & Sundays																		
LW 1 hr NR 2hrs M-Sat 8am-6pm																		
LW 1hr NR 1hr M-Sat 8am-6pm					0	Day							0	Day	0	Day		
LW 1hr NR 2hrs M-F 8am-6pm																		
LW 1hr NR 2hrs M-F 8am-6pm & Sat 7am-6pm					0	Day												
LW 1hr NR 2hrs M-Sat 7am-6pm															0	Day		
LW 1hr NR 2hrs M-Sat 7am-6pm except Market days															0	Day		
LW 20mins NR 20mins M-Sat 8am-6pm																		
LW 2hrs NR 2hrs M-Sat 8am-6pm															0	Day		
LW 2hrs NR 4hrs M-Sat 8am-6pm					0	Day												
LW 30mins NR 1hr M-Sat 8am-6pm																		
LW 30mins NR 30mins M-F 9am-5.30pm							0	Day										
LW 30mins NR 30mins M-Sat 8am-6pm					0	Day									0	Day		
LW 3hrs NR 3hrs M-Sat 8am-6pm					0	Day												
NS 7am-7pm except buses																		
NW 8am-6pm					0	Day												
NW M-F 11am-12noon					0	Day												
NW M-F 2.45pm-3.15pm																		
NW M-F 7.45am-9.30am & 2.30pm-4.30pm																		
NW M-F 8.15am-9.15am & 2.45pm-3.45pm					0	Day												
NW M-F 8.30am-9.15am & 2.30pm-3.30pm					0	Day												
NW M-F 8.30am-9.15am & 3pm-3.45pm																		
NW M-F 8.30am-9.20am & 2.45pm-3.45pm																		
NW M-F 8.30am-9.30am & 2.30pm-3.30pm															0	Day		
NW M-F 8.30am-9.30am & 2.45pm-3.45pm					0	Day												
NW M-F 8.30am–9.30am & 2.45pm-3.45pm																		
NW M-F 8.30am-9.30am & 3pm-4pm									0	Day								
NW M-F 8.30am-9am & 3pm-3.30pm																		
NW M-F 8.40am-9.20am & 2.50pm-3.30pm																		
NW M-F 8am-4pm																		
NW M-F 8am-5pm																		
NW M-F 9am-5pm																		
NW M-Sat 6pm-7am															0	Day		
NW M-Sat 7am-6pm																		
NW M-Sat 8am-6pm					0	Day												
NW M-Sat 8am-6pm except for wedding and funeral vehicles																		
NW Sat, Sun & BH 1st May to 30th Sept	0	Day																
NW Th 8am-6pm																		
NWAAT	0	Day	0	Day	0	Day	0	Day	0	Day	0	Day	0	Day	0	Day	0	Day
NWAAT except for wedding and funeral vehicles					0	Day												
NWAAT/NL 7am-10am & 4pm-7pm																		
NWAAT/NL M-Sat 8am-6pm																		
NWAAT/NL M-Sat 8am-9am & 4pm-5.30pm																		
NWAAT/NL AAT																		
RPH																		
RPH M-Sat 8am-6pm																		
RPH Zone A					0	Day												
RPH Zone B					0	Day												
SPP																		
SPP M-Sat 7am-6pm					0	Day												
Taxis Only																		

TYPE OF REGULATION	Sibson-cum-Stibbington		Somersham		Southoe		St Ives		St Neots		Stibbington		Stilton		Warboys		Waresley		Yaxley	
	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76
	TIMES	UNIT	TIMES	UNIT	TIMES	UNIT	TIMES	UNIT	TIMES	UNIT	TIMES	UNIT	TIMES	UNIT	TIMES	UNIT	TIMES	UNIT	TIMES	UNIT
BSC 7am-7pm							0	Day	0	Day										
BSC 7am-7pm/Taxis 7pm-7am									0	Day										
Coaches Only									0	Day										
Coaches Only Th									0	Day										
DBH							0	Day	0	Day									0	Day
Loading Bay Market Day 5am-8am & 3pm-6pm									0	Day										
Loading Bay M-Sat 7am-7pm									0	Day										
Loading Bay M-Sat 7am-7pm/Taxis M-Sat 7pm-7am & Sundays									0	Day										
LW 1 hr NR 2hrs M-Sat 8am-6pm			0	Day																
LW 1hr NR 1hr M-Sat 8am-6pm							0	Day	0	Day										
LW 1hr NR 2hrs M-F 8am-6pm							0	Day												
LW 1hr NR 2hrs M-F 8am-6pm & Sat 7am-6pm																				
LW 1hr NR 2hrs M-Sat 7am-6pm																				
LW 1hr NR 2hrs M-Sat 7am-6pm except Market days																				
LW 20mins NR 20mins M-Sat 8am-6pm																				
LW 2hrs NR 2hrs M-Sat 8am-6pm									0	Day										
LW 2hrs NR 4hrs M-Sat 8am-6pm																				
LW 30mins NR 1hr M-Sat 8am-6pm							0	Day												
LW 30mins NR 30mins M-F 9am-5.30pm																				
LW 30mins NR 30mins M-Sat 8am-6pm																				
LW 3hrs NR 3hrs M-Sat 8am-6pm																				
NS 7am-7pm except buses																			0	Day
NW 8am-6pm	0	Day					0	Day	0	Day										
NW M-F 11am-12noon																				
NW M-F 2.45pm-3.15pm																				
NW M-F 7.45am-9.30am & 2.30pm-4.30pm																			0	Day
NW M-F 8.15am-9.15am & 2.45pm-3.45pm																				
NW M-F 8.30am-9.15am & 2.30pm-3.30pm																				
NW M-F 8.30am-9.15am & 3pm-3.45pm																				
NW M-F 8.30am-9.20am & 2.45pm-3.45pm																				
NW M-F 8.30am-9.30am & 2.30pm-3.30pm									0	Day										
NW M-F 8.30am-9.30am & 2.45pm-3.45pm							0	Day												
NW M-F 8.30am–9.30am & 2.45pm-3.45pm																				
NW M-F 8.30am-9.30am & 3pm-4pm																				
NW M-F 8.30am-9am & 3pm-3.30pm																				
NW M-F 8.40am-9.20am & 2.50pm-3.30pm																				
NW M-F 8am-4pm									0	Day										
NW M-F 8am-5pm									0	Day										
NW M-F 9am-5pm													0	Day						
NW M-Sat 6pm-7am																				
NW M-Sat 7am-6pm							0	Day												
NW M-Sat 8am-6pm							0	Day	0	Day									0	Day
NW M-Sat 8am-6pm except for wedding and funeral vehicles									0	Day										
NW Sat, Sun & BH 1st May to 30th Sept																				
NW Th 8am-6pm									0	Day										
NWAAT			0	Day	0	Day	0	Day	0	Day	0	Day	0	Day	0	Day	0	Day	0	Day
NWAAT except for wedding and funeral vehicles									0	Day										
NWAAT/NL 7am-10am & 4pm-7pm									0	Day										
NWAAT/NL M-Sat 8am-6pm									0	Day										
NWAAT/NL M-Sat 8am-9am & 4pm-5.30pm									0	Day										
NWAAT/NL AAT									0	Day										
RPH									0	Day										
RPH M-Sat 8am-6pm									0	Day										
RPH Zone A																				
RPH Zone B																				
SPP							0	Day	0	Day										
SPP M-Sat 7am-6pm																				
Taxis Only									0	Day										

TMA 2004 - FINANCIAL MODEL OF IMPLEMENTATION

MODEL VERSION:	**July 2017 IH base**
MODEL DATE:	**27-Jul-17**

CLIENT: **HUNTINGDONSHIRE DISTRICT COUNCIL**
VERSION: **July 2017 in house base model**

PATROL CODE TABLE - BY RESTRICTION

REGULATION DESCRIPTION	Patrol Code	Index
BSC 7am-7pm	1	1
BSC 7am-7pm/Taxis 7pm-7am	1	2
Coaches Only	3	3
Coaches Only Th	3	4
DBH	3	5
Loading Bay Market Day 5am-8am & 3pm-6pm	2	6
Loading Bay M-Sat 7am-7pm	2	7
Loading Bay M-Sat 7am-7pm/Taxis M-Sat 7pm-7am & Sundays	2	8
LW 1 hr NR 2hrs M-Sat 8am-6pm	4	9
LW 1hr NR 1hr M-Sat 8am-6pm	4	10
LW 1hr NR 2hrs M-F 8am-6pm	4	11
LW 1hr NR 2hrs M-F 8am-6pm & Sat 7am-6pm	4	12
LW 1hr NR 2hrs M-Sat 7am-6pm	4	13
LW 1hr NR 2hrs M-Sat 7am-6pm except Market days	4	14
LW 20mins NR 20mins M-Sat 8am-6pm	4	15
LW 2hrs NR 2hrs M-Sat 8am-6pm	4	16
LW 2hrs NR 4hrs M-Sat 8am-6pm	4	17
LW 30mins NR 1hr M-Sat 8am-6pm	4	18
LW 30mins NR 30mins M-F 9am-5.30pm	4	19
LW 30mins NR 30mins M-Sat 8am-6pm	4	20
LW 3hrs NR 3hrs M-Sat 8am-6pm	4	21
NS 7am-7pm except buses	1	22
NW 8am-6pm	1	23
NW M-F 11am-12noon	1	24
NW M-F 2.45pm-3.15pm	1	25
NW M-F 7.45am-9.30am & 2.30pm-4.30pm	1	26
NW M-F 8.15am-9.15am & 2.45pm-3.45pm	1	27
NW M-F 8.30am-9.15am & 2.30pm-3.30pm	1	28
NW M-F 8.30am-9.15am & 3pm-3.45pm	1	29
NW M-F 8.30am-9.20am & 2.45pm-3.45pm	1	30
NW M-F 8.30am-9.30am & 2.30pm-3.30pm	1	31
NW M-F 8.30am-9.30am & 2.45pm-3.45pm	1	32
NW M-F 8.30am–9.30am & 2.45pm-3.45pm	1	33
NW M-F 8.30am-9.30am & 3pm-4pm	1	34
NW M-F 8.30am-9am & 3pm-3.30pm	1	35
NW M-F 8.40am-9.20am & 2.50pm-3.30pm	1	36
NW M-F 8am-4pm	1	37
NW M-F 8am-5pm	1	38
NW M-F 9am-5pm	1	39
NW M-Sat 6pm-7am	1	40
NW M-Sat 7am-6pm	1	41
NW M-Sat 8am-6pm	1	42
NW M-Sat 8am-6pm except for wedding and funeral vehicles	1	43
NW Sat, Sun & BH 1st May to 30th Sept	1	44
NW Th 8am-6pm	1	45
NWAAT	1	46
NWAAT except for wedding and funeral vehicles	1	47
NWAAT/NL 7am-10am & 4pm-7pm	1	48
NWAAT/NL M-Sat 8am-6pm	1	49
NWAAT/NL M-Sat 8am-9am & 4pm-5.30pm	1	50
NWAAT/NLAAT	1	51
RPH	3	52
RPH M-Sat 8am-6pm	3	53
RPH Zone A	3	54
RPH Zone B	3	55
SPP	3	56
SPP M-Sat 7am-6pm	3	57
Taxis Only	3	58

PATROL FREQUENCY FACTORS

PATROL FREQUENCY	Visit Factor Mon to Sat - Weekly	Visit Factor Sunday - Weekly	Visit Factor Mon to Sat - Daily	Visit Factor Sunday - Daily	
DAY	1.0000	1.0000	1.0000	1.0000	NOTE *
FORTNIGHT	0.5000	0.5000	0.1000	0.5000	
MONTH	0.2308	0.2308	0.0476	0.2308	
WEEK	1.0000	n/a	0.1429	n/a	

* Day factor set to 1 for Mon-Sat and multiplied by days of enforcement required per type of restriction (See Streets)

PATROL SPEED TABLE

PATROL CODE / SPEED	CODE	PA SPEED Mtr/Hr
NO RESTRICTIONS	0	4,000
YELLOW LINES	1	4,690
LOADING RESTRICTIONS	2	3,000
PERMITTED PARKING BAYS	3	1,420
LIMITED WAITING	4	900
MOBILE PATROLS	5	9,250
OTHER RESTRICTIONS	6	4,690
PAY & DISPLAY	7	1,420
AVERAGE (ALL RESTNS)	8	2,500

MOBILE PATROLS

Count of AREA		
AREA	Total	Mobile?
Alconbury	3	Y
Bluntisham	6	Y
Brampton	55	N
Brington	4	Y
Buckden	12	Y
Bury	12	Y
Earith	16	Y
Ellington	3	Y
Farcet	7	Y
Fenstanton	11	Y
Godmanchester	30	N
Great Gidding	1	Y
Great Gransden	1	Y
Great Staughton	8	Y
Great Stukeley	9	Y
Hartford	1	Y
Hemingford Grey	19	N
Hemingford Grey & Fenstanton	2	Y
Hinchingbrooke	8	Y
Houghton	8	Y
Houghton & Wyton	2	Y
Huntingdon	323	N
Kimbolton	8	Y
Little Paxton	5	Y
Offord Cluny	2	Y
Perry	4	Y
Ramsey	74	N
Sawtry	14	N
Sibson-cum-Stibbington	4	Y
Somersham	31	N
Southoe	2	Y
St Ives	219	N
St Neots	319	N
Stibbington	2	Y
Stilton	12	Y
Warboys	2	Y
Waresley	3	Y
Yaxley	33	N
Grand Total	1275	

- FINANCIAL MODEL OF IMPLEMENTATION
HUNTINGDONSHIRE DISTRICT COUNCIL
July 2017 in house base model
Estimates for TRO Review

MODEL VERSION:	**July 2017 IH base**
MODEL DATE:	**27 July 2017**

Base data	Items	Basis	Source
Number of TRO items	1274		Number given by Cambs County Council
Number of signs	1274	1	TRO items x 1
Number of survey tiles	255	0.2	TRO items x 0.2
Number of queries generated	764	0.6	60% of TRO items
Effective working hours per day	7		
Length of lines	57,980		From TRO database
Signs to be replaced	127	10%	10% of signs
Sign posts to be replaced	127	10%	10% of signs
Lines to be repainted	14,495	25%	25% of lines

Reference in tender and task list	Basis (items)	Items per day	Day rate	Days required	Task cost	Notes
Surveying						
Set-up OS data on RTAA server (days)	1	1	£275	1.0	£275	
Cost of on-site survey (per surveyed item)	1274	25	£325	51.0	£16,562	Signs, lines and digital photographs
drive remaining roads to complete the surveys (per km)	150	50	£300	3.0	£900	2 person team
prepare pre survey tiles and grids and print	255	100	£275	2.5	£701	
Total on-site survey costs:					**£17,737**	
Data Entry for TROs						
PC Initial setup (days)	1	1	£275	1.0	£275	
Sign input into mapping database (with photo of each sign provided and located on plan)	1274	200	£275	6.4	£1,752	
Build restrictions in mapping database (text information in workspace)	1274	50	£275	25.5	£7,007	Restrictions mapped as polygons (inc. input of restriction codes and restriction descriptions in attribute table)
Provide query locations Pdfs (per query)	255	125	£275	2.0	£561	provided as a layer
Provide AAT removal Pdfs (per plate)	255	150	£275	1.7	£467	includes mounting type and photo
Provide photo location layer Pdfs (per photo)	1274	400	£275	3.2	£876	all signs (except AAT photos) plus query ph
provide non TRO information Pdf layer: eg Ped X and Bus stops (per pdf)	26	20	£275	1.3	£358	at 10% estimated of total tiles
Total Data entry costs:					**£11,295**	
Mapping and remedial query lists for TROs						
Preparation of excel query lists for mapping and remedials (per query)	764	50	£350	15.3	£5,351	Queries @ 60% of TRO items. X ref to pdfs
Re mapping resolved queries (per query)	764	75	£275	10.2	£2,803	on receipt of instruction from client
Total mapping queries:					**£8,154**	
Final modifications, consolidation orders and training						
Completion of map layout and labelling (1 label per restriction type per map) (per item)	1274	300	£275	4.2	£1,168	
Preparation of data CD	1	1	£275	1.0	£275	
Creation of final book of PDFs of TRO mapped schedules (per tile)	255	120	£275	2.1	£584	
Printing of one book of TRO mapped schedules (per tile)	255	120	£275	2.1	£584	1 set of plans for TRO mapped schedules
Data installation (days)	1	1	£350	1.0	£350	
Total finishing:					**£2,962**	
Project planning and management						
Project meetings (days)	4	1	£695	4.0	£2,780	allows 1.3 days per meeting.
Project supervision & quality checking (per item)	1274	400	£595	3.2	£1,895	
Project management (days) per 1274 items	1274	400	£595	3.2	£1,895	
Total project management:					**£6,570**	
Remedial works			**Item cost**			
Signs to be replaced	127		£75		£9,555	
Signposts to be replaced	127		£250		£31,850	
Lines to be repainted	14,495		£1.00		£14,495	
Total remedial works:					**£55,900**	

Summary:	**Unit cost**	**Capital**	
On-site survey costs	13.71	£17,737	
Data entry costs	8.65	£11,295	
Queries costs	12.80	£8,154	
Finishing costs	0.67	£2,962	
Project management costs	2.98	£6,570	£46,717
Remedial works	43.88	£55,900	
Total estimate for TRO review	**82.68**	**£102,617**	

Notes:
Notes:

Assumes:
OS data provided by the client with authority licence agreement.
GIS software - to be confirmed by client
Use of map based schedules, text database behind schedules is the workspace data.
The existing orders are not being checked as part of the above quotation. TROs will be mapped to survey
A TRO item is defined as a single section of TRO. Both sides of a road count as 2 items
Off-street car park outline plan survey and preparation of off-street mapped schedules is an additional option at £75 per car park.
Prices are exclusive of VAT
quotation is based on estimates of numbers of TRO items to be confirmed
at the end of the surveys. 1274 TRO items have been used for this
estimated price.
Council to provide a copy of the adopted highway plan and the
administrative boundary of Council and OS licence user permission

TMA 2004 - FINANCIAL MODEL OF IMPLEMENTATION

MODEL VERSION:	**July 2017 IH base**
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CLIENT: HUNTINGDONSHIRE DISTRICT COUNCIL
VERSION: July 2017 in house base model
SHEET: DATABASE OF TROs TO BE ENFORCED

TOTAL
105.02

STREET	AREA	RESTRICTION DESCRIPTION	METRES	Patrol Code	Mobile Patrol?	Enforcement Speed per hour	Patrols Mon-Sats	No. Of Days Mon - Sat	Frequency Mon-Sats	Patrols Sundays	Frequency Sundays	Total time per week (hours)
High Street	Alconbury	NWAAT	25	5	Y	9,250	1	6	Week	0	Day	0.00
Rusts Lane	Alconbury	NWAAT	70	5	Y	9,250	1	6	Week	0	Day	0.01
Rusts Lane	Alconbury	NWAAT	70	5	Y	9,250	1	6	Week	0	Day	0.01
Colne Road	Bluntisham	NW M-F 8.30am-9am & 3pm-3.30pm	20	5	Y	9,250	1	5	Week	0	Day	0.00
Colne Road	Bluntisham	NW M-F 8.30am-9am & 3pm-3.30pm	135	5	Y	9,250	1	5	Week	0	Day	0.01
Colne Road	Bluntisham	NWAAT	60	5	Y	9,250	1	6	Week	0	Day	0.01
Colne Road	Bluntisham	NWAAT	40	5	Y	9,250	1	6	Week	0	Day	0.00
The Poplars	Bluntisham	NWAAT	15	5	Y	9,250	1	6	Week	0	Day	0.00
The Poplars	Bluntisham	NWAAT	15	5	Y	9,250	1	6	Week	0	Day	0.00
Bernard Road	Brampton	NWAAT	50	1	N	4,690	3	6	week	0	Day	0.03
Bernard Road	Brampton	NWAAT	50	1	N	4,690	3	6	week	0	Day	0.03
Buckden Road	Brampton	NWAAT	15	1	N	4,690	3	6	week	0	Day	0.01
Church Street	Brampton	NWAAT	15	1	N	4,690	3	6	week	0	Day	0.01
Crane Street	Brampton	NWAAT	33	1	N	4,690	3	6	week	0	Day	0.02
Crane Street	Brampton	NWAAT	19	1	N	4,690	3	6	week	0	Day	0.01
Green Lane	Brampton	NWAAT	45	1	N	4,690	3	6	week	0	Day	0.02
Grove Lane	Brampton	NWAAT	20	1	N	4,690	3	6	week	0	Day	0.01
Grove Lane	Brampton	NWAAT	20	1	N	4,690	3	6	week	0	Day	0.01
Grove Lane	Brampton	NWAAT	47	1	N	4,690	3	6	week	0	Day	0.03
Grove Lane	Brampton	NWAAT	47	1	N	4,690	3	6	week	0	Day	0.03
High Street	Brampton	NW 8am-6pm	45	1	N	4,690	3	6	week	0	Day	0.02
High Street	Brampton	NW 8am-6pm	45	1	N	4,690	3	6	week	0	Day	0.02
High Street	Brampton	NWAAT	46	1	N	4,690	3	6	week	0	Day	0.03
High Street	Brampton	NWAAT	59	1	N	4,690	3	6	week	0	Day	0.03
High Street	Brampton	NWAAT	25	1	N	4,690	3	6	week	0	Day	0.01
High Street	Brampton	NWAAT	25	1	N	4,690	3	6	week	0	Day	0.01
High Street	Brampton	NWAAT	46	1	N	4,690	3	6	week	0	Day	0.03
High Street	Brampton	NWAAT	13	1	N	4,690	3	6	week	0	Day	0.01
High Street	Brampton	NWAAT	94	1	N	4,690	3	6	week	0	Day	0.05
High Street	Brampton	NWAAT	32	1	N	4,690	3	6	week	0	Day	0.02
High Street	Brampton	NWAAT	47	1	N	4,690	3	6	week	0	Day	0.03
Horseshoe Way	Brampton	NWAAT	20	1	N	4,690	3	6	week	0	Day	0.01
Horseshoe Way	Brampton	NWAAT	20	1	N	4,690	3	6	week	0	Day	0.01
Horseshoe Way	Brampton	NWAAT	40	1	N	4,690	3	6	week	0	Day	0.02
Horseshoe Way	Brampton	NWAAT	40	1	N	4,690	3	6	week	0	Day	0.02
Miller Way	Brampton	NWAAT	15	1	N	4,690	3	6	week	0	Day	0.01
Miller Way	Brampton	NWAAT	15	1	N	4,690	3	6	week	0	Day	0.01
Miller Way	Brampton	NWAAT	15	1	N	4,690	3	6	week	0	Day	0.01
Miller Way	Brampton	NWAAT	15	1	N	4,690	3	6	week	0	Day	0.01
Miller Way	Brampton	NWAAT	20	1	N	4,690	3	6	week	0	Day	0.01
Miller Way	Brampton	NWAAT	20	1	N	4,690	3	6	week	0	Day	0.01
Miller Way	Brampton	NWAAT	30	1	N	4,690	3	6	week	0	Day	0.02
Miller Way	Brampton	NWAAT	30	1	N	4,690	3	6	week	0	Day	0.02
Miller Way	Brampton	NWAAT	30	1	N	4,690	3	6	week	0	Day	0.02
Park Road	Brampton	NW M-F 8.30am-9.20am & 2.45pm-3.45pm	49	1	N	4,690	3	5	week	0	Day	0.02
Park Road	Brampton	NW M-F 8.30am-9.20am & 2.45pm-3.45pm	49	1	N	4,690	3	5	week	0	Day	0.02
Park Road	Brampton	NW M-F 8.30am–9.30am & 2.45pm-3.45pm	20	1	N	4,690	3	5	week	0	Day	0.01
Park Road	Brampton	NWAAT	50	1	N	4,690	3	6	week	0	Day	0.03
Park Road	Brampton	NWAAT	50	1	N	4,690	3	6	week	0	Day	0.03
The Green	Brampton	NW M-F 8.30am-9.20am & 2.45pm-3.45pm	58	1	N	4,690	3	5	week	0	Day	0.03
The Green	Brampton	NW M-F 8.30am-9.20am & 2.45pm-3.45pm	41	1	N	4,690	3	5	week	0	Day	0.02
The Green	Brampton	NW M-F 8.30am–9.30am & 2.45pm-3.45pm	20	1	N	4,690	3	5	week	0	Day	0.01
The Green	Brampton	NW M-F 8.30am–9.30am & 2.45pm-3.45pm	20	1	N	4,690	3	5	week	0	Day	0.01
The Green	Brampton	NWAAT	18	1	N	4,690	3	6	week	0	Day	0.01
The Green	Brampton	NWAAT	20	1	N	4,690	3	6	week	0	Day	0.01
The Green	Brampton	NWAAT	100	1	N	4,690	3	6	week	0	Day	0.05
The Green	Brampton	NWAAT	112	1	N	4,690	3	6	week	0	Day	0.06
The Green	Brampton	NWAAT	47	1	N	4,690	3	6	week	0	Day	0.03
The Green	Brampton	NWAAT	87	1	N	4,690	3	6	week	0	Day	0.05

			Streets									
The Green	Brampton	NWAAT	29	1	N	4,690	3	6	week	0	Day	0.02
West End	Brampton	NWAAT	50	1	N	4,690	3	6	week	0	Day	0.03
West End	Brampton	NWAAT	50	1	N	4,690	3	6	week	0	Day	0.03
Willow Close	Brampton	NWAAT	18	1	N	4,690	3	6	week	0	Day	0.01
Willow Close	Brampton	NWAAT	18	1	N	4,690	3	6	week	0	Day	0.01
Church Lane	Brington	NW M-F 8.30am-9.30am & 2.30pm-3.30pm	48	5	Y	9,250	1	5	Week	0	Day	0.00
Church Lane	Brington	NW M-F 8.30am-9.30am & 2.30pm-3.30pm	48	5	Y	9,250	1	5	Week	0	Day	0.00
High Street	Brington	NW M-F 8.30am-9.30am & 2.30pm-3.30pm	40	5	Y	9,250	1	5	Week	0	Day	0.00
High Street	Brington	NW M-F 8.30am-9.30am & 2.30pm-3.30pm	40	5	Y	9,250	1	5	Week	0	Day	0.00
Church Street	Buckden	NW M-F 8.40am-9.20am & 2.50pm-3.30pm	40	5	Y	9,250	1	5	Week	0	Day	0.00
Church Street	Buckden	NWAAT	13	5	Y	9,250	1	6	Week	0	Day	0.00
Church Street	Buckden	NWAAT	13	5	Y	9,250	1	6	Week	0	Day	0.00
George Lane	Buckden	NWAAT	6	5	Y	9,250	1	6	Week	0	Day	0.00
Greenway	Buckden	NW M-F 8.40am-9.20am & 2.50pm-3.30pm	29	5	Y	9,250	1	5	Week	0	Day	0.00
High Street	Buckden	NWAAT	29	5	Y	9,250	1	6	Week	0	Day	0.00
High Street	Buckden	NWAAT	19	5	Y	9,250	1	6	Week	0	Day	0.00
School Lane	Buckden	DBH	13	5	Y	9,250	1	6	Week	0	Day	0.00
School Lane	Buckden	NW M-F 8.40am-9.20am & 2.50pm-3.30pm	24	5	Y	9,250	1	5	Week	0	Day	0.00
School Lane	Buckden	NW M-F 8.40am-9.20am & 2.50pm-3.30pm	6	5	Y	9,250	1	5	Week	0	Day	0.00
School Lane	Buckden	NW M-F 8.40am-9.20am & 2.50pm-3.30pm	20	5	Y	9,250	1	5	Week	0	Day	0.00
School Lane	Buckden	NW M-F 8.40am-9.20am & 2.50pm-3.30pm	24	5	Y	9,250	1	5	Week	0	Day	0.00
Grenfell Road	Bury	NWAAT	15	5	Y	9,250	1	6	Week	0	Day	0.00
Grenfell Road	Bury	NWAAT	15	5	Y	9,250	1	6	Week	0	Day	0.00
High Street	Bury	LW 30mins NR 30mins M-Sat 8am-6pm	25	5	Y	9,250	2	6	Week	0	Day	0.00
High Street	Bury	NWAAT	30	5	Y	9,250	1	6	Week	0	Day	0.00
High Street	Bury	NWAAT	20	5	Y	9,250	1	6	Week	0	Day	0.00
High Street	Bury	NWAAT	32	5	Y	9,250	1	6	Week	0	Day	0.00
Owls End	Bury	NWAAT	30	5	Y	9,250	1	6	Week	0	Day	0.00
Owls End	Bury	NWAAT	50	5	Y	9,250	1	6	Week	0	Day	0.00
Upwood Road	Bury	LW 30mins NR 30mins M-Sat 8am-6pm	15	5	Y	9,250	2	6	Week	0	Day	0.00
Upwood Road	Bury	NWAAT	80	5	Y	9,250	1	6	Week	0	Day	0.01
Upwood Road	Bury	NWAAT	25	5	Y	9,250	1	6	Week	0	Day	0.00
Upwood Road	Bury	NWAAT	40	5	Y	9,250	1	6	Week	0	Day	0.00
Bridge End	Earith	NWAAT	47	5	Y	9,250	1	6	week	0	Day	0.00
Bridge End	Earith	NWAAT	42	5	Y	9,250	1	6	week	0	Day	0.00
Bridge End	Earith	NWAAT	47	5	Y	9,250	1	6	week	0	Day	0.00
Chapel Lane	Earith	NWAAT	21	5	Y	9,250	1	6	week	0	Day	0.00
Chapel Lane	Earith	NWAAT	21	5	Y	9,250	1	6	week	0	Day	0.00
Cook's Drove	Earith	NWAAT	26	5	Y	9,250	1	6	week	0	Day	0.00
Cook's Drove	Earith	NWAAT	26	5	Y	9,250	1	6	week	0	Day	0.00
Cook's Drove	Earith	NWAAT	30	5	Y	9,250	1	6	week	0	Day	0.00
Cook's Drove	Earith	NWAAT	47	5	Y	9,250	1	6	week	0	Day	0.00
Cook's Drove	Earith	NWAAT	47	5	Y	9,250	1	6	week	0	Day	0.00
Cook's Drove	Earith	NWAAT	37	5	Y	9,250	1	6	week	0	Day	0.00
High Street	Earith	NWAAT	61	5	Y	9,250	1	6	week	0	Day	0.01
High Street	Earith	NWAAT	61	5	Y	9,250	1	6	week	0	Day	0.01
High Street	Earith	NWAAT	65	5	Y	9,250	1	6	week	0	Day	0.01
Vermuyden	Earith	NWAAT	15	5	Y	9,250	1	6	week	0	Day	0.00
Vermuyden	Earith	NWAAT	15	5	Y	9,250	1	6	week	0	Day	0.00
Grafham Road	Ellington	NWAAT	20	5	Y	9,250	1	6	Week	0	Day	0.00
Grafham Road	Ellington	NWAAT	20	5	Y	9,250	1	6	Week	0	Day	0.00
High Street	Ellington	NWAAT	30	5	Y	9,250	1	6	Week	0	Day	0.00
Cross Street	Farcet	NWAAT	62	5	Y	9,250	1	6	Week	0	Day	0.01
Cross Street	Farcet	NWAAT	47	5	Y	9,250	1	6	Week	0	Day	0.00
Main Street	Farcet	DBH	6	5	Y	9,250	1	6	Week	0	Day	0.00
Middle Street	Farcet	NWAAT	10	5	Y	9,250	1	6	Week	0	Day	0.00
St Marys Street	Farcet	NWAAT	12	5	Y	9,250	1	6	Week	0	Day	0.00
St Marys Street	Farcet	NWAAT	18	5	Y	9,250	1	6	Week	0	Day	0.00
Winston Way	Farcet	DBH	7	5	Y	9,250	1	6	Week	0	Day	0.00
Bell Lane	Fenstanton	NWAAT	21	5	Y	9,250	1	6	Week	0	Day	0.00
Bell Lane	Fenstanton	NWAAT	21	5	Y	9,250	1	6	Week	0	Day	0.00
High Street	Fenstanton	LW 20mins NR 20mins M-Sat 8am-6pm	32	5	Y	9,250	2	6	Week	0	Day	0.01
High Street	Fenstanton	NWAAT	28	5	Y	9,250	1	6	Week	0	Day	0.00
Hilton Road	Fenstanton	LW 20mins NR 20mins M-Sat 8am-6pm	7	5	Y	9,250	2	6	Week	0	Day	0.00
Honey Hill	Fenstanton	NW M-F 8.30am-9.30am & 3pm-4pm	8	5	Y	9,250	1	5	Week	0	Day	0.00
Honey Hill	Fenstanton	NWAAT	36	5	Y	9,250	1	6	Week	0	Day	0.00
Honey Hill	Fenstanton	NWAAT	47	5	Y	9,250	1	6	Week	0	Day	0.00
Honey Hill	Fenstanton	NWAAT	57	5	Y	9,250	1	6	Week	0	Day	0.01
Honey Hill	Fenstanton	NWAAT	72	5	Y	9,250	1	6	Week	0	Day	0.01
Honey Hill	Fenstanton	NWAAT	47	5	Y	9,250	1	6	Week	0	Day	0.00

			Streets									
Cambridge Road	Godmanchester	NWAAT	30	1	N	4,690	3	6	week	0	Day	0.02
Causeway	Godmanchester	LW 1hr NR 1hr M-Sat 8am-6pm	15	4	N	900	4	6	week	0	Day	0.06
Causeway	Godmanchester	NWAAT	15	1	N	4,690	3	6	week	0	Day	0.01
Chadley Lane	Godmanchester	NWAAT	63	1	N	4,690	3	6	week	0	Day	0.03
Church Place	Godmanchester	NWAAT	10	1	N	4,690	3	6	week	0	Day	0.01
Church Place	Godmanchester	NWAAT	10	1	N	4,690	3	6	week	0	Day	0.01
East Chadley Lane	Godmanchester	NWAAT	20	1	N	4,690	3	6	week	0	Day	0.01
East Chadley Lane	Godmanchester	NWAAT	35	1	N	4,690	3	6	week	0	Day	0.02
Linden Grove	Godmanchester	NWAAT	10	1	N	4,690	3	6	week	0	Day	0.01
Linden Grove	Godmanchester	NWAAT	10	1	N	4,690	3	6	week	0	Day	0.01
London Road	Godmanchester	NWAAT	180	1	N	4,690	3	6	week	0	Day	0.10
Meadow Way	Godmanchester	NWAAT	20	1	N	4,690	3	6	week	0	Day	0.01
Meadow Way	Godmanchester	NWAAT	20	1	N	4,690	3	6	week	0	Day	0.01
Orchard Way	Godmanchester	NWAAT	10	1	N	4,690	3	6	week	0	Day	0.01
Orchard Way	Godmanchester	NWAAT	11	1	N	4,690	3	6	week	0	Day	0.01
Orchard Way	Godmanchester	NWAAT	47	1	N	4,690	3	6	week	0	Day	0.03
Park Lane	Godmanchester	NWAAT	20	1	N	4,690	3	6	week	0	Day	0.01
Park Lane	Godmanchester	NWAAT	20	1	N	4,690	3	6	week	0	Day	0.01
Park Lane	Godmanchester	NWAAT	47	1	N	4,690	3	6	week	0	Day	0.03
Park Lane	Godmanchester	NWAAT	47	1	N	4,690	3	6	week	0	Day	0.03
Park Lane	Godmanchester	NWAAT	3	1	N	4,690	3	6	week	0	Day	0.00
Park Lane	Godmanchester	NWAAT	10	1	N	4,690	3	6	week	0	Day	0.01
Park Lane	Godmanchester	NWAAT	9	1	N	4,690	3	6	week	0	Day	0.00
Park Lane	Godmanchester	NWAAT	7	1	N	4,690	3	6	week	0	Day	0.00
Pinfold Lane	Godmanchester	NWAAT	72	1	N	4,690	3	6	week	0	Day	0.04
Pinfold Lane	Godmanchester	NWAAT	44	1	N	4,690	3	6	week	0	Day	0.02
Post Street	Godmanchester	LW 30mins NR 30mins M-Sat 8am-6pm	35	4	N	900	4	6	week	0	Day	0.13
Post Street	Godmanchester	NWAAT	20	1	N	4,690	3	6	week	0	Day	0.01
St Ann's Lane	Godmanchester	NWAAT	130	1	N	4,690	3	6	week	0	Day	0.07
The Avenue	Godmanchester	NWAAT	30	1	N	4,690	3	6	week	0	Day	0.02
Main Street	Great Gidding	DBH	6	5	Y	9,250	1	6	Week	0	Day	0.00
Middle Street	Great Gransden	NW M-F 8.30am-9.15am & 3pm-3.45pm	19	5	Y	9,250	1	5	Week	0	Day	0.00
Beachampstead Road	Great Staughton	NWAAT	15	5	Y	9,250	1	6	Week	0	Day	0.00
Beachampstead Road	Great Staughton	NWAAT	15	5	Y	9,250	1	6	Week	0	Day	0.00
Causeway	Great Staughton	NW M-F 2.45pm-3.15pm	35	5	Y	9,250	1	5	Week	0	Day	0.00
The Highway	Great Staughton	NWAAT	8	5	Y	9,250	1	6	Week	0	Day	0.00
The Highway	Great Staughton	NWAAT	12	5	Y	9,250	1	6	Week	0	Day	0.00
The Highway	Great Staughton	NWAAT	26	5	Y	9,250	1	6	Week	0	Day	0.00
The Town	Great Staughton	NWAAT	47	5	Y	9,250	1	6	Week	0	Day	0.00
The Town	Great Staughton	NWAAT	47	5	Y	9,250	1	6	Week	0	Day	0.00
Church Road	Great Stukeley	NWAAT	40	5	Y	9,250	1	6	Week	0	Day	0.00
Church Road	Great Stukeley	NWAAT	30	5	Y	9,250	1	6	Week	0	Day	0.00
Ermine Street	Great Stukeley	NWAAT	45	5	Y	9,250	1	6	Week	0	Day	0.00
Lancaster Way	Great Stukeley	NWAAT	47	5	Y	9,250	1	6	Week	0	Day	0.00
Lancaster Way	Great Stukeley	NWAAT	47	5	Y	9,250	1	6	Week	0	Day	0.00
Spitfire Close	Great Stukeley	NWAAT	120	5	Y	9,250	1	6	Week	0	Day	0.01
Spitfire Close	Great Stukeley	NWAAT	120	5	Y	9,250	1	6	Week	0	Day	0.01
Spitfire Close	Great Stukeley	NWAAT	72	5	Y	9,250	1	6	Week	0	Day	0.01
Spitfire Close	Great Stukeley	NWAAT	72	5	Y	9,250	1	6	Week	0	Day	0.01
Hall Close	Hartford	NWAAT	75	5	Y	9,250	1	6	Week	0	Day	0.01
Braggs Lane	Hemingford Grey	NWAAT	10	1	N	4,690	1	6	Week	0	Day	0.00
Braggs Lane	Hemingford Grey	NWAAT	10	1	N	4,690	1	6	Week	0	Day	0.00
Church Lane	Hemingford Grey	NWAAT	10	1	N	4,690	1	6	Week	0	Day	0.00
Church Lane	Hemingford Grey	NWAAT	10	1	N	4,690	1	6	Week	0	Day	0.00
Church Street	Hemingford Grey	NWAAT	58	1	N	4,690	1	6	Week	0	Day	0.01
Hemingford Road	Hemingford Grey	NWAAT	30	1	N	4,690	1	6	Week	0	Day	0.01
Hemingford Road	Hemingford Grey	NWAAT	30	1	N	4,690	1	6	Week	0	Day	0.01
High Street	Hemingford Grey	LW 30mins NR 30mins M-Sat 8am-6pm	12	4	N	900	2	6	Week	0	Day	0.02
High Street	Hemingford Grey	LW 30mins NR 30mins M-Sat 8am-6pm	40	4	N	900	2	6	Week	0	Day	0.08
High Street	Hemingford Grey	NWAAT	95	1	N	4,690	1	6	Week	0	Day	0.02
High Street	Hemingford Grey	NWAAT	45	1	N	4,690	1	6	Week	0	Day	0.01
High Street	Hemingford Grey	NWAAT	19	1	N	4,690	1	6	Week	0	Day	0.00
High Street	Hemingford Grey	NWAAT	45	1	N	4,690	1	6	Week	0	Day	0.01
High Street	Hemingford Grey	NWAAT	180	1	N	4,690	1	6	Week	0	Day	0.03
High Street	Hemingford Grey	NWAAT	37	1	N	4,690	1	6	Week	0	Day	0.01
Madeley Court	Hemingford Grey	NWAAT	20	1	N	4,690	1	6	Week	0	Day	0.00
Madeley Court	Hemingford Grey	NWAAT	20	1	N	4,690	1	6	Week	0	Day	0.00
Pound Road	Hemingford Grey	NWAAT	15	1	N	4,690	1	6	Week	0	Day	0.00
Pound Road	Hemingford Grey	NWAAT	15	1	N	4,690	1	6	Week	0	Day	0.00
New Bridge & London Road	Hemingford Grey & Fenstanton	NWAAT	310	5	Y	9,250	1	6	Week	0	Day	0.03

			Streets									
New Bridge & London Road	Hemingford Grey & Fenstanton	NWAAT	300	5	Y	9,250	1	6	Week	0	Day	0.03
Access road to Hinchingbrooke County Park	Hinchingbrooke	NWAAT	48	5	Y	9,250	1	6	week	0	Day	0.00
Access road to Hinchingbrooke County Park	Hinchingbrooke	NWAAT	48	5	Y	9,250	1	6	week	0	Day	0.00
Layby on the south-west side of Hinchingbrooke Park Road	Hinchingbrooke	NWAAT	45	5	Y	9,250	1	6	week	0	Day	0.00
Layby on the south-west side of Hinchingbrooke Park Road	Hinchingbrooke	NWAAT	45	5	Y	9,250	1	6	week	0	Day	0.00
New Access road to Cromwell Park School	Hinchingbrooke	NWAAT	47	5	Y	9,250	1	6	week	0	Day	0.00
New Access road to Cromwell Park School	Hinchingbrooke	NWAAT	47	5	Y	9,250	1	6	week	0	Day	0.00
Parkway	Hinchingbrooke	NWAAT	314	5	Y	9,250	1	6	week	0	Day	0.03
Parkway	Hinchingbrooke	NWAAT	314	5	Y	9,250	1	6	week	0	Day	0.03
Hill Estate	Houghton	NWAAT	50	5	Y	9,250	1	6	Week	0	Day	0.00
Hill Estate	Houghton	NWAAT	50	5	Y	9,250	1	6	Week	0	Day	0.00
Huntingdon Road	Houghton	NWAAT	74	5	Y	9,250	1	6	Week	0	Day	0.01
Mill Street	Houghton	NW Sat, Sun & BH 1st May to 30th Sept	210	5	Y	9,250	1	2	Week	0	Day	0.01
Mill Street	Houghton	NW Sat, Sun & BH 1st May to 30th Sept	210	5	Y	9,250	1	2	Week	0	Day	0.01
Mill Street	Houghton	NWAAT	214	5	Y	9,250	1	6	Week	0	Day	0.02
Mill Street	Houghton	NWAAT	91	5	Y	9,250	1	6	Week	0	Day	0.01
Mill Street	Houghton	NWAAT	91	5	Y	9,250	1	6	Week	0	Day	0.01
Rings End to Buckden Road A141	Houghton & Wyton	NWAAT	820	5	Y	9,250	1	6	Week	0	Day	0.08
Rings End to Buckden Road A141	Houghton & Wyton	NWAAT	820	5	Y	9,250	1	6	Week	0	Day	0.08
Access road off Ambury Road	Huntingdon	LW 2hrs NR 4hrs M-Sat 8am-6pm	20	4	N	900	2	6	Day	0	Day	0.27
Access road off Ambury Road	Huntingdon	LW 2hrs NR 4hrs M-Sat 8am-6pm	10	4	N	900	2	6	Day	0	Day	0.13
Access road off Ambury Road	Huntingdon	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Access road off Ambury Road	Huntingdon	NWAAT	27	1	N	4,690	1	6	Day	0	Day	0.03
Access road off Ambury Road	Huntingdon	NWAAT	11	1	N	4,690	1	6	Day	0	Day	0.01
Access road off Princes Street	Huntingdon	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Access road off Princes Street	Huntingdon	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Access Road to the Walks	Huntingdon	NWAAT	2	1	N	4,690	1	6	Day	0	Day	0.00
Access Road to the Walks	Huntingdon	NWAAT	2	1	N	4,690	1	6	Day	0	Day	0.00
Access road to The Walks East	Huntingdon	LW 30mins NR 30mins M-Sat 8am-6pm	11	4	N	900	4	6	Day	0	Day	0.29
Access road to The Walks East	Huntingdon	LW 30mins NR 30mins M-Sat 8am-6pm	11	4	N	900	4	6	Day	0	Day	0.29
Ambury Hill	Huntingdon	DBH	10	3	N	1,420	1	6	Day	0	Day	0.04
Ambury Road	Huntingdon	LW 2hrs NR 4hrs M-Sat 8am-6pm	29	4	N	900	2	6	Day	0	Day	0.39
Ambury Road	Huntingdon	LW 2hrs NR 4hrs M-Sat 8am-6pm	29	4	N	900	2	6	Day	0	Day	0.39
Ambury Road	Huntingdon	LW 2hrs NR 4hrs M-Sat 8am-6pm	20	4	N	900	2	6	Day	0	Day	0.27
Ambury Road	Huntingdon	LW 2hrs NR 4hrs M-Sat 8am-6pm	10	4	N	900	2	6	Day	0	Day	0.13
Ambury Road	Huntingdon	NWAAT	15	1	N	4,690	1	6	Day	0	Day	0.02
Ambury Road	Huntingdon	NWAAT	15	1	N	4,690	1	6	Day	0	Day	0.02
Ambury Road	Huntingdon	NWAAT	20	1	N	4,690	1	6	Day	0	Day	0.03
Ambury Road	Huntingdon	NWAAT	20	1	N	4,690	1	6	Day	0	Day	0.03
Ambury Road	Huntingdon	NWAAT	10	1	N	4,690	1	6	Day	0	Day	0.01
Ambury Road	Huntingdon	NWAAT	10	1	N	4,690	1	6	Day	0	Day	0.01
Ambury Road	Huntingdon	NWAAT	25	1	N	4,690	1	6	Day	0	Day	0.03
Ambury Road	Huntingdon	NWAAT	25	1	N	4,690	1	6	Day	0	Day	0.03
Ambury Road	Huntingdon	NWAAT	35	1	N	4,690	1	6	Day	0	Day	0.04
Ambury Road	Huntingdon	NWAAT	7	1	N	4,690	1	6	Day	0	Day	0.01
Ambury Road	Huntingdon	NWAAT	78	1	N	4,690	1	6	Day	0	Day	0.10
Ambury Road	Huntingdon	NWAAT	15	1	N	4,690	1	6	Day	0	Day	0.02
Ambury Road	Huntingdon	NWAAT	20	1	N	4,690	1	6	Day	0	Day	0.03
Ambury Road	Huntingdon	NWAAT	24	1	N	4,690	1	6	Day	0	Day	0.03
Ambury Road	Huntingdon	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Ambury Road	Huntingdon	NWAAT	55	1	N	4,690	1	6	Day	0	Day	0.07
Bernard Close	Huntingdon	NWAAT	20	1	N	4,690	1	6	Day	0	Day	0.03
Bernard Close	Huntingdon	NWAAT	20	1	N	4,690	1	6	Day	0	Day	0.03
Brampton Road	Huntingdon	LW 1hr NR 1hr M-Sat 8am-6pm	23	4	N	900	4	6	Day	0	Day	0.61
Brampton Road	Huntingdon	LW 30mins NR 30mins M-Sat 8am-6pm	140	4	N	900	4	6	Day	0	Day	3.73
Brampton Road	Huntingdon	NWAAT	241	1	N	4,690	1	6	Day	0	Day	0.31
Brampton Road	Huntingdon	NWAAT	67	1	N	4,690	1	6	Day	0	Day	0.09
Brampton Road	Huntingdon	NWAAT	70	1	N	4,690	1	6	Day	0	Day	0.09
Brampton Road	Huntingdon	NWAAT	19	1	N	4,690	1	6	Day	0	Day	0.02
Brampton Road	Huntingdon	NWAAT	191	1	N	4,690	1	6	Day	0	Day	0.24
Brampton Road	Huntingdon	NWAAT	50	1	N	4,690	1	6	Day	0	Day	0.06
Brampton Road	Huntingdon	NWAAT	160	1	N	4,690	1	6	Day	0	Day	0.20
Brookside	Huntingdon	NWAAT	35	1	N	4,690	1	6	Day	0	Day	0.04
Brookside	Huntingdon	NWAAT	35	1	N	4,690	1	6	Day	0	Day	0.04
Buttsgrove Way	Huntingdon	NW M-F 8.30am-9.15am & 2.30pm-3.30pm	34	1	N	4,690	1	5	Day	0	Day	0.04
Buttsgrove Way	Huntingdon	NW M-F 8.30am-9.15am & 2.30pm-3.30pm	22	1	N	4,690	1	5	Day	0	Day	0.02

			Streets									
Buttsgrove Way	Huntingdon	NWAAT	18	1	N	4,690	1	6	Day	0	Day	0.02
Buttsgrove Way	Huntingdon	NWAAT	18	1	N	4,690	1	6	Day	0	Day	0.02
Buttsgrove Way	Huntingdon	NWAAT	44	1	N	4,690	1	6	Day	0	Day	0.06
Buttsgrove Way	Huntingdon	NWAAT	14	1	N	4,690	1	6	Day	0	Day	0.02
Buttsgrove Way	Huntingdon	NWAAT	80	1	N	4,690	1	6	Day	0	Day	0.10
Buttsgrove Way	Huntingdon	NWAAT	42	1	N	4,690	1	6	Day	0	Day	0.05
California Road/Sallowbush Road	Huntingdon	NWAAT	213	1	N	4,690	1	6	Day	0	Day	0.27
California Road/Sallowbush Road	Huntingdon	NWAAT	224	1	N	4,690	1	6	Day	0	Day	0.29
Cambridge Road and Cambridge Street	Huntingdon	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Cambridge Road and Cambridge Street	Huntingdon	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Causeway	Huntingdon	LW 1hr NR 1hr M-Sat 8am-6pm	39	4	N	900	4	6	Day	0	Day	1.05
Causeway	Huntingdon	LW 1hr NR 1hr M-Sat 8am-6pm	112	4	N	900	4	6	Day	0	Day	2.99
Causeway	Huntingdon	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Causeway	Huntingdon	NWAAT	15	1	N	4,690	1	6	Day	0	Day	0.02
Causeway	Huntingdon	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Causeway	Huntingdon	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Chequers Way and access roads	Huntingdon	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Chequers Way and access roads	Huntingdon	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Coneygear Road	Huntingdon	NWAAT	103	1	N	4,690	1	6	Day	0	Day	0.13
Coneygear Road	Huntingdon	NWAAT	100	1	N	4,690	1	6	Day	0	Day	0.13
Cowper Road	Huntingdon	NWAAT	40	1	N	4,690	1	6	Day	0	Day	0.05
Cowper Road	Huntingdon	NWAAT	40	1	N	4,690	1	6	Day	0	Day	0.05
Cowper Road	Huntingdon	NWAAT	42	1	N	4,690	1	6	Day	0	Day	0.05
Cowper Road	Huntingdon	NWAAT	42	1	N	4,690	1	6	Day	0	Day	0.05
Cromwell Walk	Huntingdon	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Cromwell Walk	Huntingdon	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Dartmoor Drive	Huntingdon	NWAAT	105	1	N	4,690	1	6	Day	0	Day	0.13
Dartmoor Drive	Huntingdon	NWAAT	105	1	N	4,690	1	6	Day	0	Day	0.13
Earning Street	Huntingdon	NWAAT	40	1	N	4,690	1	6	Day	0	Day	0.05
Earning Street	Huntingdon	NWAAT	40	1	N	4,690	1	6	Day	0	Day	0.05
Earning Street	Huntingdon	NWAAT	36	1	N	4,690	1	6	Day	0	Day	0.05
Earning Street	Huntingdon	NWAAT	36	1	N	4,690	1	6	Day	0	Day	0.05
Elm Close	Huntingdon	NWAAT	20	1	N	4,690	1	6	Day	0	Day	0.03
Elm Close	Huntingdon	NWAAT	20	1	N	4,690	1	6	Day	0	Day	0.03
Ermine Street	Huntingdon	LW 30mins NR 30mins M-Sat 8am-6pm	25	4	N	900	4	6	Day	0	Day	0.67
Ermine Street	Huntingdon	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Ermine Street	Huntingdon	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Ermine Street	Huntingdon	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Ermine Street/Stukely Road	Huntingdon	NWAAT	139	1	N	4,690	1	6	Day	0	Day	0.18
Ermine Street/Stukely Road	Huntingdon	NWAAT	139	1	N	4,690	1	6	Day	0	Day	0.18
Euston Street	Huntingdon	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Euston Street	Huntingdon	NWAAT	25	1	N	4,690	1	6	Day	0	Day	0.03
Euston Street	Huntingdon	NWAAT	25	1	N	4,690	1	6	Day	0	Day	0.03
Euston Street	Huntingdon	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Euston Street	Huntingdon	RPH Zone A	20	3	N	1,420	1	6	Day	0	Day	0.08
Euston Street	Huntingdon	RPH Zone A	22	3	N	1,420	1	6	Day	0	Day	0.09
Euston Street	Huntingdon	RPH Zone A	28	3	N	1,420	1	6	Day	0	Day	0.12
Euston Street	Huntingdon	RPH Zone A	20	3	N	1,420	1	6	Day	0	Day	0.08
Ferrar's Road	Huntingdon	LW 2hrs NR 4hrs M-Sat 8am-6pm	6	4	N	900	2	6	Day	0	Day	0.08
Ferrar's Road	Huntingdon	LW 2hrs NR 4hrs M-Sat 8am-6pm	6	4	N	900	2	6	Day	0	Day	0.08
Ferrar's Road	Huntingdon	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Ferrar's Road	Huntingdon	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Ferrar's Road	Huntingdon	NWAAT	30	1	N	4,690	1	6	Day	0	Day	0.04
Ferrar's Road	Huntingdon	NWAAT	30	1	N	4,690	1	6	Day	0	Day	0.04
Ferrar's Road	Huntingdon	NWAAT	48	1	N	4,690	1	6	Day	0	Day	0.06
Ferrar's Road	Huntingdon	NWAAT	66	1	N	4,690	1	6	Day	0	Day	0.08
Ferrar's Road	Huntingdon	RPH Zone B	30	3	N	1,420	1	6	Day	0	Day	0.13
Fishbournes Court	Huntingdon	NWAAT	45	1	N	4,690	1	6	Day	0	Day	0.06
Fishbournes Court	Huntingdon	NWAAT	45	1	N	4,690	1	6	Day	0	Day	0.06
George Street	Huntingdon	LW 30mins NR 30mins M-Sat 8am-6pm	23	4	N	900	4	6	Day	0	Day	0.61
George Street	Huntingdon	LW 30mins NR 30mins M-Sat 8am-6pm	23	4	N	900	4	6	Day	0	Day	0.61
George Street	Huntingdon	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
George Street	Huntingdon	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
George Street	Huntingdon	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
George Street	Huntingdon	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Great Northern Street	Huntingdon	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Great Northern Street	Huntingdon	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Hall Close	Huntingdon	NWAAT	75	1	N	4,690	1	6	Day	0	Day	0.10
Hall Close	Huntingdon	NWAAT	20	1	N	4,690	1	6	Day	0	Day	0.03

			Streets									
Hall Close	Huntingdon	NWAAT	20	1	N	4,690	1	6	Day	0	Day	0.03
Hardy Close	Huntingdon	NWAAT	15	1	N	4,690	1	6	Day	0	Day	0.02
Hardy Close	Huntingdon	NWAAT	15	1	N	4,690	1	6	Day	0	Day	0.02
Hartford Road	Huntingdon	LW 1hr NR 1hr M-Sat 8am-6pm	39	4	N	900	4	6	Day	0	Day	1.05
Hartford Road	Huntingdon	NW 8am-6pm	85	1	N	4,690	1	6	Day	0	Day	0.11
Hartford Road	Huntingdon	NW 8am-6pm	85	1	N	4,690	1	6	Day	0	Day	0.11
Hartford Road	Huntingdon	NW 8am-6pm	55	1	N	4,690	1	6	Day	0	Day	0.07
Hartford Road	Huntingdon	NW 8am-6pm	55	1	N	4,690	1	6	Day	0	Day	0.07
Hartford Road	Huntingdon	NW 8am-6pm	10	1	N	4,690	1	6	Day	0	Day	0.01
Hartford Road	Huntingdon	NWAAT	30	1	N	4,690	1	6	Day	0	Day	0.04
Hartford Road	Huntingdon	NWAAT	30	1	N	4,690	1	6	Day	0	Day	0.04
Hartford Road	Huntingdon	NWAAT	27	1	N	4,690	1	6	Day	0	Day	0.03
Hartford Road	Huntingdon	NWAAT	177	1	N	4,690	1	6	Day	0	Day	0.23
Hartford Road	Huntingdon	NWAAT	10	1	N	4,690	1	6	Day	0	Day	0.01
Hartford Road	Huntingdon	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Hartford Road	Huntingdon	NWAAT	10	1	N	4,690	1	6	Day	0	Day	0.01
Hartford Road	Huntingdon	RPH Zone A	28	3	N	1,420	1	6	Day	0	Day	0.12
Headlands	Huntingdon	NW M-F 11am-12noon	50	1	N	4,690	1	5	Day	0	Day	0.05
Headlands	Huntingdon	NW M-F 11am-12noon	50	1	N	4,690	1	5	Day	0	Day	0.05
High Street	Huntingdon	DBH	24	3	N	1,420	1	6	Day	0	Day	0.10
High Street	Huntingdon	DBH	6	3	N	1,420	1	6	Day	0	Day	0.03
High Street	Huntingdon	LW 1hr NR 1hr M-Sat 8am-6pm	38	4	N	900	4	6	Day	0	Day	1.01
High Street	Huntingdon	LW 1hr NR 1hr M-Sat 8am-6pm	10	4	N	900	4	6	Day	0	Day	0.27
High Street	Huntingdon	LW 1hr NR 1hr M-Sat 8am-6pm	39	4	N	900	4	6	Day	0	Day	1.05
High Street	Huntingdon	LW 1hr NR 1hr M-Sat 8am-6pm	130	4	N	900	4	6	Day	0	Day	3.47
High Street	Huntingdon	LW 1hr NR 1hr M-Sat 8am-6pm	22	4	N	900	4	6	Day	0	Day	0.59
High Street	Huntingdon	LW 2hrs NR 4hrs M-Sat 8am-6pm	9	4	N	900	2	6	Day	0	Day	0.12
High Street	Huntingdon	NW 8am-6pm	55	1	N	4,690	1	6	Day	0	Day	0.07
High Street	Huntingdon	NW 8am-6pm	55	1	N	4,690	1	6	Day	0	Day	0.07
High Street	Huntingdon	NW 8am-6pm	65	1	N	4,690	1	6	Day	0	Day	0.08
High Street	Huntingdon	NWAAT	10	1	N	4,690	1	6	Day	0	Day	0.01
High Street	Huntingdon	NWAAT	30	1	N	4,690	1	6	Day	0	Day	0.04
High Street	Huntingdon	NWAAT	36	1	N	4,690	1	6	Day	0	Day	0.05
High Street	Huntingdon	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
High Street	Huntingdon	NWAAT	72	1	N	4,690	1	6	Day	0	Day	0.09
High Street	Huntingdon	NWAAT	16	1	N	4,690	1	6	Day	0	Day	0.02
High Street	Huntingdon	NWAAT	36	1	N	4,690	1	6	Day	0	Day	0.05
High Street	Huntingdon	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
High Street	Huntingdon	NWAAT	120	1	N	4,690	1	6	Day	0	Day	0.15
High Street	Huntingdon	NWAAT	20	1	N	4,690	1	6	Day	0	Day	0.03
High Street	Huntingdon	SPP M-Sat 7am-6pm	40	3	N	1,420	4	6	Day	0	Day	0.68
High Street	Huntingdon	SPP M-Sat 7am-6pm	40	3	N	1,420	4	6	Day	0	Day	0.68
Hinchingbrooke Park Road	Huntingdon	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Hinchingbrooke Park Road	Huntingdon	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Humber Road	Huntingdon	NWAAT	17	1	N	4,690	1	6	Day	0	Day	0.02
Humber Road	Huntingdon	NWAAT	17	1	N	4,690	1	6	Day	0	Day	0.02
Huntingdon Road	Huntingdon	NWAAT	46	1	N	4,690	1	6	Day	0	Day	0.06
Ingram Street	Huntingdon	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Ingram Street	Huntingdon	NWAAT	35	1	N	4,690	1	6	Day	0	Day	0.04
Ingram Street	Huntingdon	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Ingram Street	Huntingdon	RPH Zone A	60	3	N	1,420	1	6	Day	0	Day	0.25
Lake Way	Huntingdon	NWAAT	15	1	N	4,690	1	6	Day	0	Day	0.02
Lake Way	Huntingdon	NWAAT	15	1	N	4,690	1	6	Day	0	Day	0.02
Link road between Great Northern Street and Cromwell Walk	Huntingdon	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Link road between Great Northern Street and Cromwell Walk	Huntingdon	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Link road between Merritt Street and Sayers Street	Huntingdon	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Link road between Merritt Street and Sayers Street	Huntingdon	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Lodge Close	Huntingdon	NW M-F 11am-12noon	50	1	N	4,690	1	5	Day	0	Day	0.05
Lodge Close	Huntingdon	NW M-F 11am-12noon	50	1	N	4,690	1	5	Day	0	Day	0.05
London Road	Huntingdon	NWAAT	50	1	N	4,690	1	6	Day	0	Day	0.06
London Road	Huntingdon	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
London Street	Huntingdon	NW 8am-6pm	55	1	N	4,690	1	6	Day	0	Day	0.07
London Street	Huntingdon	NWAAT	80	1	N	4,690	1	6	Day	0	Day	0.10
London Street	Huntingdon	NWAAT	108	1	N	4,690	1	6	Day	0	Day	0.14
London Street	Huntingdon	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Main Street	Huntingdon	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Main Street	Huntingdon	NWAAT	20	1	N	4,690	1	6	Day	0	Day	0.03

			Streets									
Main Street	Huntingdon	NWAAT	36	1	N	4,690	1	6	Day	0	Day	0.05
Main Street	Huntingdon	NWAAT	30	1	N	4,690	1	6	Day	0	Day	0.04
Market Hill	Huntingdon	LW 1hr NR 2hrs M-F 8am-6pm & Sat 7am-6pm	10	4	N	900	2	5	Day	0	Day	0.11
Market Hill	Huntingdon	LW 1hr NR 2hrs M-F 8am-6pm & Sat 7am-6pm	10	4	N	900	2	5	Day	0	Day	0.11
Market Hill	Huntingdon	NWAAT	5	1	N	4,690	1	6	Day	0	Day	0.01
Market Hill	Huntingdon	NWAAT except for wedding and funeral vehicles	35	1	N	4,690	1	6	Day	0	Day	0.04
Maule Close	Huntingdon	NWAAT	15	1	N	4,690	1	6	Day	0	Day	0.02
Maule Close	Huntingdon	NWAAT	15	1	N	4,690	1	6	Day	0	Day	0.02
Mayfield Crescent	Huntingdon	NW M-F 8.15am-9.15am & 2.45pm-3.45pm	40	1	N	4,690	1	5	Day	0	Day	0.04
Mayfield Crescent	Huntingdon	NW M-F 8.15am-9.15am & 2.45pm-3.45pm	80	1	N	4,690	1	5	Day	0	Day	0.09
Mayfield Crescent	Huntingdon	NWAAT	15	1	N	4,690	1	6	Day	0	Day	0.02
Mayfield Crescent	Huntingdon	NWAAT	15	1	N	4,690	1	6	Day	0	Day	0.02
Mayfield Road	Huntingdon	NW M-F 8.15am-9.15am & 2.45pm-3.45pm	145	1	N	4,690	1	5	Day	0	Day	0.15
Mayfield Road	Huntingdon	NWAAT	30	1	N	4,690	1	6	Day	0	Day	0.04
Mayfield Road	Huntingdon	NWAAT	30	1	N	4,690	1	6	Day	0	Day	0.04
Mayfield Road	Huntingdon	NWAAT	30	1	N	4,690	1	6	Day	0	Day	0.04
Medway Road	Huntingdon	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Medway Road	Huntingdon	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Merritt Street	Huntingdon	NWAAT	30	1	N	4,690	1	6	Day	0	Day	0.04
Merritt Street	Huntingdon	NWAAT	30	1	N	4,690	1	6	Day	0	Day	0.04
Merritt Street	Huntingdon	NWAAT	10	1	N	4,690	1	6	Day	0	Day	0.01
Merritt Street	Huntingdon	NWAAT	10	1	N	4,690	1	6	Day	0	Day	0.01
Mill Common	Huntingdon	LW 3hrs NR 3hrs M-Sat 8am-6pm	54	4	N	900	2	6	Day	0	Day	0.72
Mill Common	Huntingdon	LW 3hrs NR 3hrs M-Sat 8am-6pm	54	4	N	900	2	6	Day	0	Day	0.72
Mill Common	Huntingdon	NWAAT	48	1	N	4,690	1	6	Day	0	Day	0.06
Mill Common	Huntingdon	NWAAT	20	1	N	4,690	1	6	Day	0	Day	0.03
Mill Common	Huntingdon	NWAAT	34	1	N	4,690	1	6	Day	0	Day	0.04
Mill Common	Huntingdon	NWAAT	180	1	N	4,690	1	6	Day	0	Day	0.23
Montagu Road	Huntingdon	NWAAT	10	1	N	4,690	1	6	Day	0	Day	0.01
Montagu Road	Huntingdon	RPH Zone A	20	3	N	1,420	1	6	Day	0	Day	0.08
Montagu Road	Huntingdon	RPH Zone A	28	3	N	1,420	1	6	Day	0	Day	0.12
Old Court Hall	Huntingdon	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Old Court Hall	Huntingdon	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
One way link road between Princes Street and St Marys Street	Huntingdon	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
One way link road between Princes Street and St Marys Street	Huntingdon	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Ouse Walk	Huntingdon	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Ouse Walk	Huntingdon	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Pinfold Lane	Huntingdon	NWAAT	25	1	N	4,690	1	6	Day	0	Day	0.03
Pinfold Lane	Huntingdon	NWAAT	25	1	N	4,690	1	6	Day	0	Day	0.03
Pipers Lane	Huntingdon	NWAAT	85	1	N	4,690	1	6	Day	0	Day	0.11
Pipers Lane	Huntingdon	NWAAT	60	1	N	4,690	1	6	Day	0	Day	0.08
Post Street	Huntingdon	NWAAT	96	1	N	4,690	1	6	Day	0	Day	0.12
Post Street	Huntingdon	NWAAT	96	1	N	4,690	1	6	Day	0	Day	0.12
Princes Street	Huntingdon	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Princes Street	Huntingdon	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Prince's Street	Huntingdon	DBH	14	3	N	1,420	1	6	Day	0	Day	0.06
Prince's Street	Huntingdon	DBH	34	3	N	1,420	1	6	Day	0	Day	0.14
Priory Road	Huntingdon	NWAAT	132	1	N	4,690	1	6	Day	0	Day	0.17
Priory Road	Huntingdon	NWAAT	132	1	N	4,690	1	6	Day	0	Day	0.17
Priory Road	Huntingdon	NWAAT	35	1	N	4,690	1	6	Day	0	Day	0.04
Priory Road	Huntingdon	NWAAT	35	1	N	4,690	1	6	Day	0	Day	0.04
Rear Service Road	Huntingdon	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Rear Service Road	Huntingdon	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Redwongs Way	Huntingdon	NWAAT	40	1	N	4,690	1	6	Day	0	Day	0.05
Ring Road	Huntingdon	NWAAT	40	1	N	4,690	1	6	Day	0	Day	0.05
Ring Road	Huntingdon	NWAAT	40	1	N	4,690	1	6	Day	0	Day	0.05
Roscrea Terrace	Huntingdon	RPH Zone B	25	3	N	1,420	1	6	Day	0	Day	0.11
Sallowbush Road	Huntingdon	NWAAT	120	1	N	4,690	1	6	Day	0	Day	0.15
Sallowbush Road	Huntingdon	NWAAT	120	1	N	4,690	1	6	Day	0	Day	0.15
Sallowbush Road	Huntingdon	NWAAT	40	1	N	4,690	1	6	Day	0	Day	0.05
Sallowbush Road	Huntingdon	NWAAT	40	1	N	4,690	1	6	Day	0	Day	0.05
Sallowbush Road	Huntingdon	NWAAT	30	1	N	4,690	1	6	Day	0	Day	0.04
Sapley Road	Huntingdon	NWAAT	60	1	N	4,690	1	6	Day	0	Day	0.08
Sapley Road	Huntingdon	NWAAT	60	1	N	4,690	1	6	Day	0	Day	0.08
Saunders Close	Huntingdon	NWAAT	20	1	N	4,690	1	6	Day	0	Day	0.03
Saunders Close	Huntingdon	NWAAT	20	1	N	4,690	1	6	Day	0	Day	0.03
Sayers Street	Huntingdon	NW 8am-6pm	55	1	N	4,690	1	6	Day	0	Day	0.07
Sayers Street	Huntingdon	NWAAT	18	1	N	4,690	1	6	Day	0	Day	0.02
Sayers Street	Huntingdon	NWAAT	33	1	N	4,690	1	6	Day	0	Day	0.04

			Streets									
Sayers Street	Huntingdon	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Scholars Avenue	Huntingdon	NW M-F 11am-12noon	50	1	N	4,690	1	5	Day	0	Day	0.05
Scholars Avenue	Huntingdon	NW M-F 11am-12noon	50	1	N	4,690	1	5	Day	0	Day	0.05
Scholars Avenue	Huntingdon	NWAAT	20	1	N	4,690	1	6	Day	0	Day	0.03
Scholars Avenue	Huntingdon	NWAAT	20	1	N	4,690	1	6	Day	0	Day	0.03
Snowdonia Way	Huntingdon	NWAAT	109	1	N	4,690	1	6	Day	0	Day	0.14
Snowdonia Way	Huntingdon	NWAAT	109	1	N	4,690	1	6	Day	0	Day	0.14
St Ann's Lane	Huntingdon	NWAAT	25	1	N	4,690	1	6	Day	0	Day	0.03
St Ann's Lane	Huntingdon	NWAAT	25	1	N	4,690	1	6	Day	0	Day	0.03
St Ann's Lane	Huntingdon	NWAAT	30	1	N	4,690	1	6	Day	0	Day	0.04
St Ann's Lane	Huntingdon	NWAAT	20	1	N	4,690	1	6	Day	0	Day	0.03
St Barnabas Church Road	Huntingdon	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
St Barnabas Church Road	Huntingdon	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
St Germain Street	Huntingdon	DBH	14	3	N	1,420	1	6	Day	0	Day	0.06
St Germain Street	Huntingdon	DBH	20	3	N	1,420	1	6	Day	0	Day	0.08
St Germain Street	Huntingdon	DBH	9	3	N	1,420	1	6	Day	0	Day	0.04
St Germain Street	Huntingdon	DBH	8	3	N	1,420	1	6	Day	0	Day	0.03
St Germain Street	Huntingdon	LW 2hrs NR 4hrs M-Sat 8am-6pm	18	4	N	900	2	6	Day	0	Day	0.24
St Germain Street	Huntingdon	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
St Germain Street	Huntingdon	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
St John's Street	Huntingdon	NWAAT	30	1	N	4,690	1	6	Day	0	Day	0.04
St John's Street	Huntingdon	NWAAT	30	1	N	4,690	1	6	Day	0	Day	0.04
St John's Street	Huntingdon	NWAAT	14	1	N	4,690	1	6	Day	0	Day	0.02
St John's Street	Huntingdon	NWAAT	14	1	N	4,690	1	6	Day	0	Day	0.02
St John's Street	Huntingdon	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
St John's Street	Huntingdon	NWAAT	22	1	N	4,690	1	6	Day	0	Day	0.03
St John's Street	Huntingdon	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
St John's Street	Huntingdon	RPH Zone B	10	3	N	1,420	1	6	Day	0	Day	0.04
St John's Street	Huntingdon	RPH Zone B	15	3	N	1,420	1	6	Day	0	Day	0.06
St Mary's Street	Huntingdon	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
St Mary's Street	Huntingdon	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
St Peters Road	Huntingdon	NWAAT	50	1	N	4,690	1	6	Day	0	Day	0.06
St Peters Road	Huntingdon	NWAAT	50	1	N	4,690	1	6	Day	0	Day	0.06
St Peters Road	Huntingdon	NWAAT	130	1	N	4,690	1	6	Day	0	Day	0.17
St Peters Road	Huntingdon	NWAAT	90	1	N	4,690	1	6	Day	0	Day	0.12
St Peters Road	Huntingdon	NWAAT	90	1	N	4,690	1	6	Day	0	Day	0.12
St Peters Road	Huntingdon	NWAAT	110	1	N	4,690	1	6	Day	0	Day	0.14
Temple Close	Huntingdon	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Temple Close	Huntingdon	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Tennis Court Avenue	Huntingdon	NWAAT	20	1	N	4,690	1	6	Day	0	Day	0.03
Tennis Court Avenue	Huntingdon	NWAAT	20	1	N	4,690	1	6	Day	0	Day	0.03
The un-named cul-de-sac leading from Chequers Way to the rear of Chequers Court	Huntingdon	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
The un-named cul-de-sac leading from Chequers Way to the rear of Chequers Court	Huntingdon	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
The Walks East	Huntingdon	NWAAT	5	1	N	4,690	1	6	Day	0	Day	0.01
The Walks East	Huntingdon	NWAAT	5	1	N	4,690	1	6	Day	0	Day	0.01
The Walks East	Huntingdon	NWAAT	3	1	N	4,690	1	6	Day	0	Day	0.00
The Walks East	Huntingdon	NWAAT	3	1	N	4,690	1	6	Day	0	Day	0.00
The Whaddons	Huntingdon	DBH	7	3	N	1,420	1	6	Day	0	Day	0.03
Thongsley	Huntingdon	NWAAT	17	1	N	4,690	1	6	Day	0	Day	0.02
Thongsley	Huntingdon	NWAAT	17	1	N	4,690	1	6	Day	0	Day	0.02
Trinity Place and rear service roads	Huntingdon	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Trinity Place and rear service roads	Huntingdon	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Tudor Road	Huntingdon	NWAAT	32	1	N	4,690	1	6	Day	0	Day	0.04
Tudor Road	Huntingdon	NWAAT	32	1	N	4,690	1	6	Day	0	Day	0.04
Un-named service road south east of Hartford County Infants School	Huntingdon	NWAAT	15	1	N	4,690	1	6	Day	0	Day	0.02
Un-named service road south east of Hartford County Infants School	Huntingdon	NWAAT	15	1	N	4,690	1	6	Day	0	Day	0.02
Victoria Square	Huntingdon	NWAAT	15	1	N	4,690	1	6	Day	0	Day	0.02
Victoria Square	Huntingdon	NWAAT	15	1	N	4,690	1	6	Day	0	Day	0.02
Victoria Square	Huntingdon	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Walden Road	Huntingdon	NWAAT	30	1	N	4,690	1	6	Day	0	Day	0.04
Walden Road	Huntingdon	NWAAT	30	1	N	4,690	1	6	Day	0	Day	0.04
Wertheim Way	Huntingdon	NW M-F 8.30am-9.30am & 2.45pm-3.45pm	69	1	N	4,690	1	5	Day	0	Day	0.07
Wertheim Way	Huntingdon	NW M-F 8.30am-9.30am & 2.45pm-3.45pm	69	1	N	4,690	1	5	Day	0	Day	0.07
Wertheim Way	Huntingdon	NWAAT	30	1	N	4,690	1	6	Day	0	Day	0.04
Wertheim Way	Huntingdon	NWAAT	30	1	N	4,690	1	6	Day	0	Day	0.04

Wertheim Way	Huntingdon	NWAAT	30	1	N	4,690	1	6	Day	0	Day	0.04
Wertheim Way	Huntingdon	NWAAT	30	1	N	4,690	1	6	Day	0	Day	0.04
West Street	Huntingdon	NWAAT	96	1	N	4,690	1	6	Day	0	Day	0.12
Wood Street	Huntingdon	NW M-Sat 8am-6pm	94	1	N	4,690	1	6	Day	0	Day	0.12
Wood Street	Huntingdon	NW M-Sat 8am-6pm	14	1	N	4,690	1	6	Day	0	Day	0.02
Wood Street	Huntingdon	NW M-Sat 8am-6pm	76	1	N	4,690	1	6	Day	0	Day	0.10
East Street	Kimbolton	NWAAT	14	5	Y	9,250	1	6	week	0	Day	0.00
East Street	Kimbolton	NWAAT	12	5	Y	9,250	1	6	week	0	Day	0.00
East Street	Kimbolton	NWAAT	47	5	Y	9,250	1	6	week	0	Day	0.00
High Street	Kimbolton	LW 30mins NR 30mins M-F 9am-5.30pm	30	5	Y	9,250	4	5	week	0	Day	0.01
High Street	Kimbolton	LW 30mins NR 30mins M-F 9am-5.30pm	16	5	Y	9,250	4	5	week	0	Day	0.00
High Street	Kimbolton	LW 30mins NR 30mins M-F 9am-5.30pm	10	5	Y	9,250	4	5	week	0	Day	0.00
St Andrews Lane	Kimbolton	NWAAT	47	5	Y	9,250	1	6	week	0	Day	0.00
St Andrews Lane	Kimbolton	NWAAT	47	5	Y	9,250	1	6	week	0	Day	0.00
Gordon Road	Little Paxton	NW M-F 8.30am-9.30am & 3pm-4pm	8	5	Y	9,250	1	5	Week	0	Day	0.00
Gordon Road	Little Paxton	NWAAT	43	5	Y	9,250	1	6	Week	0	Day	0.00
Gordon Road	Little Paxton	NWAAT	41	5	Y	9,250	1	6	Week	0	Day	0.00
Gordon Road	Little Paxton	NWAAT	26	5	Y	9,250	1	6	Week	0	Day	0.00
Gordon Road	Little Paxton	NWAAT	25	5	Y	9,250	1	6	Week	0	Day	0.00
Mill Road	Offord Cluny	NWAAT	47	5	Y	9,250	1	6	Week	0	Day	0.00
Mill Road	Offord Cluny	NWAAT	47	5	Y	9,250	1	6	Week	0	Day	0.00
Chichester Way	Perry	LW 1hr NR 1hr M-Sat 8am-6pm	20	5	Y	9,250	1	6	Week	0	Day	0.00
Chichester Way	Perry	NWAAT	36	5	Y	9,250	1	6	Week	0	Day	0.00
Chichester Way	Perry	NWAAT	20	5	Y	9,250	1	6	Week	0	Day	0.00
West Perry and East Perry	Perry	NWAAT	42	5	Y	9,250	1	6	Week	0	Day	0.00
Benwick Road	Ramsey	NWAAT	25	1	N	4,690	3	6	week	0	Day	0.01
Benwick Road	Ramsey	NWAAT	25	1	N	4,690	3	6	week	0	Day	0.01
Forty Foot Bank	Ramsey	NWAAT	160	1	N	4,690	3	6	week	0	Day	0.09
Forty Foot Bank	Ramsey	NWAAT	160	1	N	4,690	3	6	week	0	Day	0.09
Great Whyte	Ramsey	LW 1hr NR 2hrs M-Sat 7am-6pm	73	4	N	900	8	6	week	0	Day	0.55
Great Whyte	Ramsey	LW 1hr NR 2hrs M-Sat 7am-6pm	73	4	N	900	8	6	week	0	Day	0.55
Great Whyte	Ramsey	LW 1hr NR 2hrs M-Sat 7am-6pm	73	4	N	900	8	6	week	0	Day	0.55
Great Whyte	Ramsey	LW 1hr NR 2hrs M-Sat 7am-6pm	73	4	N	900	8	6	week	0	Day	0.55
Great Whyte	Ramsey	LW 1hr NR 2hrs M-Sat 7am-6pm	45	4	N	900	8	6	week	0	Day	0.34
Great Whyte	Ramsey	LW 1hr NR 2hrs M-Sat 7am-6pm	45	4	N	900	8	6	week	0	Day	0.34
Great Whyte	Ramsey	LW 1hr NR 2hrs M-Sat 7am-6pm	73	4	N	900	8	6	week	0	Day	0.55
Great Whyte	Ramsey	LW 1hr NR 2hrs M-Sat 7am-6pm	73	4	N	900	8	6	week	0	Day	0.55
Great Whyte	Ramsey	LW 1hr NR 2hrs M-Sat 7am-6pm	95	4	N	900	8	6	week	0	Day	0.72
Great Whyte	Ramsey	LW 1hr NR 2hrs M-Sat 7am-6pm	105	4	N	900	8	6	week	0	Day	0.80
Great Whyte	Ramsey	LW 1hr NR 2hrs M-Sat 7am-6pm except Market days	85	4	N	900	8	6	week	0	Day	0.65
Great Whyte	Ramsey	LW 1hr NR 2hrs M-Sat 7am-6pm except Market days	85	4	N	900	8	6	week	0	Day	0.65
Great Whyte	Ramsey	LW 1hr NR 2hrs M-Sat 7am-6pm except Market days	85	4	N	900	8	6	week	0	Day	0.65
Great Whyte	Ramsey	LW 1hr NR 2hrs M-Sat 7am-6pm except Market days	85	4	N	900	8	6	week	0	Day	0.65
Great Whyte	Ramsey	NW M-Sat 6pm-7am	80	1	N	4,690	3	6	week	0	Day	0.04
Great Whyte	Ramsey	NW M-Sat 6pm-7am	80	1	N	4,690	3	6	week	0	Day	0.04
Great Whyte	Ramsey	NW M-Sat 6pm-7am	80	1	N	4,690	3	6	week	0	Day	0.04
Great Whyte	Ramsey	NW M-Sat 6pm-7am	80	1	N	4,690	3	6	week	0	Day	0.04
Great Whyte	Ramsey	NW M-Sat 6pm-7am	80	1	N	4,690	3	6	week	0	Day	0.04
Great Whyte	Ramsey	NW M-Sat 6pm-7am	80	1	N	4,690	3	6	week	0	Day	0.04
Great Whyte	Ramsey	NWAAT	47	1	N	4,690	3	6	week	0	Day	0.03
Great Whyte	Ramsey	NWAAT	47	1	N	4,690	3	6	week	0	Day	0.03
Great Whyte	Ramsey	NWAAT	17	1	N	4,690	3	6	week	0	Day	0.01
Great Whyte	Ramsey	NWAAT	17	1	N	4,690	3	6	week	0	Day	0.01
Great Whyte	Ramsey	NWAAT	14	1	N	4,690	3	6	week	0	Day	0.01
Great Whyte	Ramsey	NWAAT	14	1	N	4,690	3	6	week	0	Day	0.01
Great Whyte	Ramsey	NWAAT	21	1	N	4,690	3	6	week	0	Day	0.01
Great Whyte	Ramsey	NWAAT	21	1	N	4,690	3	6	week	0	Day	0.01
Great Whyte	Ramsey	NWAAT	34	1	N	4,690	3	6	week	0	Day	0.02
Great Whyte	Ramsey	NWAAT	10	1	N	4,690	3	6	week	0	Day	0.01
Great Whyte	Ramsey	NWAAT	30	1	N	4,690	3	6	week	0	Day	0.02
Great Whyte	Ramsey	NWAAT	40	1	N	4,690	3	6	week	0	Day	0.02
High Street	Ramsey	LW 30mins NR 30mins M-Sat 8am-6pm	33	4	N	900	8	6	week	0	Day	0.25
High Street	Ramsey	LW 30mins NR 30mins M-Sat 8am-6pm	33	4	N	900	8	6	week	0	Day	0.25
High Street	Ramsey	NWAAT	102	1	N	4,690	3	6	week	0	Day	0.06
High Street	Ramsey	NWAAT	47	1	N	4,690	3	6	week	0	Day	0.03
High Street	Ramsey	NWAAT	46	1	N	4,690	3	6	week	0	Day	0.03
High Street	Ramsey	NWAAT	47	1	N	4,690	3	6	week	0	Day	0.03
Hollow Lane	Ramsey	NWAAT	38	1	N	4,690	3	6	week	0	Day	0.02
Hollow Lane	Ramsey	NWAAT	40	1	N	4,690	3	6	week	0	Day	0.02
Little Whyte	Ramsey	LW 2hrs NR 2hrs M-Sat 8am-6pm	50	4	N	900	4	6	week	0	Day	0.19

			Streets									
Little Whyte	Ramsey	NWAAT	30	1	N	4,690	3	6	week	0	Day	0.02
Little Whyte	Ramsey	NWAAT	47	1	N	4,690	3	6	week	0	Day	0.03
Mews Close	Ramsey	NWAAT	47	1	N	4,690	3	6	week	0	Day	0.03
Mews Close	Ramsey	NWAAT	47	1	N	4,690	3	6	week	0	Day	0.03
Mews Close	Ramsey	NWAAT	15	1	N	4,690	3	6	week	0	Day	0.01
Mews Close	Ramsey	NWAAT	15	1	N	4,690	3	6	week	0	Day	0.01
New Road	Ramsey	DBH	7	3	N	1,420	3	6	week	0	Day	0.01
New Road	Ramsey	LW 1hr NR 1hr M-Sat 8am-6pm	70	4	N	900	8	6	week	0	Day	0.53
New Road	Ramsey	NWAAT	90	1	N	4,690	3	6	week	0	Day	0.05
Orchard Way	Ramsey	NWAAT	18	1	N	4,690	3	6	week	0	Day	0.01
Orchard Way	Ramsey	NWAAT	18	1	N	4,690	3	6	week	0	Day	0.01
School Lane	Ramsey	NWAAT	15	1	N	4,690	3	6	week	0	Day	0.01
School Lane	Ramsey	NWAAT	15	1	N	4,690	3	6	week	0	Day	0.01
School Lane	Ramsey	NWAAT	24	1	N	4,690	3	6	week	0	Day	0.01
School Lane	Ramsey	NWAAT	24	1	N	4,690	3	6	week	0	Day	0.01
Slade Close	Ramsey	DBH	7	3	N	1,420	3	6	week	0	Day	0.01
Station Road	Ramsey	NWAAT	15	1	N	4,690	3	6	week	0	Day	0.01
Station Road	Ramsey	NWAAT	15	1	N	4,690	3	6	week	0	Day	0.01
Station Road	Ramsey	NWAAT	30	1	N	4,690	3	6	week	0	Day	0.02
Unnamed link road between Little Whyte and High Street	Ramsey	NWAAT	9	1	N	4,690	3	6	week	0	Day	0.00
Whytefield Road	Ramsey	LW 1hr NR 1hr M-Sat 8am-6pm	50	4	N	900	8	6	week	0	Day	0.38
Whytefield Road	Ramsey	NW M-F 8.30am-9.30am & 2.30pm-3.30pm	46	1	N	4,690	3	5	week	0	Day	0.02
Whytefield Road	Ramsey	NW M-F 8.30am-9.30am & 2.30pm-3.30pm	46	1	N	4,690	3	5	week	0	Day	0.02
Whytefield Road	Ramsey	NWAAT	56	1	N	4,690	3	6	week	0	Day	0.03
Whytefield Road	Ramsey	NWAAT	30	1	N	4,690	3	6	week	0	Day	0.02
Whytefield Road	Ramsey	NWAAT	30	1	N	4,690	3	6	week	0	Day	0.02
Whytefield Road	Ramsey	NWAAT	47	1	N	4,690	3	6	week	0	Day	0.03
Whytefield Road	Ramsey	NWAAT	45	1	N	4,690	3	6	week	0	Day	0.02
Whytefield Road	Ramsey	NWAAT	17	1	N	4,690	3	6	week	0	Day	0.01
Gidding Road	Sawtry	NWAAT	47	1	N	4,690	1	6	Week	0	Day	0.01
Gidding Road	Sawtry	NWAAT	47	1	N	4,690	1	6	Week	0	Day	0.01
Green End Road	Sawtry	DBH	7	3	N	1,420	1	6	Week	0	Day	0.00
Green End Road	Sawtry	NWAAT	78	1	N	4,690	1	6	Week	0	Day	0.01
Green End Road	Sawtry	NWAAT	78	1	N	4,690	1	6	Week	0	Day	0.01
Green End Road	Sawtry	NWAAT	47	1	N	4,690	1	6	Week	0	Day	0.01
Green End Road	Sawtry	NWAAT	47	1	N	4,690	1	6	Week	0	Day	0.01
High Street	Sawtry	NWAAT	16	1	N	4,690	1	6	Week	0	Day	0.00
High Street	Sawtry	NWAAT	40	1	N	4,690	1	6	Week	0	Day	0.01
The Green	Sawtry	NWAAT	47	1	N	4,690	1	6	Week	0	Day	0.01
The Green	Sawtry	NWAAT	47	1	N	4,690	1	6	Week	0	Day	0.01
The Green	Sawtry	NWAAT	52	1	N	4,690	1	6	Week	0	Day	0.01
The Green	Sawtry	NWAAT	47	1	N	4,690	1	6	Week	0	Day	0.01
The Green	Sawtry	NWAAT	47	1	N	4,690	1	6	Week	0	Day	0.01
Old Great North Road	Sibson-cum-Stibbington	NW 8am-6pm	64	5	Y	9,250	1	6	Week	0	Day	0.01
Old Great North Road	Sibson-cum-Stibbington	NW 8am-6pm	135	5	Y	9,250	1	6	Week	0	Day	0.01
Old Great North Road	Sibson-cum-Stibbington	NW 8am-6pm	58	5	Y	9,250	1	6	Week	0	Day	0.01
Old Great North Road	Sibson-cum-Stibbington	NW 8am-6pm	42	5	Y	9,250	1	6	Week	0	Day	0.00
Church Street	Somersham	NWAAT	20	1	N	4,690	1	6	Week	0	Day	0.00
Colne Road	Somersham	NWAAT	20	1	N	4,690	1	6	Week	0	Day	0.00
Feoffees Road	Somersham	NWAAT	58	1	N	4,690	1	6	Week	0	Day	0.01
Feoffees Road	Somersham	NWAAT	30	1	N	4,690	1	6	Week	0	Day	0.01
High Street	Somersham	LW 1 hr NR 2hrs M-Sat 8am-6pm	43	4	N	900	2	6	Week	0	Day	0.08
High Street	Somersham	LW 1 hr NR 2hrs M-Sat 8am-6pm	40	4	N	900	2	6	Week	0	Day	0.08
High Street	Somersham	LW 1 hr NR 2hrs M-Sat 8am-6pm	45	4	N	900	2	6	Week	0	Day	0.09
High Street	Somersham	LW 1 hr NR 2hrs M-Sat 8am-6pm	43	4	N	900	2	6	Week	0	Day	0.08
High Street	Somersham	NWAAT	47	1	N	4,690	1	6	Week	0	Day	0.01
High Street	Somersham	NWAAT	21	1	N	4,690	1	6	Week	0	Day	0.00
High Street	Somersham	NWAAT	20	1	N	4,690	1	6	Week	0	Day	0.00
High Street	Somersham	NWAAT	67	1	N	4,690	1	6	Week	0	Day	0.01
High Street	Somersham	NWAAT	155	1	N	4,690	1	6	Week	0	Day	0.03
High Street	Somersham	NWAAT	28	1	N	4,690	1	6	Week	0	Day	0.01
High Street	Somersham	NWAAT	20	1	N	4,690	1	6	Week	0	Day	0.00
High Street	Somersham	NWAAT	35	1	N	4,690	1	6	Week	0	Day	0.01
High Street	Somersham	NWAAT	26	1	N	4,690	1	6	Week	0	Day	0.00
High Street	Somersham	NWAAT	226	1	N	4,690	1	6	Week	0	Day	0.04
High Street	Somersham	NWAAT	34	1	N	4,690	1	6	Week	0	Day	0.01
High Street	Somersham	NWAAT	28	1	N	4,690	1	6	Week	0	Day	0.01
High Street	Somersham	NWAAT	77	1	N	4,690	1	6	Week	0	Day	0.01

			Streets									
King Street	Somersham	NWAAT	27	1	N	4,690	1	6	Week	0	Day	0.00
King Street	Somersham	NWAAT	27	1	N	4,690	1	6	Week	0	Day	0.00
Norwood Road	Somersham	NWAAT	10	1	N	4,690	1	6	Week	0	Day	0.00
Norwood Road	Somersham	NWAAT	10	1	N	4,690	1	6	Week	0	Day	0.00
Parkhall Road	Somersham	NWAAT	23	1	N	4,690	1	6	Week	0	Day	0.00
Parkhall Road	Somersham	NWAAT	17	1	N	4,690	1	6	Week	0	Day	0.00
Parkhall Road	Somersham	NWAAT	58	1	N	4,690	1	6	Week	0	Day	0.01
Parkhall Road	Somersham	NWAAT	66	1	N	4,690	1	6	Week	0	Day	0.01
Rectory Lane	Somersham	NWAAT	14	1	N	4,690	1	6	Week	0	Day	0.00
Rectory Lane	Somersham	NWAAT	14	1	N	4,690	1	6	Week	0	Day	0.00
Lees Lane	Southoe	NWAAT	50	5	Y	9,250	1	6	Week	0	Day	0.00
Lees Lane	Southoe	NWAAT	50	5	Y	9,250	1	6	Week	0	Day	0.00
Abbots Crescent	St Ives	NWAAT	30	1	N	4,690	1	6	Day	0	Day	0.04
Abbots Crescent	St Ives	NWAAT	30	1	N	4,690	1	6	Day	0	Day	0.04
Access road to Keln Leas	St Ives	NWAAT	16	1	N	4,690	1	6	Day	0	Day	0.02
Access road to Keln Leas	St Ives	NWAAT	16	1	N	4,690	1	6	Day	0	Day	0.02
Albemarle Road	St Ives	NWAAT	15	1	N	4,690	1	6	Day	0	Day	0.02
Albemarle Road	St Ives	NWAAT	15	1	N	4,690	1	6	Day	0	Day	0.02
Bridge Street	St Ives	NW 8am-6pm	44	1	N	4,690	1	6	Day	0	Day	0.06
Bridge Street	St Ives	NW 8am-6pm	44	1	N	4,690	1	6	Day	0	Day	0.06
Bridge Street	St Ives	NWAAT	39	1	N	4,690	1	6	Day	0	Day	0.05
Bridge Street	St Ives	NWAAT	39	1	N	4,690	1	6	Day	0	Day	0.05
Bridge Street	St Ives	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Bridge Street	St Ives	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Broad Leas	St Ives	NW 8am-6pm	75	1	N	4,690	1	6	Day	0	Day	0.10
Broad Leas	St Ives	NW 8am-6pm	45	1	N	4,690	1	6	Day	0	Day	0.06
Broad Leas	St Ives	NW 8am-6pm	164	1	N	4,690	1	6	Day	0	Day	0.21
Broad Leas	St Ives	NW M-F 8.30am-9.30am & 2.45pm-3.45pm	53	1	N	4,690	1	5	Day	0	Day	0.06
Broad Leas	St Ives	NW M-F 8.30am-9.30am & 2.45pm-3.45pm	22	1	N	4,690	1	5	Day	0	Day	0.02
Broad Leas	St Ives	NW M-F 8.30am-9.30am & 2.45pm-3.45pm	32	1	N	4,690	1	5	Day	0	Day	0.03
Broad Leas	St Ives	NWAAT	30	1	N	4,690	1	6	Day	0	Day	0.04
Broad Leas	St Ives	NWAAT	30	1	N	4,690	1	6	Day	0	Day	0.04
Burstellars	St Ives	NW M-F 8.30am-9.30am & 2.45pm-3.45pm	12	1	N	4,690	1	5	Day	0	Day	0.01
Burstellars	St Ives	NW M-F 8.30am-9.30am & 2.45pm-3.45pm	53	1	N	4,690	1	5	Day	0	Day	0.06
California Road	St Ives	NW M-F 8.30am-9.30am & 2.45pm-3.45pm	21	1	N	4,690	1	5	Day	0	Day	0.02
California Road	St Ives	NW M-F 8.30am-9.30am & 2.45pm-3.45pm	21	1	N	4,690	1	5	Day	0	Day	0.02
Carlisle Terrace	St Ives	LW 1hr NR 1hr M-Sat 8am-6pm	39	4	N	900	4	6	Day	0	Day	1.05
Carlisle Terrace	St Ives	NW 8am-6pm	25	1	N	4,690	1	6	Day	0	Day	0.03
Cemetery Road	St Ives	NW 8am-6pm	143	1	N	4,690	1	6	Day	0	Day	0.18
Cemetery Road	St Ives	NWAAT	63	1	N	4,690	1	6	Day	0	Day	0.08
Cemetery Road	St Ives	NWAAT	63	1	N	4,690	1	6	Day	0	Day	0.08
Cemetery Road	St Ives	NWAAT	25	1	N	4,690	1	6	Day	0	Day	0.03
Chapel Lane	St Ives	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Chapel Lane	St Ives	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Chestnut Road	St Ives	NWAAT	20	1	N	4,690	1	6	Day	0	Day	0.03
Chestnut Road	St Ives	NWAAT	20	1	N	4,690	1	6	Day	0	Day	0.03
Cootes Meadow	St Ives	NWAAT	20	1	N	4,690	1	6	Day	0	Day	0.03
Cootes Meadow	St Ives	NWAAT	20	1	N	4,690	1	6	Day	0	Day	0.03
Cromwell Place	St Ives	LW 1hr NR 1hr M-Sat 8am-6pm	39	4	N	900	4	6	Day	0	Day	1.05
Cromwell Place	St Ives	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Cromwell Place	St Ives	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Cromwell Place	St Ives	NWAAT	35	1	N	4,690	1	6	Day	0	Day	0.04
Cromwell Place	St Ives	NWAAT	18	1	N	4,690	1	6	Day	0	Day	0.02
Cromwell Place	St Ives	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Crown Walk	St Ives	NWAAT	125	1	N	4,690	1	6	Day	0	Day	0.16
Crown Walk	St Ives	NWAAT	125	1	N	4,690	1	6	Day	0	Day	0.16
East Street	St Ives	NW 8am-6pm	55	1	N	4,690	1	6	Day	0	Day	0.07
East Street	St Ives	NW 8am-6pm	55	1	N	4,690	1	6	Day	0	Day	0.07
East Street	St Ives	NW 8am-6pm	52	1	N	4,690	1	6	Day	0	Day	0.07
East Street	St Ives	NWAAT	50	1	N	4,690	1	6	Day	0	Day	0.06
Edinburgh Drive	St Ives	NWAAT	15	1	N	4,690	1	6	Day	0	Day	0.02
Edinburgh Drive	St Ives	NWAAT	15	1	N	4,690	1	6	Day	0	Day	0.02
Elm Drive	St Ives	NWAAT	15	1	N	4,690	1	6	Day	0	Day	0.02
Elm Drive	St Ives	NWAAT	15	1	N	4,690	1	6	Day	0	Day	0.02
Fairfields	St Ives	NWAAT	18	1	N	4,690	1	6	Day	0	Day	0.02
Fairfields	St Ives	NWAAT	18	1	N	4,690	1	6	Day	0	Day	0.02
Globe Place	St Ives	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Globe Place	St Ives	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Heron Way	St Ives	NWAAT	15	1	N	4,690	1	6	Day	0	Day	0.02
Heron Way	St Ives	NWAAT	15	1	N	4,690	1	6	Day	0	Day	0.02

			Streets									
Hill Rise	St Ives	NW M-F 8.30am-9.30am & 2.45pm-3.45pm	152	1	N	4,690	1	5	Day	0	Day	0.16
Hill Rise	St Ives	NW M-F 8.30am-9.30am & 2.45pm-3.45pm	152	1	N	4,690	1	5	Day	0	Day	0.16
Hill Rise	St Ives	NWAAT	30	1	N	4,690	1	6	Day	0	Day	0.04
Houghton Road	St Ives	NWAAT	80	1	N	4,690	1	6	Day	0	Day	0.10
Houghton Road	St Ives	NWAAT	80	1	N	4,690	1	6	Day	0	Day	0.10
Kings Hedges	St Ives	NWAAT	30	1	N	4,690	1	6	Day	0	Day	0.04
Kings Hedges	St Ives	NWAAT	30	1	N	4,690	1	6	Day	0	Day	0.04
Kings Hedges	St Ives	NWAAT	110	1	N	4,690	1	6	Day	0	Day	0.14
Kings Hedges	St Ives	NWAAT	110	1	N	4,690	1	6	Day	0	Day	0.14
Market Hill	St Ives	BSC 7am-7pm	28	1	N	4,690	1	6	Day	0	Day	0.04
Market Hill	St Ives	BSC 7am-7pm	28	1	N	4,690	1	6	Day	0	Day	0.04
Market Hill	St Ives	LW 30mins NR 1hr M-Sat 8am-6pm	50	4	N	900	6	6	Day	0	Day	2.00
Market Hill	St Ives	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Market Hill	St Ives	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Market Hill	St Ives	NWAAT	40	1	N	4,690	1	6	Day	0	Day	0.05
Market Hill	St Ives	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Market Hill/The Pavement	St Ives	NW M-Sat 7am-6pm	27	1	N	4,690	1	6	Day	0	Day	0.03
Market Hill/The Pavement	St Ives	NW M-Sat 7am-6pm	27	1	N	4,690	1	6	Day	0	Day	0.03
Market Hill/The Pavement	St Ives	NW M-Sat 7am-6pm	52	1	N	4,690	1	6	Day	0	Day	0.07
Market Hill/The Pavement	St Ives	NW M-Sat 7am-6pm	52	1	N	4,690	1	6	Day	0	Day	0.07
Market Hill/The Pavement	St Ives	SPP	27	3	N	1,420	4	6	Day	0	Day	0.46
Market Hill/The Pavement	St Ives	SPP	27	3	N	1,420	4	6	Day	0	Day	0.46
Market Hill/The Pavement	St Ives	SPP	22	3	N	1,420	4	6	Day	0	Day	0.37
Market Hill/The Pavement	St Ives	SPP	22	3	N	1,420	4	6	Day	0	Day	0.37
Market Lane	St Ives	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Market Lane	St Ives	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Market Road	St Ives	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Market Road	St Ives	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Meadow Lane	St Ives	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Meadow Lane	St Ives	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Meadow Lane	St Ives	NWAAT	82	1	N	4,690	1	6	Day	0	Day	0.10
Meadow Lane	St Ives	NWAAT	74	1	N	4,690	1	6	Day	0	Day	0.09
Merryland	St Ives	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Merryland	St Ives	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Needingworth Road	St Ives	NWAAT	37	1	N	4,690	1	6	Day	0	Day	0.05
Needingworth Road	St Ives	NWAAT	37	1	N	4,690	1	6	Day	0	Day	0.05
New Road	St Ives	DBH	7	3	N	1,420	1	6	Day	0	Day	0.03
New Road	St Ives	NW M-Sat 8am-6pm	166	1	N	4,690	1	6	Day	0	Day	0.21
New Road	St Ives	NW M-Sat 8am-6pm	35	1	N	4,690	1	6	Day	0	Day	0.04
New Road	St Ives	NWAAT	13	1	N	4,690	1	6	Day	0	Day	0.02
New Road	St Ives	NWAAT	13	1	N	4,690	1	6	Day	0	Day	0.02
New Road	St Ives	NWAAT	36	1	N	4,690	1	6	Day	0	Day	0.05
New Road	St Ives	NWAAT	24	1	N	4,690	1	6	Day	0	Day	0.03
New Road	St Ives	NWAAT	43	1	N	4,690	1	6	Day	0	Day	0.05
Norris Road	St Ives	NW 8am-6pm	18	1	N	4,690	1	6	Day	0	Day	0.02
Norris Road	St Ives	NW 8am-6pm	18	1	N	4,690	1	6	Day	0	Day	0.02
North Road	St Ives	NW 8am-6pm	55	1	N	4,690	1	6	Day	0	Day	0.07
North Road	St Ives	NW 8am-6pm	55	1	N	4,690	1	6	Day	0	Day	0.07
North Road	St Ives	NWAAT	116	1	N	4,690	1	6	Day	0	Day	0.15
North Road	St Ives	NWAAT	116	1	N	4,690	1	6	Day	0	Day	0.15
North Road	St Ives	NWAAT	45	1	N	4,690	1	6	Day	0	Day	0.06
North Road	St Ives	NWAAT	45	1	N	4,690	1	6	Day	0	Day	0.06
Oliver Road	St Ives	NW 8am-6pm	55	1	N	4,690	1	6	Day	0	Day	0.07
Oliver Road	St Ives	NWAAT	36	1	N	4,690	1	6	Day	0	Day	0.05
Oliver Road	St Ives	NWAAT	26	1	N	4,690	1	6	Day	0	Day	0.03
Oliver Road	St Ives	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Oliver Road	St Ives	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Oxford Road	St Ives	NW 8am-6pm	18	1	N	4,690	1	6	Day	0	Day	0.02
Oxford Road	St Ives	NW 8am-6pm	18	1	N	4,690	1	6	Day	0	Day	0.02
Paragon Road	St Ives	NWAAT	19	1	N	4,690	1	6	Day	0	Day	0.02
Paragon Road	St Ives	NWAAT	19	1	N	4,690	1	6	Day	0	Day	0.02
Pig Lane	St Ives	NWAAT	28	1	N	4,690	1	6	Day	0	Day	0.04
Pig Lane	St Ives	NWAAT	28	1	N	4,690	1	6	Day	0	Day	0.04
Priory Road	St Ives	LW 1hr NR 2hrs M-F 8am-6pm	16	4	N	900	4	5	Day	0	Day	0.36
Priory Road	St Ives	LW 1hr NR 2hrs M-F 8am-6pm	21	4	N	900	4	5	Day	0	Day	0.47
Priory Road	St Ives	NW 8am-6pm	55	1	N	4,690	1	6	Day	0	Day	0.07
Priory Road	St Ives	NWAAT	12	1	N	4,690	1	6	Day	0	Day	0.02
Priory Road	St Ives	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Priory Road	St Ives	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Priory Road	St Ives	NWAAT	35	1	N	4,690	1	6	Day	0	Day	0.04

			Streets									
Priory Road	St Ives	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Priory Road	St Ives	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Priory Road	St Ives	NWAAT	38	1	N	4,690	1	6	Day	0	Day	0.05
Ramsey Road	St Ives	NW 8am-6pm	55	1	N	4,690	1	6	Day	0	Day	0.07
Ramsey Road	St Ives	NW 8am-6pm	55	1	N	4,690	1	6	Day	0	Day	0.07
Ramsey Road	St Ives	NWAAT	57	1	N	4,690	1	6	Day	0	Day	0.07
Ramsey Road	St Ives	NWAAT	57	1	N	4,690	1	6	Day	0	Day	0.07
Ramsey Road	St Ives	NWAAT	170	1	N	4,690	1	6	Day	0	Day	0.22
Ramsey Road	St Ives	NWAAT	170	1	N	4,690	1	6	Day	0	Day	0.22
Ramsey Road	St Ives	NWAAT	55	1	N	4,690	1	6	Day	0	Day	0.07
Ramsey Road	St Ives	NWAAT	55	1	N	4,690	1	6	Day	0	Day	0.07
Ramsey Road	St Ives	NWAAT	38	1	N	4,690	1	6	Day	0	Day	0.05
Ramsey Road	St Ives	NWAAT	38	1	N	4,690	1	6	Day	0	Day	0.05
Ramsey Road	St Ives	NWAAT	150	1	N	4,690	1	6	Day	0	Day	0.19
Ramsey Road	St Ives	NWAAT	150	1	N	4,690	1	6	Day	0	Day	0.19
Ramsey Road	St Ives	NWAAT	24	1	N	4,690	1	6	Day	0	Day	0.03
Ramsey Road	St Ives	NWAAT	30	1	N	4,690	1	6	Day	0	Day	0.04
Ramsey Road	St Ives	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Ramsey Road	St Ives	NWAAT	25	1	N	4,690	1	6	Day	0	Day	0.03
Ramsey Road	St Ives	NWAAT	45	1	N	4,690	1	6	Day	0	Day	0.06
Ramsey Road	St Ives	NWAAT	12	1	N	4,690	1	6	Day	0	Day	0.02
Ramsey Road	St Ives	NWAAT	112	1	N	4,690	1	6	Day	0	Day	0.14
Ramsey Road	St Ives	NWAAT	28	1	N	4,690	1	6	Day	0	Day	0.04
Ramsey Road	St Ives	NWAAT	118	1	N	4,690	1	6	Day	0	Day	0.15
Ramsey Road	St Ives	NWAAT	30	1	N	4,690	1	6	Day	0	Day	0.04
Ramsey Road	St Ives	NWAAT	15	1	N	4,690	1	6	Day	0	Day	0.02
Ramsey Road	St Ives	NWAAT	63	1	N	4,690	1	6	Day	0	Day	0.08
Ramsey Road	St Ives	NWAAT	64	1	N	4,690	1	6	Day	0	Day	0.08
Ramsey Road	St Ives	NWAAT	48	1	N	4,690	1	6	Day	0	Day	0.06
Ramsey Road	St Ives	NWAAT	110	1	N	4,690	1	6	Day	0	Day	0.14
Shakespeare Road	St Ives	NWAAT	15	1	N	4,690	1	6	Day	0	Day	0.02
Shakespeare Road	St Ives	NWAAT	15	1	N	4,690	1	6	Day	0	Day	0.02
Sheep Market	St Ives	BSC 7am-7pm	28	1	N	4,690	1	6	Day	0	Day	0.04
Sheep Market	St Ives	BSC 7am-7pm	28	1	N	4,690	1	6	Day	0	Day	0.04
Sheep Market	St Ives	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
St Audrey Lane	St Ives	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
St Audrey Lane	St Ives	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
St Audrey Lane	St Ives	NWAAT	80	1	N	4,690	1	6	Day	0	Day	0.10
St Audrey Lane	St Ives	NWAAT	80	1	N	4,690	1	6	Day	0	Day	0.10
St Georges Road	St Ives	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
St Georges Road	St Ives	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Station Road	St Ives	NW 8am-6pm	12	1	N	4,690	1	6	Day	0	Day	0.02
Station Road	St Ives	NWAAT	173	1	N	4,690	1	6	Day	0	Day	0.22
Station Road	St Ives	NWAAT	103	1	N	4,690	1	6	Day	0	Day	0.13
Station Road	St Ives	NWAAT	43	1	N	4,690	1	6	Day	0	Day	0.06
Station Road	St Ives	NWAAT	40	1	N	4,690	1	6	Day	0	Day	0.05
The Broadway	St Ives	NW 8am-6pm	55	1	N	4,690	1	6	Day	0	Day	0.07
The Broadway	St Ives	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
The Broadway	St Ives	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
The Broadway	St Ives	NWAAT	23	1	N	4,690	1	6	Day	0	Day	0.03
The Broadway	St Ives	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
The Broadway	St Ives	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
The Broadway	St Ives	NWAAT	30	1	N	4,690	1	6	Day	0	Day	0.04
The Broadway	St Ives	NWAAT	16	1	N	4,690	1	6	Day	0	Day	0.02
The Crescent	St Ives	NWAAT	15	1	N	4,690	1	6	Day	0	Day	0.02
The Crescent	St Ives	NWAAT	15	1	N	4,690	1	6	Day	0	Day	0.02
The Furrows	St Ives	NWAAT	19	1	N	4,690	1	6	Day	0	Day	0.02
The Furrows	St Ives	NWAAT	17	1	N	4,690	1	6	Day	0	Day	0.02
The Pavement	St Ives	BSC 7am-7pm	28	1	N	4,690	1	6	Day	0	Day	0.04
The Pavement	St Ives	BSC 7am-7pm	28	1	N	4,690	1	6	Day	0	Day	0.04
The Pavement	St Ives	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
The Pavement	St Ives	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
The Pound	St Ives	NWAAT	15	1	N	4,690	1	6	Day	0	Day	0.02
The Pound	St Ives	NWAAT	15	1	N	4,690	1	6	Day	0	Day	0.02
The Quadrant	St Ives	LW 1hr NR 1hr M-Sat 8am-6pm	60	4	N	900	4	6	Day	0	Day	1.60
The Quadrant	St Ives	LW 1hr NR 1hr M-Sat 8am-6pm	16	4	N	900	4	6	Day	0	Day	0.43
The Quadrant	St Ives	LW 1hr NR 1hr M-Sat 8am-6pm	39	4	N	900	4	6	Day	0	Day	1.05
The Quadrant	St Ives	NW 8am-6pm	54	1	N	4,690	1	6	Day	0	Day	0.07
The Quadrant	St Ives	NW 8am-6pm	55	1	N	4,690	1	6	Day	0	Day	0.07
The Quadrant	St Ives	NWAAT	77	1	N	4,690	1	6	Day	0	Day	0.10

			Streets									
The Quadrant	St Ives	NWAAT	24	1	N	4,690	1	6	Day	0	Day	0.03
The Quadrant	St Ives	NWAAT	24	1	N	4,690	1	6	Day	0	Day	0.03
The Quadrant	St Ives	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
The Quadrant	St Ives	NWAAT	8	1	N	4,690	1	6	Day	0	Day	0.01
The Quadrant	St Ives	NWAAT	10	1	N	4,690	1	6	Day	0	Day	0.01
The Quadrant	St Ives	NWAAT	9	1	N	4,690	1	6	Day	0	Day	0.01
The Quadrant	St Ives	NWAAT	18	1	N	4,690	1	6	Day	0	Day	0.02
The Waits	St Ives	NW 8am-6pm	55	1	N	4,690	1	6	Day	0	Day	0.07
The Waits	St Ives	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
The Waits	St Ives	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Warners Grove	St Ives	NW 8am-6pm	18	1	N	4,690	1	6	Day	0	Day	0.02
Warners Grove	St Ives	NW 8am-6pm	18	1	N	4,690	1	6	Day	0	Day	0.02
West Street	St Ives	NW 8am-6pm	55	1	N	4,690	1	6	Day	0	Day	0.07
West Street	St Ives	NW 8am-6pm	55	1	N	4,690	1	6	Day	0	Day	0.07
West Street	St Ives	NWAAT	67	1	N	4,690	1	6	Day	0	Day	0.09
Wheatfields	St Ives	NW M-F 8.30am-9.30am & 2.45pm-3.45pm	18	1	N	4,690	1	5	Day	0	Day	0.02
Wheatfields	St Ives	NW M-F 8.30am-9.30am & 2.45pm-3.45pm	18	1	N	4,690	1	5	Day	0	Day	0.02
Wheatfields	St Ives	NWAAT	15	1	N	4,690	1	6	Day	0	Day	0.02
Wheatfields	St Ives	NWAAT	15	1	N	4,690	1	6	Day	0	Day	0.02
White Hart Lane	St Ives	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
White Hart Lane	St Ives	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Access road to Bargroves Centre	St Neots	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Access road to Bargroves Centre	St Neots	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Ackerman Gardens	St Neots	NWAAT	10	1	N	4,690	1	6	Day	0	Day	0.01
Ackerman Gardens	St Neots	NWAAT	10	1	N	4,690	1	6	Day	0	Day	0.01
Ackerman Street	St Neots	NWAAT	36	1	N	4,690	1	6	Day	0	Day	0.05
Ackerman Street	St Neots	NWAAT	36	1	N	4,690	1	6	Day	0	Day	0.05
Ackerman Street	St Neots	NWAAT	28	1	N	4,690	1	6	Day	0	Day	0.04
Ackerman Street	St Neots	NWAAT	28	1	N	4,690	1	6	Day	0	Day	0.04
Akerman Street	St Neots	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Akerman Street	St Neots	NWAAT	18	1	N	4,690	1	6	Day	0	Day	0.02
Almond Road	St Neots	DBH	7	3	N	1,420	2	6	Day	0	Day	0.06
Almond Road	St Neots	NWAAT	15	1	N	4,690	1	6	Day	0	Day	0.02
Almond Road	St Neots	NWAAT	15	1	N	4,690	1	6	Day	0	Day	0.02
Avenue Road	St Neots	DBH	6	3	N	1,420	2	6	Day	0	Day	0.05
Avenue Road	St Neots	LW 1hr NR 1hr M-Sat 8am-6pm	39	4	N	900	4	6	Day	0	Day	1.05
Avenue Road	St Neots	NWAAT	40	1	N	4,690	1	6	Day	0	Day	0.05
Avenue Road	St Neots	NWAAT	40	1	N	4,690	1	6	Day	0	Day	0.05
Avenue Road	St Neots	NWAAT	34	1	N	4,690	1	6	Day	0	Day	0.04
Avenue Road	St Neots	NWAAT	34	1	N	4,690	1	6	Day	0	Day	0.04
Avenue Road	St Neots	NWAAT	60	1	N	4,690	1	6	Day	0	Day	0.08
Avenue Road	St Neots	NWAAT	60	1	N	4,690	1	6	Day	0	Day	0.08
Bean Close	St Neots	NWAAT	14	1	N	4,690	1	6	Day	0	Day	0.02
Bean Close	St Neots	NWAAT	14	1	N	4,690	1	6	Day	0	Day	0.02
Bean Close	St Neots	NWAAT	10	1	N	4,690	1	6	Day	0	Day	0.01
Bec Road	St Neots	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Bedford Street	St Neots	DBH	7	3	N	1,420	2	6	Day	0	Day	0.05
Bedford Street	St Neots	LW 1hr NR 1hr M-Sat 8am-6pm	23	4	N	900	4	6	Day	0	Day	0.61
Bedford Street	St Neots	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Bedford Street	St Neots	NWAAT	64	1	N	4,690	1	6	Day	0	Day	0.08
Bedford Street	St Neots	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Bedford Street	St Neots	RPH	49	3	N	1,420	1	6	Day	0	Day	0.20
Bedford Street	St Neots	RPH	32	3	N	1,420	1	6	Day	0	Day	0.14
Beeson Road	St Neots	NWAAT	7	1	N	4,690	1	6	Day	0	Day	0.01
Beeson Road	St Neots	NWAAT	7	1	N	4,690	1	6	Day	0	Day	0.01
Berkeley Street	St Neots	NWAAT	22	1	N	4,690	1	6	Day	0	Day	0.03
Berkley Court	St Neots	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Berkley Court	St Neots	NWAAT	8	1	N	4,690	1	6	Day	0	Day	0.01
Berkley Court	St Neots	NWAAT	12	1	N	4,690	1	6	Day	0	Day	0.02
Berkley Court	St Neots	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Berkley Court	St Neots	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Berkley Court	St Neots	SPP	15	3	N	1,420	4	6	Day	0	Day	0.25
Berkley Road	St Neots	NWAAT	10	1	N	4,690	1	6	Day	0	Day	0.01
Berkley Road	St Neots	NWAAT	52	1	N	4,690	1	6	Day	0	Day	0.07
Berkley Street	St Neots	NWAAT except for wedding and funeral vehicles	30	1	N	4,690	1	6	Day	0	Day	0.04
Brook Street	St Neots	LW 1hr NR 1hr M-Sat 8am-6pm	12	4	N	900	4	6	Day	0	Day	0.32
Brook Street	St Neots	LW 1hr NR 1hr M-Sat 8am-6pm	12	4	N	900	4	6	Day	0	Day	0.32
Brook Street	St Neots	LW 1hr NR 1hr M-Sat 8am-6pm	14	4	N	900	4	6	Day	0	Day	0.37
Brook Street	St Neots	NWAAT	113	1	N	4,690	1	6	Day	0	Day	0.14
Brook Street	St Neots	NWAAT	7	1	N	4,690	1	6	Day	0	Day	0.01

			Streets									
Brook Street	St Neots	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Brook Street	St Neots	NWAAT	42	1	N	4,690	1	6	Day	0	Day	0.05
Brook Street	St Neots	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Buckden to Perry Road	St Neots	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Buckden to Perry Road	St Neots	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Cambridge Gardens North	St Neots	NWAAT	48	1	N	4,690	1	6	Day	0	Day	0.06
Cambridge Gardens North	St Neots	NWAAT	48	1	N	4,690	1	6	Day	0	Day	0.06
Cambridge Gardens North	St Neots	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Cambridge Gardens South	St Neots	NWAAT	24	1	N	4,690	1	6	Day	0	Day	0.03
Cambridge Gardens South	St Neots	NWAAT	24	1	N	4,690	1	6	Day	0	Day	0.03
Cambridge Gardens South	St Neots	NWAAT	18	1	N	4,690	1	6	Day	0	Day	0.02
Cambridge Gardens South	St Neots	NWAAT	18	1	N	4,690	1	6	Day	0	Day	0.02
Cambridge Road	St Neots	NWAAT	108	1	N	4,690	1	6	Day	0	Day	0.14
Cambridge Road	St Neots	NWAAT	110	1	N	4,690	1	6	Day	0	Day	0.14
Cambridge Street	St Neots	Coaches Only	24	3	N	1,420	2	6	Day	0	Day	0.20
Cambridge Street	St Neots	Coaches Only Th	24	3	N	1,420	2	1	Day	0	Day	0.03
Cambridge Street	St Neots	NWAAT	242	1	N	4,690	1	6	Day	0	Day	0.31
Cambridge Street	St Neots	NWAAT	21	1	N	4,690	1	6	Day	0	Day	0.03
Cambridge Street	St Neots	NWAAT	30	1	N	4,690	1	6	Day	0	Day	0.04
Cambridge Street	St Neots	NWAAT	299	1	N	4,690	1	6	Day	0	Day	0.38
Cambridge Street	St Neots	NWAAT	131	1	N	4,690	1	6	Day	0	Day	0.17
Cambridge Street	St Neots	NWAAT/NL M-Sat 8am-9am & 4pm-5.30pm	44	1	N	4,690	1	6	Day	0	Day	0.06
Cambridge Street	St Neots	NWAAT/NL M-Sat 8am-9am & 4pm-5.30pm	44	1	N	4,690	1	6	Day	0	Day	0.06
Child's Pond Road	St Neots	DBH	7	3	N	1,420	2	6	Day	0	Day	0.06
Child's Pond Road	St Neots	NWAAT	21	1	N	4,690	1	6	Day	0	Day	0.03
Child's Pond Road	St Neots	NWAAT	21	1	N	4,690	1	6	Day	0	Day	0.03
Child's Pond Road	St Neots	NWAAT	12	1	N	4,690	1	6	Day	0	Day	0.02
Child's Pond Road	St Neots	NWAAT	15	1	N	4,690	1	6	Day	0	Day	0.02
Child's Pond Road	St Neots	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Child's Pond Road	St Neots	NWAAT	25	1	N	4,690	1	6	Day	0	Day	0.03
Child's Pond Road	St Neots	NWAAT	40	1	N	4,690	1	6	Day	0	Day	0.05
Child's Pond Road	St Neots	NWAAT	10	1	N	4,690	1	6	Day	0	Day	0.01
Church Street	St Neots	NW M-Sat 8am-6pm except for wedding and funeral vehicles	60	1	N	4,690	1	6	Day	0	Day	0.08
Church Street	St Neots	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Church Street	St Neots	NWAAT	126	1	N	4,690	1	6	Day	0	Day	0.16
Church Street	St Neots	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Cromwell Gardens	St Neots	NWAAT	7	1	N	4,690	1	6	Day	0	Day	0.01
Cromwell Gardens	St Neots	NWAAT	7	1	N	4,690	1	6	Day	0	Day	0.01
Cromwell Gardens	St Neots	NWAAT	23	1	N	4,690	1	6	Day	0	Day	0.03
Cromwell Gardens	St Neots	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Cromwell Gardens	St Neots	NWAAT	11	1	N	4,690	1	6	Day	0	Day	0.01
Cromwell Gardens	St Neots	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Cromwell Road	St Neots	NWAAT	61	1	N	4,690	1	6	Day	0	Day	0.08
Cromwell Road	St Neots	NWAAT	99	1	N	4,690	1	6	Day	0	Day	0.13
Cunningham Way	St Neots	NWAAT	15	1	N	4,690	1	6	Day	0	Day	0.02
Cunningham Way	St Neots	NWAAT	15	1	N	4,690	1	6	Day	0	Day	0.02
Dewpond Close	St Neots	NWAAT	12	1	N	4,690	1	6	Day	0	Day	0.02
Dewpond Close	St Neots	NWAAT	12	1	N	4,690	1	6	Day	0	Day	0.02
Dovehouse Close	St Neots	NWAAT	145	1	N	4,690	1	6	Day	0	Day	0.19
Dovehouse Close	St Neots	NWAAT	145	1	N	4,690	1	6	Day	0	Day	0.19
Dovehouse Close	St Neots	NWAAT	15	1	N	4,690	1	6	Day	0	Day	0.02
Dovehouse Close	St Neots	NWAAT	15	1	N	4,690	1	6	Day	0	Day	0.02
Dovehouse Close	St Neots	NWAAT	17	1	N	4,690	1	6	Day	0	Day	0.02
Dovehouse Close	St Neots	NWAAT	17	1	N	4,690	1	6	Day	0	Day	0.02
East Street	St Neots	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
East Street	St Neots	NWAAT	50	1	N	4,690	1	6	Day	0	Day	0.06
Fox Close	St Neots	NWAAT	7	1	N	4,690	1	6	Day	0	Day	0.01
Fox Close	St Neots	NWAAT	7	1	N	4,690	1	6	Day	0	Day	0.01
Great North Road	St Neots	DBH	7	3	N	1,420	2	6	Day	0	Day	0.06
Great North Road	St Neots	NWAAT	11	1	N	4,690	1	6	Day	0	Day	0.01
Great North Road	St Neots	NWAAT	22	1	N	4,690	1	6	Day	0	Day	0.03
Great North Road	St Neots	NWAAT	22	1	N	4,690	1	6	Day	0	Day	0.03
Great North Road	St Neots	NWAAT	39	1	N	4,690	1	6	Day	0	Day	0.05
Great North Road	St Neots	NWAAT	84	1	N	4,690	1	6	Day	0	Day	0.11
Great North Road	St Neots	NWAAT/NL M-Sat 8am-6pm	220	1	N	4,690	1	6	Day	0	Day	0.28
Great North Road	St Neots	NWAAT/NL M-Sat 8am-6pm	250	1	N	4,690	1	6	Day	0	Day	0.32
Green End Road	St Neots	NWAAT	30	1	N	4,690	1	6	Day	0	Day	0.04
Green End Road	St Neots	NWAAT	30	1	N	4,690	1	6	Day	0	Day	0.04
Greenfields	St Neots	NWAAT	17	1	N	4,690	1	6	Day	0	Day	0.02
Greenfields	St Neots	NWAAT	17	1	N	4,690	1	6	Day	0	Day	0.02

			Streets									
Hawkesden Road	St Neots	NW 8am-6pm	55	1	N	4,690	1	6	Day	0	Day	0.07
Hawkesden Road	St Neots	NW 8am-6pm	55	1	N	4,690	1	6	Day	0	Day	0.07
High Street	St Neots	DBH	25	3	N	1,420	2	6	Day	0	Day	0.21
High Street	St Neots	Loading Bay M-Sat 7am-7pm	17	2	N	3,000	2	6	Day	0	Day	0.07
High Street	St Neots	Loading Bay M-Sat 7am-7pm	17	2	N	3,000	2	6	Day	0	Day	0.07
High Street	St Neots	NWAAT/NL M-Sat 8am-9am & 4pm-5.30pm	44	1	N	4,690	1	6	Day	0	Day	0.06
High Street	St Neots	NWAAT/NL M-Sat 8am-9am & 4pm-5.30pm	44	1	N	4,690	1	6	Day	0	Day	0.06
Howitt's Gardens	St Neots	DBH	7	3	N	1,420	2	6	Day	0	Day	0.06
Huntingdon Street	St Neots	LW 1hr NR 1hr M-Sat 8am-6pm	39	4	N	900	4	6	Day	0	Day	1.05
Huntingdon Street	St Neots	NWAAT	20	1	N	4,690	1	6	Day	0	Day	0.03
Huntingdon Street	St Neots	NWAAT	20	1	N	4,690	1	6	Day	0	Day	0.03
Huntingdon Street	St Neots	NWAAT	28	1	N	4,690	1	6	Day	0	Day	0.04
Huntingdon Street	St Neots	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Huntingdon Street	St Neots	NWAAT	10	1	N	4,690	1	6	Day	0	Day	0.01
Huntingdon Street	St Neots	NWAAT	60	1	N	4,690	1	6	Day	0	Day	0.08
Huntingdon Street	St Neots	NWAAT	15	1	N	4,690	1	6	Day	0	Day	0.02
Huntingdon Street	St Neots	NWAAT	15	1	N	4,690	1	6	Day	0	Day	0.02
Huntingdon Street	St Neots	NWAAT	30	1	N	4,690	1	6	Day	0	Day	0.04
Huntingdon Street	St Neots	NWAAT	23	1	N	4,690	1	6	Day	0	Day	0.03
Huntingdon Street	St Neots	NWAAT	40	1	N	4,690	1	6	Day	0	Day	0.05
Huntingdon Street	St Neots	NWAAT	12	1	N	4,690	1	6	Day	0	Day	0.02
Huntingdon Street	St Neots	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Huntingdon Street	St Neots	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
King's Lane	St Neots	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
King's Lane	St Neots	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
King's Lane	St Neots	NWAAT	15	1	N	4,690	1	6	Day	0	Day	0.02
King's Lane	St Neots	NWAAT	15	1	N	4,690	1	6	Day	0	Day	0.02
King's Lane	St Neots	NWAAT	58	1	N	4,690	1	6	Day	0	Day	0.07
King's Lane	St Neots	NWAAT	58	1	N	4,690	1	6	Day	0	Day	0.07
King's Lane	St Neots	NWAAT	33	1	N	4,690	1	6	Day	0	Day	0.04
King's Lane	St Neots	NWAAT	28	1	N	4,690	1	6	Day	0	Day	0.04
King's Lane	St Neots	NWAAT	29	1	N	4,690	1	6	Day	0	Day	0.04
King's Lane	St Neots	NWAAT	45	1	N	4,690	1	6	Day	0	Day	0.06
King's Lane	St Neots	NWAAT	38	1	N	4,690	1	6	Day	0	Day	0.05
Kings Road	St Neots	NWAAT	18	1	N	4,690	1	6	Day	0	Day	0.02
Kings Road	St Neots	NWAAT	18	1	N	4,690	1	6	Day	0	Day	0.02
Kings Road	St Neots	NWAAT	18	1	N	4,690	1	6	Day	0	Day	0.02
Kings Road	St Neots	NWAAT	18	1	N	4,690	1	6	Day	0	Day	0.02
Layby outside Shortsands Home for the Elderly, Cambridge Street	St Neots	NWAAT	20	1	N	4,690	1	6	Day	0	Day	0.03
Layby outside Shortsands Home for the Elderly, Cambridge Street	St Neots	NWAAT	25	1	N	4,690	1	6	Day	0	Day	0.03
Layby outside Shortsands Home for the Elderly, Cambridge Street	St Neots	NWAAT	120	1	N	4,690	1	6	Day	0	Day	0.15
Layby outside Shortsands Home for the Elderly, Cambridge Street	St Neots	NWAAT except for wedding and funeral vehicles	48	1	N	4,690	1	6	Day	0	Day	0.06
Little End Road	St Neots	NW 8am-6pm	55	1	N	4,690	1	6	Day	0	Day	0.07
Little End Road	St Neots	NW 8am-6pm	55	1	N	4,690	1	6	Day	0	Day	0.07
Little End Road	St Neots	NW 8am-6pm	55	1	N	4,690	1	6	Day	0	Day	0.07
Longsands Road	St Neots	NWAAT	96	1	N	4,690	1	6	Day	0	Day	0.12
Longsands Road	St Neots	NWAAT	201	1	N	4,690	1	6	Day	0	Day	0.26
Longsands Road	St Neots	NWAAT	35	1	N	4,690	1	6	Day	0	Day	0.04
Longsands Road	St Neots	NWAAT	40	1	N	4,690	1	6	Day	0	Day	0.05
Longsands Road	St Neots	NWAAT	57	1	N	4,690	1	6	Day	0	Day	0.07
Longsands Road	St Neots	NWAAT	143	1	N	4,690	1	6	Day	0	Day	0.18
Manor Farm Road	St Neots	NWAAT	25	1	N	4,690	1	6	Day	0	Day	0.03
Manor Farm Road	St Neots	NWAAT	25	1	N	4,690	1	6	Day	0	Day	0.03
Market Square	St Neots	NWAAT	33	1	N	4,690	1	6	Day	0	Day	0.04
Market Square	St Neots	NWAAT	8	1	N	4,690	1	6	Day	0	Day	0.01
Market Square	St Neots	NWAAT	10	1	N	4,690	1	6	Day	0	Day	0.01
Market Square	St Neots	NWAAT/NL M-Sat 8am-9am & 4pm-5.30pm	44	1	N	4,690	1	6	Day	0	Day	0.06
Market Square	St Neots	NWAAT/NL M-Sat 8am-9am & 4pm-5.30pm	44	1	N	4,690	1	6	Day	0	Day	0.06
Market Square	St Neots	NWAAT/NL M-Sat 8am-9am & 4pm-5.30pm	40	1	N	4,690	1	6	Day	0	Day	0.05
Market Square	St Neots	SPP	11	3	N	1,420	4	6	Day	0	Day	0.18
Market Square East	St Neots	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Market Square North	St Neots	BSC 7am-7pm	30	1	N	4,690	1	6	Day	0	Day	0.04
Market Square North	St Neots	BSC 7am-7pm	29	1	N	4,690	1	6	Day	0	Day	0.04
Market Square North	St Neots	Loading Bay Market Day 5am-8am & 3pm-6pm	20	2	N	3,000	2	1	Day	0	Day	0.01
Market Square North	St Neots	Loading Bay Market Day 5am-8am & 3pm-6pm	20	2	N	3,000	2	1	Day	0	Day	0.01
Market Square North	St Neots	Loading Bay M-Sat 7am-7pm	21	2	N	3,000	2	6	Day	0	Day	0.08
Market Square North	St Neots	Loading Bay M-Sat 7am-7pm	20	2	N	3,000	2	6	Day	0	Day	0.08

			Streets									
Market Square North	St Neots	Loading Bay M-Sat 7am-7pm	21	2	N	3,000	2	6	Day	0	Day	0.08
Market Square North	St Neots	Loading Bay M-Sat 7am-7pm	20	2	N	3,000	2	6	Day	0	Day	0.08
Market Square North	St Neots	NWAAT/NL 7am-10am & 4pm-7pm	12	1	N	4,690	1	6	Day	0	Day	0.02
Market Square North	St Neots	NWAAT/NL 7am-10am & 4pm-7pm	3	1	N	4,690	1	6	Day	0	Day	0.00
Market Square North	St Neots	NWAAT/NL 7am-10am & 4pm-7pm	7	1	N	4,690	1	6	Day	0	Day	0.01
Market Square North	St Neots	NWAAT/NL 7am-10am & 4pm-7pm	7	1	N	4,690	1	6	Day	0	Day	0.01
Market Square North	St Neots	NWAAT/NLAAT	74	1	N	4,690	1	6	Day	0	Day	0.09
Market Square North	St Neots	NWAAT/NLAAT	36	1	N	4,690	1	6	Day	0	Day	0.05
Market Square South	St Neots	BSC 7am-7pm/Taxis 7pm-7am	14	1	N	4,690	1	6	Day	0	Day	0.02
Market Square South	St Neots	Loading Bay M-Sat 7am-7pm	10	2	N	3,000	2	6	Day	0	Day	0.04
Market Square South	St Neots	Loading Bay M-Sat 7am-7pm	10	2	N	3,000	2	6	Day	0	Day	0.04
Market Square South	St Neots	Loading Bay M-Sat 7am-7pm	22	2	N	3,000	2	6	Day	0	Day	0.09
Market Square South	St Neots	Loading Bay M-Sat 7am-7pm/Taxis M-Sat 7pm-7am & Sundays	14	2	N	3,000	2	6	Day	0	Day	0.06
Market Square South	St Neots	NW 8am-6pm	88	1	N	4,690	1	6	Day	0	Day	0.11
Market Square South	St Neots	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Market Square South	St Neots	NWAAT	67	1	N	4,690	1	6	Day	0	Day	0.09
Market Square South	St Neots	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Market Square South	St Neots	NWAAT/NLAAT	67	1	N	4,690	1	6	Day	0	Day	0.09
Market Square South	St Neots	NWAAT/NLAAT	36	1	N	4,690	1	6	Day	0	Day	0.05
Market Square South	St Neots	Taxis Only	28	3	N	1,420	1	6	Day	0	Day	0.12
Market Square West	St Neots	BSC 7am-7pm	25	1	N	4,690	1	6	Day	0	Day	0.03
Market Square West	St Neots	Loading Bay M-Sat 7am-7pm	15	2	N	3,000	2	6	Day	0	Day	0.06
Market Square West	St Neots	Loading Bay M-Sat 7am-7pm	15	2	N	3,000	2	6	Day	0	Day	0.06
Market Square West	St Neots	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Market Square West	St Neots	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Market Square West	St Neots	NWAAT/NLAAT	9	1	N	4,690	1	6	Day	0	Day	0.01
Market Square West	St Neots	NWAAT/NLAAT	36	1	N	4,690	1	6	Day	0	Day	0.05
Market Square West	St Neots	NWAAT/NLAAT	15	1	N	4,690	1	6	Day	0	Day	0.02
Market Square West	St Neots	NWAAT/NLAAT	36	1	N	4,690	1	6	Day	0	Day	0.05
Mill Lane	St Neots	NWAAT	448	1	N	4,690	1	6	Day	0	Day	0.57
Mill Lane	St Neots	NWAAT	448	1	N	4,690	1	6	Day	0	Day	0.57
Montagu Street	St Neots	NW M-F 8am-4pm	19	1	N	4,690	1	5	Day	0	Day	0.02
Montagu Street	St Neots	NWAAT	37	1	N	4,690	1	6	Day	0	Day	0.05
Montagu Street	St Neots	NWAAT	66	1	N	4,690	1	6	Day	0	Day	0.08
Montagu Street	St Neots	NWAAT except for wedding and funeral vehicles	66	1	N	4,690	1	6	Day	0	Day	0.08
Navigation Wharf	St Neots	NW M-Sat 8am-6pm	76	1	N	4,690	1	6	Day	0	Day	0.10
Navigation Wharf	St Neots	NW M-Sat 8am-6pm	76	1	N	4,690	1	6	Day	0	Day	0.10
Navigation Wharf	St Neots	NWAAT	51	1	N	4,690	1	6	Day	0	Day	0.07
Navigation Wharf	St Neots	NWAAT	51	1	N	4,690	1	6	Day	0	Day	0.07
Nelson Road	St Neots	NWAAT	65	1	N	4,690	1	6	Day	0	Day	0.08
Nelson Road	St Neots	NWAAT	65	1	N	4,690	1	6	Day	0	Day	0.08
New Street	St Neots	LW 1hr NR 1hr M-Sat 8am-6pm	39	4	N	900	4	6	Day	0	Day	1.05
New Street	St Neots	LW 1hr NR 1hr M-Sat 8am-6pm	39	4	N	900	4	6	Day	0	Day	1.05
New Street	St Neots	LW 1hr NR 1hr M-Sat 8am-6pm	39	4	N	900	4	6	Day	0	Day	1.05
New Street	St Neots	NW Th 8am-6pm	70	1	N	4,690	1	1	Day	0	Day	0.01
New Street	St Neots	NW Th 8am-6pm	100	1	N	4,690	1	1	Day	0	Day	0.02
New Street	St Neots	NWAAT	75	1	N	4,690	1	6	Day	0	Day	0.10
New Street	St Neots	NWAAT	55	1	N	4,690	1	6	Day	0	Day	0.07
New Street	St Neots	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
New Street	St Neots	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
New Street	St Neots	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
New Street	St Neots	RPH M-Sat 8am-6pm	50	3	N	1,420	1	6	Day	0	Day	0.21
Old Great North Road	St Neots	NW M-F 8.30am-9.30am & 2.30pm-3.30pm	50	1	N	4,690	1	5	Day	0	Day	0.05
Old Great North Road	St Neots	NW M-F 8.30am-9.30am & 2.30pm-3.30pm	35	1	N	4,690	1	5	Day	0	Day	0.04
Old Great North Road	St Neots	NW M-F 8.30am-9.30am & 2.30pm-3.30pm	58	1	N	4,690	1	5	Day	0	Day	0.06
Old Great North Road	St Neots	NWAAT	175	1	N	4,690	1	6	Day	0	Day	0.22
Old Great North Road	St Neots	NWAAT	65	1	N	4,690	1	6	Day	0	Day	0.08
Old Great North Road	St Neots	NWAAT	10	1	N	4,690	1	6	Day	0	Day	0.01
Old Great North Road	St Neots	NWAAT	30	1	N	4,690	1	6	Day	0	Day	0.04
Parkway	St Neots	NWAAT	10	1	N	4,690	1	6	Day	0	Day	0.01
Parkway	St Neots	NWAAT	10	1	N	4,690	1	6	Day	0	Day	0.01
Princes Drive	St Neots	NWAAT	22	1	N	4,690	1	6	Day	0	Day	0.03
Princes Drive	St Neots	NWAAT	14	1	N	4,690	1	6	Day	0	Day	0.02
Priory Lane and The Priory	St Neots	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Priory Lane and The Priory	St Neots	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Priory Road	St Neots	NW M-F 8am-5pm	26	1	N	4,690	1	5	Day	0	Day	0.03
Priory Road	St Neots	NW M-F 8am-5pm	26	1	N	4,690	1	5	Day	0	Day	0.03
Priory Road	St Neots	NWAAT	20	1	N	4,690	1	6	Day	0	Day	0.03
Priory Road	St Neots	NWAAT	20	1	N	4,690	1	6	Day	0	Day	0.03
Queens Gardens	St Neots	DBH	7	3	N	1,420	2	6	Day	0	Day	0.06

			Streets									
Queens Gardens	St Neots	NWAAT	15	1	N	4,690	1	6	Day	0	Day	0.02
Queens Gardens	St Neots	NWAAT	15	1	N	4,690	1	6	Day	0	Day	0.02
River Terrace	St Neots	NWAAT	62	1	N	4,690	1	6	Day	0	Day	0.08
River Terrace	St Neots	NWAAT	62	1	N	4,690	1	6	Day	0	Day	0.08
River Terrace	St Neots	NWAAT	40	1	N	4,690	1	6	Day	0	Day	0.05
River Terrace	St Neots	NWAAT	40	1	N	4,690	1	6	Day	0	Day	0.05
Rowley Road	St Neots	NWAAT	30	1	N	4,690	1	6	Day	0	Day	0.04
Rowley Road	St Neots	NWAAT	30	1	N	4,690	1	6	Day	0	Day	0.04
Russell Street	St Neots	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Russell Street	St Neots	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Ryecroft Avenue	St Neots	DBH	7	3	N	1,420	2	6	Day	0	Day	0.06
Ryecroft Avenue	St Neots	NWAAT	20	1	N	4,690	1	6	Day	0	Day	0.03
Ryecroft Avenue	St Neots	NWAAT	20	1	N	4,690	1	6	Day	0	Day	0.03
Sandfields Road	St Neots	NWAAT	38	1	N	4,690	1	6	Day	0	Day	0.05
Sandfields Road	St Neots	NWAAT	38	1	N	4,690	1	6	Day	0	Day	0.05
Sandwich Road	St Neots	NWAAT	15	1	N	4,690	1	6	Day	0	Day	0.02
Sandwich Road	St Neots	NWAAT	15	1	N	4,690	1	6	Day	0	Day	0.02
Sandwich Road	St Neots	NWAAT	15	1	N	4,690	1	6	Day	0	Day	0.02
Sandwich Road	St Neots	NWAAT	15	1	N	4,690	1	6	Day	0	Day	0.02
Sandwich Road	St Neots	NWAAT	16	1	N	4,690	1	6	Day	0	Day	0.02
Sandwich Road	St Neots	NWAAT	25	1	N	4,690	1	6	Day	0	Day	0.03
School Lane	St Neots	NWAAT	30	1	N	4,690	1	6	Day	0	Day	0.04
School Lane	St Neots	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Shaftesbury Avenue	St Neots	NWAAT	25	1	N	4,690	1	6	Day	0	Day	0.03
Shaftesbury Avenue	St Neots	NWAAT	25	1	N	4,690	1	6	Day	0	Day	0.03
Shaftesbury Avenue	St Neots	NWAAT	15	1	N	4,690	1	6	Day	0	Day	0.02
Shirdley Road	St Neots	NWAAT	15	1	N	4,690	1	6	Day	0	Day	0.02
Shirdley Road	St Neots	NWAAT	15	1	N	4,690	1	6	Day	0	Day	0.02
Simpkin Close	St Neots	NWAAT	20	1	N	4,690	1	6	Day	0	Day	0.03
Simpkin Close	St Neots	NWAAT	20	1	N	4,690	1	6	Day	0	Day	0.03
South Street	St Neots	Loading Bay M-Sat 7am-7pm/Taxis M-Sat 7pm-7am & Sundays	23	2	N	3,000	2	6	Day	0	Day	0.09
South Street	St Neots	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
South Street	St Neots	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
South Street	St Neots	NWAAT/NLAAT	36	1	N	4,690	1	6	Day	0	Day	0.05
South Street	St Neots	NWAAT/NLAAT	28	1	N	4,690	1	6	Day	0	Day	0.04
South Street	St Neots	NWAAT/NLAAT	20	1	N	4,690	1	6	Day	0	Day	0.03
St Anselm Place	St Neots	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
St Anselm Place	St Neots	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
St Anselm Place	St Neots	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
St Anselm Place	St Neots	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
St Anselm Place	St Neots	NWAAT	140	1	N	4,690	1	6	Day	0	Day	0.18
St Anselm Place	St Neots	NWAAT	130	1	N	4,690	1	6	Day	0	Day	0.17
St Marys Street	St Neots	LW 2hrs NR 2hrs M-Sat 8am-6pm	50	4	N	900	2	6	Day	0	Day	0.67
St Marys Street	St Neots	LW 2hrs NR 2hrs M-Sat 8am-6pm	50	4	N	900	2	6	Day	0	Day	0.67
St Marys Street	St Neots	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
St Marys Street	St Neots	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
St Marys Street	St Neots	NWAAT	34	1	N	4,690	1	6	Day	0	Day	0.04
St Marys Street	St Neots	NWAAT	24	1	N	4,690	1	6	Day	0	Day	0.03
Station Road	St Neots	NW 8am-6pm	55	1	N	4,690	1	6	Day	0	Day	0.07
Station Road	St Neots	NW 8am-6pm	55	1	N	4,690	1	6	Day	0	Day	0.07
Tan Yard	St Neots	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Tan Yard	St Neots	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Tan Yard	St Neots	NWAAT	10	1	N	4,690	1	6	Day	0	Day	0.01
Tan Yard	St Neots	NWAAT	21	1	N	4,690	1	6	Day	0	Day	0.03
Tan Yard	St Neots	NWAAT	20	1	N	4,690	1	6	Day	0	Day	0.03
Tan Yard	St Neots	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Tebbutts Road and rear service road	St Neots	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Tebbutts Road and rear service road	St Neots	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
The Crescent	St Neots	NWAAT	10	1	N	4,690	1	6	Day	0	Day	0.01
The Crescent	St Neots	NWAAT	10	1	N	4,690	1	6	Day	0	Day	0.01
Unnamed link road between Akerman Street and School Lane	St Neots	NWAAT	15	1	N	4,690	1	6	Day	0	Day	0.02
Unnamed link road between Akerman Street and School Lane	St Neots	NWAAT	15	1	N	4,690	1	6	Day	0	Day	0.02
Unnamed link road between Akerman Street and School Lane	St Neots	NWAAT	47	1	N	4,690	1	6	Day	0	Day	0.06
Old Great North Road	Stibbington	NWAAT	146	5	Y	9,250	1	6	Week	0	Day	0.01
Old Great North Road	Stibbington	NWAAT	146	5	Y	9,250	1	6	Week	0	Day	0.01
Church Street	Stilton	NWAAT	35	5	Y	9,250	1	6	Week	0	Day	0.00

			Streets									
Church Street	Stilton	NWAAT	35	5	Y	9,250	1	6	Week	0	Day	0.00
Fen Street	Stilton	NW M-F 9am-5pm	19	5	Y	9,250	1	5	Week	0	Day	0.00
Fen Street	Stilton	NWAAT	27	5	Y	9,250	1	6	Week	0	Day	0.00
Fen Street	Stilton	NWAAT	36	5	Y	9,250	1	6	Week	0	Day	0.00
High Street	Stilton	NWAAT	20	5	Y	9,250	1	6	Week	0	Day	0.00
High Street	Stilton	NWAAT	30	5	Y	9,250	1	6	Week	0	Day	0.00
High Street	Stilton	NWAAT	20	5	Y	9,250	1	6	Week	0	Day	0.00
North Street	Stilton	NWAAT	15	5	Y	9,250	1	6	Week	0	Day	0.00
North Street	Stilton	NWAAT	20	5	Y	9,250	1	6	Week	0	Day	0.00
Oak Road	Stilton	NWAAT	30	5	Y	9,250	1	6	Week	0	Day	0.00
Oak Road	Stilton	NWAAT	15	5	Y	9,250	1	6	Week	0	Day	0.00
High Street	Warboys	NWAAT	40	5	Y	9,250	1	6	Week	0	Day	0.00
Ramsey Road	Warboys	NWAAT	40	5	Y	9,250	1	6	Week	0	Day	0.00
Eltisley Road	Waresley	NWAAT	50	5	Y	9,250	1	6	Week	0	Day	0.00
Gamlingay Road	Waresley	NWAAT	74	5	Y	9,250	1	6	Week	0	Day	0.01
Gamlingay Road	Waresley	NWAAT	93	5	Y	9,250	1	6	Week	0	Day	0.01
Askew's Lane	Yaxley	NWAAT	45	1	N	4,690	1	6	week	0	Day	0.01
Askew's Lane	Yaxley	NWAAT	45	1	N	4,690	1	6	week	0	Day	0.01
Beauvoir Place	Yaxley	NWAAT	10	1	N	4,690	1	6	week	0	Day	0.00
Beauvoir Place	Yaxley	NWAAT	10	1	N	4,690	1	6	week	0	Day	0.00
Blenheim Way	Yaxley	NWAAT	30	1	N	4,690	1	6	week	0	Day	0.01
Blenheim Way	Yaxley	NWAAT	30	1	N	4,690	1	6	week	0	Day	0.01
Broadway	Yaxley	NWAAT	30	1	N	4,690	1	6	week	0	Day	0.01
Chapel Street	Yaxley	NWAAT	15	1	N	4,690	1	6	week	0	Day	0.00
Chapel Street	Yaxley	NWAAT	9	1	N	4,690	1	6	week	0	Day	0.00
Chapel Street	Yaxley	NWAAT	183	1	N	4,690	1	6	week	0	Day	0.03
Church Street	Yaxley	NWAAT	125	1	N	4,690	1	6	week	0	Day	0.02
Church Street	Yaxley	NWAAT	52	1	N	4,690	1	6	week	0	Day	0.01
Church Street	Yaxley	NWAAT	207	1	N	4,690	1	6	week	0	Day	0.04
Landsdowne Road	Yaxley	NWAAT	47	1	N	4,690	1	6	week	0	Day	0.01
Landsdowne Road	Yaxley	NWAAT	47	1	N	4,690	1	6	week	0	Day	0.01
Main Street	Yaxley	NW M-Sat 8am-6pm	36	1	N	4,690	1	6	Week	0	Day	0.01
Main Street	Yaxley	NW M-Sat 8am-6pm	110	1	N	4,690	1	6	Week	0	Day	0.02
Main Street	Yaxley	NWAAT	35	1	N	4,690	1	6	week	0	Day	0.01
Main Street	Yaxley	NWAAT	35	1	N	4,690	1	6	week	0	Day	0.01
Main Street	Yaxley	NWAAT	36	1	N	4,690	1	6	week	0	Day	0.01
Main Street	Yaxley	NWAAT	30	1	N	4,690	1	6	week	0	Day	0.01
Main Street	Yaxley	NWAAT	30	1	N	4,690	1	6	week	0	Day	0.01
Main Street	Yaxley	NWAAT	35	1	N	4,690	1	6	week	0	Day	0.01
Mere View	Yaxley	NWAAT	23	1	N	4,690	1	6	week	0	Day	0.00
Middletons Road	Yaxley	NWAAT	22	1	N	4,690	1	6	week	0	Day	0.00
Middletons Road	Yaxley	NWAAT	22	1	N	4,690	1	6	week	0	Day	0.00
Queen Street	Yaxley	NW M-F 7.45am-9.30am & 2.30pm-4.30pm	34	1	N	4,690	1	5	Week	0	Day	0.01
Queen Street	Yaxley	NW M-F 7.45am-9.30am & 2.30pm-4.30pm	46	1	N	4,690	1	5	Week	0	Day	0.01
Queen Street	Yaxley	NW M-F 7.45am-9.30am & 2.30pm-4.30pm	42	1	N	4,690	1	5	Week	0	Day	0.01
The Broadway	Yaxley	NS 7am-7pm except buses	50	1	N	4,690	1	6	Week	0	Day	0.01
The Broadway	Yaxley	NS 7am-7pm except buses	50	1	N	4,690	1	6	Week	0	Day	0.01
The Broadway	Yaxley	NWAAT	48	1	N	4,690	1	6	week	0	Day	0.01
Wykes Road	Yaxley	DBH	3	3	N	1,420	1	6	Week	0	Day	0.00
			57,980									**105.02**

APPENDIX F
Summary sheets of the model variations including the split between CCC and HDC.

V1 Off street enforcement In House. On street enforcement and ALL notice processing by CCC.

V2A HDC off street only. Enforcement and notice processing.

V2B CCC on street only. Enforcement and notice processing.

V3 All services provided by CCC

V4 The Base model with 10% less PCNs on street.

V5 As for V3 with all services provided by a Contractor

TMA 2004 - FINANCIAL MODEL OF IMPLEMENTATION

MODEL VERSION:	**July 2017 V1**
MODEL DATE:	**27-Jul-17**

CLIENT: ***HUNTINGDONSHIRE DISTRICT COUNCIL***

VERSION: **July 2017 V1**

VERSION	NOTES ON VERSION CHANGES & STATUS
July 2017 base	final in house base model
July 2017 V1	All off street enf in house. All on street and admin for both by County
July 2017 V2A	HDC off street only model
July 2017 V2B	CC on street only model
July 2017 V3	All enf and admin by County
July 2017 V4	Base with 10% less on street PCNs

MODEL OPTIONS SELECTED:

Civil Enforcement Officer TIME ALLOCATION:

If the Civil Enforcement Officers have duties which reduce the effective time they will spend enforcing the parking regulations, this will be reflected by a proportional split being entered for the Other Duties (Enforcement Duties will adjust automatically).

Actions: Enter required percentages under On-Street and/or Off-Street

	Non-Parking Enforcement Duties		Parking Enforcement
	Options:	Selected Option	Balance
On-Street	0 - 100%	0%	100%
Off-Street	0 - 100%	0%	100%

ON-STREET PAY & DISPLAY CHARGING:

The model has three possible options which can be selected as follows: -

Current	Select for no-change to the current status on implementation of CPE
New P&D-1	Includes the income and expenses derived from schedule "P&D-1"
New P&D- 1&2	Includes the income and expenses derived from schedule "P&D-1" and schedule "P&D-2".

Actions: Select one "Option" and copy over "Selected Option" to revise model

Options:	Selected Option	Option Number
Current	*Current*	1
New P&D-1	Refresh PCN Tables after Changing Selection	
New P&D-1&2		

OFF-STREET CAR PARK CHARGING

The model has three possible options which can be selected as follows: -

Current	Select for no change to tarrifs or transaction volumes
Option 1	Considers revised tarrifs, transaction volumes and distributions of transaction by tarrif.
Option 2	Considers same changes as Option 1 but for alternative tarrif structure.

Actions: Select one "Option" and copy over "Selected Option" to revise model

Options:	Selected Option
Current	*Current*
Option 1	
Option 2	

OFF-STREET CAR PARK TRANSACTION VOLUMES INCREASE

This is the estimated increase in transaction volumes experienced in Off-Street Car Parks post CPE.

Apply percentage volume increase to "Current" Income

Actions: Select the required option to apply or not apply the percentage change to "Current Income"; then Enter required percentage volume increase under "Selected Option"

Options:	Selected Option
Yes or No	Yes
0 - 100%	1%

OFF-STREET CAR PARK CHARGING IN FREE CAR PARKS

Selecting the "Yes" Option will include an estimated volume of transactions from Free Car Parks to be included in the calculation of "Off-Street Car Park Charging". It will also modify the Enforcement required now these Car Parks are charged for.

Actions: Select one "Option" and copy over "Selected Option" to revise model

Options:	Selected Option
Yes	No
No	

CURRENT VAT RATE

The model will use this rate for all calculations involving VAT

Actions: Enter current VAT rate under "VAT Rate"

Range	VAT Rate
0 - 100%	20.0%

LEASING RATES

The model uses 3 or 5 year periods for leasing items, as selected per item. Enter current rates per £1,000 per annum:

Rate for 3 year leases:	£310
Rate for 5 year leases:	£230

TMA 2004 - FINANCIAL MODEL OF IMPLEMENTATION

MODEL VERSION:	**July 2017 V1**
MODEL DATE:	**27-Jul-17**

CLIENT: ***HUNTINGDONSHIRE DISTRICT COUNCIL***

VERSION: **July 2017 V1**

VERSION	NOTES ON VERSION CHANGES & STATUS
July 2017 base	final in house base model
July 2017 V1	All off street enf in house. All on street and admin for both by County
July 2017 V2A	HDC off street only model
July 2017 V2B	CC on street only model
July 2017 V3	All enf and admin by County
July 2017 V4	Base with 10% less on street PCNs

SUMMARY OF MARGINAL INCOME & EXPENDITURE

START-UP =	**Enter 1 - 3** 1 **MONTHS**	**SCH REF**	**START-UP PERIOD (months)**	**START-UP CAPITAL**	**START-UP EXPENSES**	**FIRST 12 MTHS**	**SECOND 12 MTHS**	**THIRD 12 MTHS**	**FOURTH 12 MTHS**	**FIFTH 12 MTHS**
INCOME										
	PCNs ISSUED				0	8,521	8,976	8,976	8,976	8,976
	PCN PAYMENTS	1	NB includes impact of differential PCNs		£0	£91,853	£107,960	£107,960	£107,960	£107,960
	CLAMP & REMOVAL PAYMENTS				£0	£0	£0	£0	£0	£0
	PERMIT PAYMENTS	2			£0	£0	£0	£0	£0	£0
	CAR PARK RECEIPTS	3			£0	£20,130	£20,130	£20,130	£20,130	£20,130
	ON STREET CHARGING	3			£0	£1,290	£1,290	£1,290	£1,290	£1,290
	NET C.COURT PROCEEDS	4			£0	£4,893	£19,572	£19,572	£19,572	£19,572
	TOTAL PAYMENTS				£0	£118,166	£148,952	£148,952	£148,952	£148,952
EXPENSES:							3%	3%	3%	3%
	OPERATIONAL MANAGEMENT	5	1	£110,617	£20,671	£1,458	£1,501	£1,546	£1,593	£1,640
	ON-STREET ENFORCEMENT	6	1	£20,030	£17,439	£129,870	£133,767	£137,780	£141,913	£146,170
	OFF-STREET ENFORCEMENT	7	1	£15,330	£1,688	(£19,523)	(£20,109)	(£20,712)	(£21,334)	(£21,974)
	CLAMP & REMOVAL CONTROL		1	£0	£0	£0	£0	£0	£0	£0
	TICKET & PERMITS PROCESSING	8	1	£0	£3,762	£45,149	£46,503	£47,898	£49,335	£50,815
	PAY & DISPLAY	9	1	£0	£0	£0	£0	£0	£0	£0
	TOTAL EXPENSES			£145,977	£43,560	£156,953	£161,662	£166,512	£171,507	£176,652
ANNUAL NET SURPLUS OR (DEFICIT)				(£145,977)	(£43,560)	(£38,787)	(£12,710)	(£17,559)	(£22,555)	(£27,700)
CUMULATIVE NET SURPLUS OR (DEFICIT) EXCLUDING CAPITAL					**(£43,560)**	**(£82,347)**	**(£95,057)**	**(£112,616)**	**(£135,171)**	**(£162,871)**
CUMULATIVE NET SURPLUS OR (DEFICIT)INCLUDING CAPITAL					**(£189,537)**	**(£228,324)**	**(£241,034)**	**(£258,593)**	**(£281,148)**	**(£308,848)**
	NPV INTEREST RATE	**6%**								
	YEAR END NPVs (EXCLUDING CAPITAL)					**(£80,152)**	**(£91,463)**	**(£106,206)**	**(£124,072)**	**(£144,771)**
	NPV INTEREST RATE	**6%**								
	YEAR END NPVs (INCLUDING CAPITAL)					**(£226,129)**	**(£237,440)**	**(£252,184)**	**(£270,049)**	**(£290,748)**

Notes:-

1 NPV - Calculation assumes that the Start Up Cost is a negative cash flow at the start of year 1 and that each years cash flow thereafter is received at the end of the year.
2 SCH REF - Reference to the detailed working schedules attached.
3 Start up costs include capital costs, one-off costs incurred before commencement, and percentage of first year expenses calculated from number of months selected in Start-up Period.

TMA 2004 - FINANCIAL MODEL OF IMPLEMENTATION

MODEL VERSION:	July 2017 V1
MODEL DATE:	27-Jul-17

CLIENT: HUNTINGDONSHIRE DISTRICT COUNCIL

VERSION: July 2017 V1

ANALYSIS BETWEEN ON-STREET AND OFF-STREET INCOME AND COSTS

NB: THE RESULTS BELOW ARE THE MARGINAL CHANGE TO THE PARKING ACCOUNT, AND DO NOT THEREFORE REPRESENT THE FULL ON-OFF-STREET RING FENCED ACCOUNT POST-CPE.

			% SPLIT	START-UP CAPITAL	START-UP EXPENSES	FIRST 12 MTHS	SECOND 12 MTHS	THIRD 12 MTHS	FOURTH 12 MTHS	FIFTH 12 MTHS
		PCNs ISSUED:				8,521	8,976	8,976	8,976	8,976
		ON-STREET:	59.3%			5,049	5,318	5,318	5,318	5,318
		OFF-STREET:	40.8%			3,473	3,659	3,659	3,659	3,659
INCOME			**BASIS OF SPLIT**							
	PCN PAYMENTS	TOTAL:				£ 91,853	£ 107,931	£ 107,931	£ 107,931	£ 107,931
		ON-STREET:				£ 109,573	£ 125,651	£ 125,651	£ 125,651	£ 125,651
		OFF-STREET:				(£ 17,720)	(£ 17,720)	(£ 17,720)	(£ 17,720)	(£ 17,720)
	PERMIT PAYMENTS	TOTAL:			£ 0	£ 0	£ 0	£ 0	£ 0	£ 0
		ON-STREET:	100%		£ 0	£ 0	£ 0	£ 0	£ 0	£ 0
		OFF-STREET:	0%		£ 0	£ 0	£ 0	£ 0	£ 0	£ 0
	CAR PARK RECEIPTS	TOTAL:				£ 20,130	£ 20,130	£ 20,130	£ 20,130	£ 20,130
		ON-STREET:	0%			£ 0	£ 0	£ 0	£ 0	£ 0
		OFF-STREET:	100%			£ 20,130	£ 20,130	£ 20,130	£ 20,130	£ 20,130
	ON STREET CHARGING	TOTAL:				£ 1,290	£ 1,290	£ 1,290	£ 1,290	£ 1,290
		ON-STREET:	100%			£ 1,290	£ 1,290	£ 1,290	£ 1,290	£ 1,290
		OFF-STREET:	0%			£ 0	£ 0	£ 0	£ 0	£ 0
	NET C.COURT PROCEEDS	TOTAL:				£ 4,893	£ 19,572	£ 19,572	£ 19,572	£ 19,572
		ON-STREET:	59.3%			£ 2,899	£ 11,597	£ 11,597	£ 11,597	£ 11,597
		OFF-STREET:	40.8%			£ 1,994	£ 7,978	£ 7,978	£ 7,978	£ 7,978
EXPENSES:										
	OPERATIONAL MANAGEMENT	TOTAL:		£ 110,617	£ 20,671	£ 1,458	£ 1,501	£ 1,546	£ 1,593	£ 1,640
		ON-STREET:	59.3%	£ 102,617	£ 12,248	£ 864	£ 890	£ 916	£ 944	£ 972
		OFF-STREET:	40.8%	£ 8,000	£ 8,426	£ 594	£ 612	£ 630	£ 649	£ 669
	ON-STREET ENFORCEMENT	TOTAL:		£ 20,030	£ 17,439	£ 129,870	£ 133,767	£ 137,780	£ 141,913	£ 146,170
		ON-STREET:	100%	£ 20,030	£ 17,439	£ 129,870	£ 133,767	£ 137,780	£ 141,913	£ 146,170
		OFF-STREET:	0%	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0
	OFF-STREET ENFORCEMENT	TOTAL:		£ 15,330	£ 1,688	(£ 19,523)	(£ 20,109)	(£ 20,712)	(£ 21,334)	(£ 21,974)
		ON-STREET:	0%	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0
		OFF-STREET:	100%	£ 15,330	£ 1,688	(£ 19,523)	(£ 20,109)	(£ 20,712)	(£ 21,334)	(£ 21,974)
	TICKET & PERMITS PROCESSING	TOTAL:		£ 0	£ 3,762	£ 45,149	£ 46,503	£ 47,898	£ 49,335	£ 50,815
		ON-STREET:	59.3%	£ 0	£ 2,229	£ 33,204	£ 34,201	£ 35,227	£ 36,283	£ 37,372
		OFF-STREET:	40.8%	£ 0	£ 1,534	£ 11,944	£ 12,302	£ 12,672	£ 13,052	£ 13,443
		inflation	3.0%							
	PAY & DISPLAY	TOTAL:		£ 0	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0
		ON-STREET:	100%	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0
		OFF-STREET:	0%	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0
	INCOME	ON-STREET:			£ 0	£ 113,762	£ 138,538	£ 138,538	£ 138,538	£ 138,538
	INCOME	OFF-STREET:			£ 0	£ 4,404	£ 10,387	£ 10,387	£ 10,387	£ 10,387
	TOTAL INCOME:				£ 0	£ 118,166	£ 148,926	£ 148,926	£ 148,926	£ 148,926
	EXPENSES	ON-STREET:		£ 122,647	£ 31,916	£ 163,938	£ 168,857	£ 173,922	£ 179,140	£ 184,514
	EXPENSES	OFF-STREET:		£ 23,330	£ 11,647	(£ 6,985)	(£ 7,195)	(£ 7,410)	(£ 7,633)	(£ 7,862)
	TOTAL EXPENSES:			£ 145,977	£ 43,563	£ 156,953	£ 161,662	£ 166,512	£ 171,507	£ 176,652
	ANNUAL NET SURPLUS OR (DEFICIT):	ON-STREET:		(£ 122,647)	(£ 31,916)	(£ 50,176)	(£ 30,318)	(£ 35,384)	(£ 40,602)	(£ 45,976)
		OFF-STREET:		(£ 23,330)	(£ 11,647)	£ 11,389	£ 17,582	£ 17,798	£ 18,020	£ 18,249
				(£ 145,977)	(£ 43,563)	(£ 38,787)	(£ 12,736)	(£ 17,586)	(£ 22,581)	(£ 27,727)
	CUMULATIVE NET SURPLUS OR (DEFICIT) EXCLUDING CAPITAL	ON-STREET:			(£ 31,916)	(£ 82,092)	(£ 112,410)	(£ 147,794)	(£ 188,396)	(£ 234,372)
		OFF-STREET:			(£ 11,647)	(£ 257)	£ 17,325	£ 35,122	£ 53,142	£ 71,392
				£ 0	(£ 43,563)	(£ 82,350)	(£ 95,086)	(£ 112,672)	(£ 135,253)	(£ 162,980)
	CUMULATIVE NET SURPLUS OR (DEFICIT) INCLUDING CAPITAL	ON-STREET:		(£ 122,647)	(£ 154,563)	(£ 204,739)	(£ 235,058)	(£ 270,441)	(£ 311,043)	(£ 357,019)
		OFF-STREET:		(£ 23,330)	(£ 34,977)	(£ 23,587)	(£ 6,005)	£ 11,792	£ 29,812	£ 48,062
				(£ 145,977)	(£ 189,540)	(£ 228,327)	(£ 241,063)	(£ 258,649)	(£ 281,231)	(£ 308,957)

TMA 2004 - FINANCIAL MODEL OF IMPLEMENTATION

MODEL VERSION:	**July 2017 V2A**
MODEL DATE:	**27-Jul-17**

CLIENT: ***HUNTINGDONSHIRE DISTRICT COUNCIL***

VERSION: **July 2017 V2A**

VERSION	NOTES ON VERSION CHANGES & STATUS
July 2017 base	final in house base model
July 2017 V1	All off street enf in house. All on street and admin for both by County
July 2017 V2A	HDC off street only model
July 2017 V2B	CC on street only model
July 2017 V3	All enf and admin by County
July 2017 V4	Base with 10% less on street PCNs

MODEL OPTIONS SELECTED:

Civil Enforcement Officer TIME ALLOCATION:

If the Civil Enforcement Officers have duties which reduce the effective time they will spend enforcing the parking regulations, this will be reflected by a proportional split being entered for the Other Duties (Enforcement Duties will adjust automatically).

Actions: Enter required percentages under On-Street and/or Off-Street

	Non-Parking Enforcement Duties		Parking Enforcement
	Options:	Selected Option	Balance
On-Street	0 - 100%	0%	100%
Off-Street	0 - 100%	0%	100%

ON-STREET PAY & DISPLAY CHARGING:

The model has three possible options which can be selected as follows: -

Current	Select for no-change to the current status on implementation of CPE
New P&D-1	Includes the income and expenses derived from schedule "P&D-1"
New P&D- 1&2	Includes the income and expenses derived from schedule "P&D-1" and schedule "P&D-2".

Actions: Select one "Option" and copy over "Selected Option" to revise model

Options:	Selected Option	Option Number
Current	*Current*	1
New P&D-1	Refresh PCN Tables after Changing Selection	
New P&D-1&2		

OFF-STREET CAR PARK CHARGING

The model has three possible options which can be selected as follows: -

Current	Select for no change to tarrifs or transaction volumes
Option 1	Considers revised tarrifs, transaction volumes and distributions of transaction by tarrif.
Option 2	Considers same changes as Option 1 but for alternative tarrif structure.

Actions: Select one "Option" and copy over "Selected Option" to revise model

Options:	Selected Option
Current	*Current*
Option 1	
Option 2	

OFF-STREET CAR PARK TRANSACTION VOLUMES INCREASE

This is the estimated increase in transaction volumes experienced in Off-Street Car Parks post CPE.

Actions: Apply percentage volume increase to "Current" Income
Select the required option to apply or not apply the percentage change to "Current Income"; then Enter required percentage volume increase under "Selected Option"

Options:	Selected Option
Yes or No	Yes
0 - 100%	1%

OFF-STREET CAR PARK CHARGING IN FREE CAR PARKS

Selecting the "Yes" Option will include an estimated volume of transactions from Free Car Parks to be included in the calculation of "Off-Street Car Park Charging". It will also modify the Enforcement required now these Car Parks are charged for.

Actions: Select one "Option" and copy over "Selected Option" to revise model

Options:	Selected Option
Yes	No
No	

CURRENT VAT RATE

The model will use this rate for all calculations involving VAT

Actions: Enter current VAT rate under "VAT Rate"

Range	VAT Rate
0 - 100%	20.0%

LEASING RATES

The model uses 3 or 5 year periods for leasing items, as selected per item. Enter current rates per £1,000 per annum:

Rate for 3 year leases:	£310
Rate for 5 year leases:	£230

TMA 2004 - FINANCIAL MODEL OF IMPLEMENTATION

MODEL VERSION:	**July 2017 V2A**
MODEL DATE:	**27-Jul-17**

CLIENT: ***HUNTINGDONSHIRE DISTRICT COUNCIL***

VERSION: July 2017 V2A

VERSION	NOTES ON VERSION CHANGES & STATUS
July 2017 base	final in house base model
July 2017 V1	All off street enf in house. All on street and admin for both by County
July 2017 V2A	HDC off street only model
July 2017 V2B	CC on street only model
July 2017 V3	All enf and admin by County
July 2017 V4	Base with 10% less on street PCNs

SUMMARY OF MARGINAL INCOME & EXPENDITURE

START-UP =	**Enter 1 - 3** 1 **MONTHS**	**SCH REF**	**START-UP PERIOD (months)**	**START-UP CAPITAL**	**START-UP EXPENSES**	**FIRST 12 MTHS**	**SECOND 12 MTHS**	**THIRD 12 MTHS**	**FOURTH 12 MTHS**	**FIFTH 12 MTHS**
INCOME										
	PCNs ISSUED				0	3,659	3,659	3,659	3,659	3,659
	PCN PAYMENTS	1	NB includes impact of differential PCNs		£0	(£4,749)	(£17,695)	(£17,695)	(£17,695)	(£17,695)
	CLAMP & REMOVAL PAYMENTS				£0	£0	£0	£0	£0	£0
	PERMIT PAYMENTS	2			£0	£0	£0	£0	£0	£0
	CAR PARK RECEIPTS	3			£0	£20,130	£20,130	£20,130	£20,130	£20,130
	ON STREET CHARGING	3			£0	£0	£0	£0	£0	£0
	NET C.COURT PROCEEDS	4			£0	£1,600	£6,399	£6,399	£6,399	£6,399
	TOTAL PAYMENTS				£0	£16,980	£8,834	£8,834	£8,834	£8,834
EXPENSES:							3%	3%	3%	3%
	OPERATIONAL MANAGEMENT	5	1	£8,000	£20,671	£1,458	£1,501	£1,546	£1,593	£1,640
	ON-STREET ENFORCEMENT	6	1	£0	£0	£0	£0	£0	£0	£0
	OFF-STREET ENFORCEMENT	7	1	£15,330	£1,688	(£19,523)	(£20,109)	(£20,712)	(£21,334)	(£21,974)
	CLAMP & REMOVAL CONTROL		1	£0	£0	£0	£0	£0	£0	£0
	TICKET & PERMITS PROCESSING	8	1	£6,000	£6,356	£7,097	£7,310	£7,529	£7,755	£7,988
	PAY & DISPLAY	9	1	£0	£0	£0	£0	£0	£0	£0
	TOTAL EXPENSES			£29,330	£28,716	(£10,969)	(£11,298)	(£11,637)	(£11,986)	(£12,345)
ANNUAL NET SURPLUS OR (DEFICIT)				(£29,330)	(£28,716)	£27,949	£20,131	£20,470	£20,819	£21,179
CUMULATIVE NET SURPLUS OR (DEFICIT) EXCLUDING CAPITAL					**(£28,716)**	**(£767)**	**£19,365**	**£39,835**	**£60,654**	**£81,833**
CUMULATIVE NET SURPLUS OR (DEFICIT)INCLUDING CAPITAL					**(£58,046)**	**(£30,097)**	**(£9,965)**	**£10,505**	**£31,324**	**£52,503**
	NPV INTEREST RATE	**6%**								
	YEAR END NPVs (EXCLUDING CAPITAL)					**(£2,349)**	**£15,568**	**£32,755**	**£49,246**	**£65,072**
	NPV INTEREST RATE	**6%**								
	YEAR END NPVs (INCLUDING CAPITAL)					**(£31,679)**	**(£13,762)**	**£3,425**	**£19,916**	**£35,742**

Notes:-

1 NPV - Calculation assumes that the Start Up Cost is a negative cash flow at the start of year 1 and that each years cash flow thereafter is received at the end of the year.
2 SCH REF - Reference to the detailed working schedules attached.
3 Start up costs include capital costs, one-off costs incurred before commencement, and percentage of first year expenses calculated from number of months selected in Start-up Period.

TMA 2004 - FINANCIAL MODEL OF IMPLEMENTATION

MODEL VERSION:	July 2017 V2A
MODEL DATE:	27-Jul-17

CLIENT: HUNTINGDONSHIRE DISTRICT COUNCIL

VERSION: July 2017 V2A

ANALYSIS BETWEEN ON-STREET AND OFF-STREET INCOME AND COSTS

NB: THE RESULTS BELOW ARE THE MARGINAL CHANGE TO THE PARKING ACCOUNT, AND DO NOT THEREFORE REPRESENT THE FULL ON-OFF-STREET RING FENCED ACCOUNT POST-CPE.

			% SPLIT	START-UP CAPITAL	START-UP EXPENSES	FIRST 12 MTHS	SECOND 12 MTHS	THIRD 12 MTHS	FOURTH 12 MTHS	FIFTH 12 MTHS
		PCNs ISSUED:				3,659	3,659	3,659	3,659	3,659
		ON-STREET:	0.0%			-	-	-	-	-
		OFF-STREET:	100.0%			3,660	3,660	3,660	3,660	3,660
INCOME			**BASIS OF SPLIT**							
	PCN PAYMENTS	TOTAL:				(£ 4,749)	(£ 17,720)	(£ 17,720)	(£ 17,720)	(£ 17,720)
		ON-STREET:				£ 0	£ 0	£ 0	£ 0	£ 0
		OFF-STREET:				(£ 4,749)	(£ 17,720)	(£ 17,720)	(£ 17,720)	(£ 17,720)
	PERMIT PAYMENTS	TOTAL:			£ 0	£ 0	£ 0	£ 0	£ 0	£ 0
		ON-STREET:	100%		£ 0	£ 0	£ 0	£ 0	£ 0	£ 0
		OFF-STREET:	0%		£ 0	£ 0	£ 0	£ 0	£ 0	£ 0
	CAR PARK RECEIPTS	TOTAL:				£ 20,130	£ 20,130	£ 20,130	£ 20,130	£ 20,130
		ON-STREET:	0%			£ 0	£ 0	£ 0	£ 0	£ 0
		OFF-STREET:	100%			£ 20,130	£ 20,130	£ 20,130	£ 20,130	£ 20,130
	ON STREET CHARGING	TOTAL:				£ 0	£ 0	£ 0	£ 0	£ 0
		ON-STREET:	100%			£ 0	£ 0	£ 0	£ 0	£ 0
		OFF-STREET:	0%			£ 0	£ 0	£ 0	£ 0	£ 0
	NET C.COURT PROCEEDS	TOTAL:				£ 1,600	£ 6,399	£ 6,399	£ 6,399	£ 6,399
		ON-STREET:	0.0%			£ 0	£ 0	£ 0	£ 0	£ 0
		OFF-STREET:	100.0%			£ 1,600	£ 6,400	£ 6,400	£ 6,400	£ 6,400
EXPENSES:										
	OPERATIONAL MANAGEMENT	TOTAL:		£ 8,000	£ 20,671	£ 1,458	£ 1,501	£ 1,546	£ 1,593	£ 1,640
		ON-STREET:	0.0%	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0
		OFF-STREET:	100.0%	£ 8,000	£ 20,677	£ 1,458	£ 1,502	£ 1,547	£ 1,593	£ 1,641
	ON-STREET ENFORCEMENT	TOTAL:		£ 0	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0
		ON-STREET:	100%	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0
		OFF-STREET:	0%	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0
	OFF-STREET ENFORCEMENT	TOTAL:		£ 15,330	£ 1,688	(£ 19,523)	(£ 20,109)	(£ 20,712)	(£ 21,334)	(£ 21,974)
		ON-STREET:	0%	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0
		OFF-STREET:	100%	£ 15,330	£ 1,688	(£ 19,523)	(£ 20,109)	(£ 20,712)	(£ 21,334)	(£ 21,974)
	TICKET & PERMITS PROCESSING	TOTAL:		£ 6,000	£ 6,356	£ 7,097	£ 7,310	£ 7,529	£ 7,755	£ 7,988
		ON-STREET:	0.0%	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0
		OFF-STREET:	100.0%	£ 6,002	£ 6,358	£ 7,097	£ 7,310	£ 7,529	£ 7,755	£ 7,988
	PAY & DISPLAY	TOTAL:		£ 0	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0
		ON-STREET:	100%	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0
		OFF-STREET:	0%	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0
	INCOME	ON-STREET:			£ 0	£ 0	£ 0	£ 0	£ 0	£ 0
	INCOME	OFF-STREET:			£ 0	£ 16,981	£ 8,810	£ 8,810	£ 8,810	£ 8,810
	TOTAL INCOME:				£ 0	£ 16,981	£ 8,810	£ 8,810	£ 8,810	£ 8,810
	EXPENSES	ON-STREET:		£ 0	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0
	EXPENSES	OFF-STREET:		£ 29,332	£ 28,723	(£ 10,968)	(£ 11,297)	(£ 11,636)	(£ 11,985)	(£ 12,345)
	TOTAL EXPENSES:			£ 29,332	£ 28,723	(£ 10,968)	(£ 11,297)	(£ 11,636)	(£ 11,985)	(£ 12,345)
	ANNUAL NET SURPLUS OR (DEFICIT):	ON-STREET:		£ 0	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0
		OFF-STREET:		(£ 29,332)	(£ 28,723)	£ 27,949	£ 20,108	£ 20,446	£ 20,796	£ 21,155
				(£ 29,332)	(£ 28,723)	£ 27,949	£ 20,108	£ 20,446	£ 20,796	£ 21,155
	CUMULATIVE NET SURPLUS OR (DEFICIT) EXCLUDING CAPITAL	ON-STREET:			£ 0	£ 0	£ 0	£ 0	£ 0	£ 0
		OFF-STREET:			(£ 28,723)	(£ 774)	£ 19,334	£ 39,780	£ 60,576	£ 81,731
				£ 0	(£ 28,723)	(£ 774)	£ 19,334	£ 39,780	£ 60,576	£ 81,731
	CUMULATIVE NET SURPLUS OR (DEFICIT) INCLUDING CAPITAL	ON-STREET:		£ 0	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0
		OFF-STREET:		(£ 29,332)	(£ 58,055)	(£ 30,105)	(£ 9,998)	£ 10,449	£ 31,244	£ 52,399
				(£ 29,332)	(£ 58,055)	(£ 30,105)	(£ 9,998)	£ 10,449	£ 31,244	£ 52,399

TMA 2004 - FINANCIAL MODEL OF IMPLEMENTATION

MODEL VERSION:	**July 2017 V2B**
MODEL DATE:	**27-Jul-17**

CLIENT: ***HUNTINGDONSHIRE DISTRICT COUNCIL***

VERSION: **July 2017 V2B**

VERSION	NOTES ON VERSION CHANGES & STATUS
July 2017 base	final in house base model
July 2017 V1	All off street enf in house. All on street and admin for both by County
July 2017 V2A	HDC off street only model
July 2017 V2B	CC on street only model
July 2017 V3	All enf and admin by County
July 2017 V4	Base with 10% less on street PCNs

MODEL OPTIONS SELECTED:

Civil Enforcement Officer TIME ALLOCATION:

If the Civil Enforcement Officers have duties which reduce the effective time they will spend enforcing the parking regulations, this will be reflected by a proportional split being entered for the Other Duties (Enforcement Duties will adjust automatically).

Actions: Enter required percentages under On-Street and/or Off-Street

	Non-Parking Enforcement Duties		Parking Enforcement
	Options:	Selected Option	Balance
On-Street	0 - 100%	0%	100%
Off-Street	0 - 100%	0%	100%

ON-STREET PAY & DISPLAY CHARGING:

The model has three possible options which can be selected as follows: -

Current	Select for no-change to the current status on implementation of CPE
New P&D-1	Includes the income and expenses derived from schedule "P&D-1"
New P&D- 1&2	Includes the income and expenses derived from schedule "P&D-1" and schedule "P&D-2".

Actions: Select one "Option" and copy over "Selected Option" to revise model

Options:	Selected Option	Option Number
Current	*Current*	1
New P&D-1	Refresh PCN Tables after Changing Selection	
New P&D-1&2		

OFF-STREET CAR PARK CHARGING

The model has three possible options which can be selected as follows: -

Current	Select for no change to tarrifs or transaction volumes
Option 1	Considers revised tarrifs, transaction volumes and distributions of transaction by tarrif.
Option 2	Considers same changes as Option 1 but for alternative tarrif structure.

Actions: Select one "Option" and copy over "Selected Option" to revise model

Options:	Selected Option
Current	*Current*
Option 1	
Option 2	

OFF-STREET CAR PARK TRANSACTION VOLUMES INCREASE

This is the estimated increase in transaction volumes experienced in Off-Street Car Parks post CPE.

Apply percentage volume increase to "Current" Income

Actions: Select the required option to apply or not apply the percentage change to "Current Income"; then Enter required percentage volume increase under "Selected Option"

Options:	Selected Option
Yes or No	Yes
0 - 100%	1%

OFF-STREET CAR PARK CHARGING IN FREE CAR PARKS

Selecting the "Yes" Option will include an estimated volume of transactions from Free Car Parks to be included in the calculation of "Off-Street Car Park Charging". It will also modify the Enforcement required now these Car Parks are charged for.

Actions: Select one "Option" and copy over "Selected Option" to revise model

Options:	Selected Option
Yes	No
No	

CURRENT VAT RATE

The model will use this rate for all calculations involving VAT

Actions: Enter current VAT rate under "VAT Rate"

Range	VAT Rate
0 - 100%	20.0%

LEASING RATES

The model uses 3 or 5 year periods for leasing items, as selected per item. Enter current rates per £1,000 per annum:

Rate for 3 year leases:	£310
Rate for 5 year leases:	£230

TMA 2004 - FINANCIAL MODEL OF IMPLEMENTATION

MODEL VERSION:	**July 2017 V2B**
MODEL DATE:	**27-Jul-17**

CLIENT: ***HUNTINGDONSHIRE DISTRICT COUNCIL***

VERSION: **July 2017 V2B**

VERSION	NOTES ON VERSION CHANGES & STATUS
July 2017 base	final in house base model
July 2017 V1	All off street enf in house. All on street and admin for both by County
July 2017 V2A	HDC off street only model
July 2017 V2B	CC on street only model
July 2017 V3	All enf and admin by County
July 2017 V4	Base with 10% less on street PCNs

SUMMARY OF MARGINAL INCOME & EXPENDITURE

START-UP =	**Enter 1 - 3** 1 **MONTHS**	**SCH REF**	**START-UP PERIOD (months)**	**START-UP CAPITAL**	**START-UP EXPENSES**	**FIRST 12 MTHS**	**SECOND 12 MTHS**	**THIRD 12 MTHS**	**FOURTH 12 MTHS**	**FIFTH 12 MTHS**
INCOME										
	PCNs ISSUED				0	4,863	5,318	5,318	5,318	5,318
	PCN PAYMENTS	1	NB includes impact of differential PCNs		£0	£95,486	£125,683	£125,683	£125,683	£125,683
	CLAMP & REMOVAL PAYMENTS				£0	£0	£0	£0	£0	£0
	PERMIT PAYMENTS	2			£0	£0	£0	£0	£0	£0
	CAR PARK RECEIPTS	3			£0	£0	£0	£0	£0	£0
	ON STREET CHARGING	3			£0	£1,290	£1,290	£1,290	£1,290	£1,290
	NET C.COURT PROCEEDS	4			£0	£3,241	£12,965	£12,965	£12,965	£12,965
	TOTAL PAYMENTS				£0	£100,017	£139,937	£139,937	£139,937	£139,937
EXPENSES:							3%	3%	3%	3%
	OPERATIONAL MANAGEMENT	5	1	£102,617	£20,671	£1,458	£1,501	£1,546	£1,593	£1,640
	ON-STREET ENFORCEMENT	6	1	£20,030	£15,372	£109,940	£113,238	£116,635	£120,134	£123,738
	OFF-STREET ENFORCEMENT	7	1	£0	£0	£0	£0	£0	£0	£0
	CLAMP & REMOVAL CONTROL		1	£0	£0	£0	£0	£0	£0	£0
	TICKET & PERMITS PROCESSING	8	1	£6,000	£8,589	£27,584	£28,411	£29,264	£30,142	£31,046
	PAY & DISPLAY	9	1	£0	£0	£0	£0	£0	£0	£0
	TOTAL EXPENSES			£128,647	£44,632	£138,981	£143,150	£147,445	£151,868	£156,424
ANNUAL NET SURPLUS OR (DEFICIT)				(£128,647)	(£44,632)	(£38,964)	(£3,213)	(£7,508)	(£11,931)	(£16,487)
CUMULATIVE NET SURPLUS OR (DEFICIT) EXCLUDING CAPITAL					**(£44,632)**	**(£83,597)**	**(£86,810)**	**(£94,317)**	**(£106,248)**	**(£122,735)**
CUMULATIVE NET SURPLUS OR (DEFICIT)INCLUDING CAPITAL					**(£173,280)**	**(£212,244)**	**(£215,457)**	**(£222,965)**	**(£234,896)**	**(£251,383)**
	NPV INTEREST RATE	**6%**								
	YEAR END NPVs (EXCLUDING CAPITAL)					**(£81,391)**	**(£84,251)**	**(£90,554)**	**(£100,005)**	**(£112,325)**
	NPV INTEREST RATE	**6%**								
	YEAR END NPVs (INCLUDING CAPITAL)					**(£210,038)**	**(£212,898)**	**(£219,201)**	**(£228,652)**	**(£240,972)**

Notes:-

1 NPV - Calculation assumes that the Start Up Cost is a negative cash flow at the start of year 1 and that each years cash flow thereafter is received at the end of the year.
2 SCH REF - Reference to the detailed working schedules attached.
3 Start up costs include capital costs, one-off costs incurred before commencement, and percentage of first year expenses calculated from number of months selected in Start-up Period.

TMA 2004 - FINANCIAL MODEL OF IMPLEMENTATION

MODEL VERSION:	**July 2017 V2B**
MODEL DATE:	**27-Jul-17**

CLIENT: **HUNTINGDONSHIRE DISTRICT COUNCIL**

VERSION: **July 2017 V2B**

ANALYSIS BETWEEN ON-STREET AND OFF-STREET INCOME AND COSTS

NB: THE RESULTS BELOW ARE THE MARGINAL CHANGE TO THE PARKING ACCOUNT, AND DO NOT THEREFORE REPRESENT THE FULL ON-OFF-STREET RING FENCED ACCOUNT POST-CPE.

			% SPLIT	START-UP CAPITAL	START-UP EXPENSES	FIRST 12 MTHS	SECOND 12 MTHS	THIRD 12 MTHS	FOURTH 12 MTHS	FIFTH 12 MTHS
		PCNs ISSUED:				4,863	5,318	5,318	5,318	5,318
		ON-STREET:	100.0%			4,864	5,319	5,319	5,319	5,319
		OFF-STREET:	0.0%			-	-	-	-	-
INCOME			**BASIS OF SPLIT**							
	PCN PAYMENTS	TOTAL:				£ 95,486	£ 125,651	£ 125,651	£ 125,651	£ 125,651
		ON-STREET:				£ 95,486	£ 125,651	£ 125,651	£ 125,651	£ 125,651
		OFF-STREET:				£ 0	£ 0	£ 0	£ 0	£ 0
	PERMIT PAYMENTS	TOTAL:			£ 0	£ 0	£ 0	£ 0	£ 0	£ 0
		ON-STREET:	100%		£ 0	£ 0	£ 0	£ 0	£ 0	£ 0
		OFF-STREET:	0%		£ 0	£ 0	£ 0	£ 0	£ 0	£ 0
	CAR PARK RECEIPTS	TOTAL:				£ 0	£ 0	£ 0	£ 0	£ 0
		ON-STREET:	0%			£ 0	£ 0	£ 0	£ 0	£ 0
		OFF-STREET:	100%			£ 0	£ 0	£ 0	£ 0	£ 0
	ON STREET CHARGING	TOTAL:				£ 1,290	£ 1,290	£ 1,290	£ 1,290	£ 1,290
		ON-STREET:	100%			£ 1,290	£ 1,290	£ 1,290	£ 1,290	£ 1,290
		OFF-STREET:	0%			£ 0	£ 0	£ 0	£ 0	£ 0
	NET C.COURT PROCEEDS	TOTAL:				£ 3,241	£ 12,965	£ 12,965	£ 12,965	£ 12,965
		ON-STREET:	100.0%			£ 3,242	£ 12,967	£ 12,967	£ 12,967	£ 12,967
		OFF-STREET:	0.0%			£ 0	£ 0	£ 0	£ 0	£ 0
EXPENSES:										
	OPERATIONAL MANAGEMENT	TOTAL:		£ 102,617	£ 20,671	£ 1,458	£ 1,501	£ 1,546	£ 1,593	£ 1,640
		ON-STREET:	100.0%	£ 102,617	£ 20,675	£ 1,458	£ 1,502	£ 1,547	£ 1,593	£ 1,641
		OFF-STREET:	0.0%	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0
	ON-STREET ENFORCEMENT	TOTAL:		£ 20,030	£ 15,372	£ 109,940	£ 113,238	£ 116,635	£ 120,134	£ 123,738
		ON-STREET:	100%	£ 20,030	£ 15,372	£ 109,940	£ 113,238	£ 116,635	£ 120,134	£ 123,738
		OFF-STREET:	0%	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0
	OFF-STREET ENFORCEMENT	TOTAL:		£ 0	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0
		ON-STREET:	0%	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0
		OFF-STREET:	100%	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0
	TICKET & PERMITS PROCESSING	TOTAL:		£ 6,000	£ 8,589	£ 27,584	£ 28,411	£ 29,264	£ 30,142	£ 31,046
		ON-STREET:	100.0%	£ 6,001	£ 8,590	£ 27,584	£ 28,411	£ 29,264	£ 30,142	£ 31,046
		OFF-STREET:	0.0%	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0
	PAY & DISPLAY	TOTAL:		£ 0	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0
		ON-STREET:	100%	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0
		OFF-STREET:	0%	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0
	INCOME	ON-STREET:			£ 0	£ 100,018	£ 139,908	£ 139,908	£ 139,908	£ 139,908
	INCOME	OFF-STREET:			£ 0	£ 0	£ 0	£ 0	£ 0	£ 0
	TOTAL INCOME:				£ 0	£ 100,018	£ 139,908	£ 139,908	£ 139,908	£ 139,908
	EXPENSES	ON-STREET:		£ 128,648	£ 44,638	£ 138,981	£ 143,151	£ 147,445	£ 151,869	£ 156,425
	EXPENSES	OFF-STREET:		£ 0	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0
	TOTAL EXPENSES:			£ 128,648	£ 44,638	£ 138,981	£ 143,151	£ 147,445	£ 151,869	£ 156,425
	ANNUAL NET SURPLUS OR (DEFICIT):	ON-STREET:		(£ 128,648)	(£ 44,638)	(£ 38,963)	(£ 3,242)	(£ 7,537)	(£ 11,960)	(£ 16,516)
		OFF-STREET:		£ 0	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0
				(£ 128,648)	(£ 44,638)	(£ 38,963)	(£ 3,242)	(£ 7,537)	(£ 11,960)	(£ 16,516)
	CUMULATIVE NET SURPLUS OR (DEFICIT) EXCLUDING CAPITAL	ON-STREET:			(£ 44,638)	(£ 83,601)	(£ 86,844)	(£ 94,380)	(£ 106,340)	(£ 122,857)
		OFF-STREET:			£ 0	£ 0	£ 0	£ 0	£ 0	£ 0
				£ 0	(£ 44,638)	(£ 83,601)	(£ 86,844)	(£ 94,380)	(£ 106,340)	(£ 122,857)
	CUMULATIVE NET SURPLUS OR (DEFICIT) INCLUDING CAPITAL	ON-STREET:		(£ 128,648)	(£ 173,286)	(£ 212,250)	(£ 215,492)	(£ 223,029)	(£ 234,989)	(£ 251,505)
		OFF-STREET:		£ 0	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0
				(£ 128,648)	(£ 173,286)	(£ 212,250)	(£ 215,492)	(£ 223,029)	(£ 234,989)	(£ 251,505)

TMA 2004 - FINANCIAL MODEL OF IMPLEMENTATION

MODEL VERSION:	**July 2017 V3**
MODEL DATE:	**27-Jul-17**

CLIENT: ***HUNTINGDONSHIRE DISTRICT COUNCIL***

VERSION: **July 2017 V3**

VERSION	NOTES ON VERSION CHANGES & STATUS
July 2017 base	final in house base model
July 2017 V1	All off street enf in house. All on street and admin for both by County
July 2017 V2A	HDC off street only model
July 2017 V2B	CC on street only model
July 2017 V3	All enf and admin by County
July 2017 V4	Base with 10% less on street PCNs

MODEL OPTIONS SELECTED:

Civil Enforcement Officer TIME ALLOCATION:

If the Civil Enforcement Officers have duties which reduce the effective time they will spend enforcing the parking regulations, this will be reflected by a proportional split being entered for the Other Duties (Enforcement Duties will adjust automatically).

Actions: Enter required percentages under On-Street and/or Off-Street

	Non-Parking Enforcement Duties		Parking Enforcement
	Options:	Selected Option	Balance
On-Street	0 - 100%	0%	100%
Off-Street	0 - 100%	0%	100%

ON-STREET PAY & DISPLAY CHARGING:

The model has three possible options which can be selected as follows: -

Current	Select for no-change to the current status on implementation of CPE
New P&D-1	Includes the income and expenses derived from schedule "P&D-1"
New P&D- 1&2	Includes the income and expenses derived from schedule "P&D-1" and schedule "P&D-2".

Actions: Select one "Option" and copy over "Selected Option" to revise model

Options:	Selected Option	Option Number
Current	*Current*	1
New P&D-1	Refresh PCN Tables after Changing Selection	
New P&D-1&2		

OFF-STREET CAR PARK CHARGING

The model has three possible options which can be selected as follows: -

Current	Select for no change to tarrifs or transaction volumes
Option 1	Considers revised tarrifs, transaction volumes and distributions of transaction by tarrif.
Option 2	Considers same changes as Option 1 but for alternative tarrif structure.

Actions: Select one "Option" and copy over "Selected Option" to revise model

Options:	Selected Option
Current	*Current*
Option 1	
Option 2	

OFF-STREET CAR PARK TRANSACTION VOLUMES INCREASE

This is the estimated increase in transaction volumes experienced in Off-Street Car Parks post CPE.

Apply percentage volume increase to "Current" Income

Actions: Select the required option to apply or not apply the percentage change to "Current Income"; then Enter required percentage volume increase under "Selected Option"

Options:	Selected Option
Yes or No	Yes
0 - 100%	1%

OFF-STREET CAR PARK CHARGING IN FREE CAR PARKS

Selecting the "Yes" Option will include an estimated volume of transactions from Free Car Parks to be included in the calculation of "Off-Street Car Park Charging". It will also modify the Enforcement required now these Car Parks are charged for.

Actions: Select one "Option" and copy over "Selected Option" to revise model

Options:	Selected Option
Yes	No
No	

CURRENT VAT RATE

The model will use this rate for all calculations involving VAT

Actions: Enter current VAT rate under "VAT Rate"

Range	VAT Rate
0 - 100%	20.0%

LEASING RATES

The model uses 3 or 5 year periods for leasing items, as selected per item. Enter current rates per £1,000 per annum:

Rate for 3 year leases:	£310
Rate for 5 year leases:	£230

TMA 2004 - FINANCIAL MODEL OF IMPLEMENTATION

MODEL VERSION:	**July 2017 V3**
MODEL DATE:	**27-Jul-17**

CLIENT: ***HUNTINGDONSHIRE DISTRICT COUNCIL***

VERSION: **July 2017 V3**

VERSION	NOTES ON VERSION CHANGES & STATUS
July 2017 base	final in house base model
July 2017 V1	All off street enf in house. All on street and admin for both by County
July 2017 V2A	HDC off street only model
July 2017 V2B	CC on street only model
July 2017 V3	All enf and admin by County
July 2017 V4	Base with 10% less on street PCNs

SUMMARY OF MARGINAL INCOME & EXPENDITURE

START-UP =	**Enter 1 - 3** 1 **MONTHS**	**SCH REF**	**START-UP PERIOD (months)**	**START-UP CAPITAL**	**START-UP EXPENSES**	**FIRST 12 MTHS**	**SECOND 12 MTHS**	**THIRD 12 MTHS**	**FOURTH 12 MTHS**	**FIFTH 12 MTHS**
INCOME										
	PCNs ISSUED				0	8,521	8,976	8,976	8,976	8,976
	PCN PAYMENTS	1	NB includes impact of differential PCNs		£0	£91,853	£107,960	£107,960	£107,960	£107,960
	CLAMP & REMOVAL PAYMENTS				£0	£0	£0	£0	£0	£0
	PERMIT PAYMENTS	2			£0	£0	£0	£0	£0	£0
	CAR PARK RECEIPTS	3			£0	£20,130	£20,130	£20,130	£20,130	£20,130
	ON STREET CHARGING	3			£0	£1,290	£1,290	£1,290	£1,290	£1,290
	NET C.COURT PROCEEDS	4			£0	£4,893	£19,572	£19,572	£19,572	£19,572
	TOTAL PAYMENTS				£0	£118,166	£148,952	£148,952	£148,952	£148,952
EXPENSES:							3%	3%	3%	3%
	OPERATIONAL MANAGEMENT	5	1	£110,617	£20,671	£1,458	£1,501	£1,546	£1,593	£1,640
	ON-STREET ENFORCEMENT	6	1	£20,030	£17,439	£129,870	£133,767	£137,780	£141,913	£146,170
	OFF-STREET ENFORCEMENT	7	1	£15,330	£1,544	(£21,248)	(£21,886)	(£22,542)	(£23,219)	(£23,915)
	CLAMP & REMOVAL CONTROL		1	£0	£0	£0	£0	£0	£0	£0
	TICKET & PERMITS PROCESSING	8	1	£0	£9,692	£45,148	£46,503	£47,898	£49,335	£50,815
	PAY & DISPLAY	9	1	£0	£0	£0	£0	£0	£0	£0
	TOTAL EXPENSES			£145,977	£49,346	£155,228	£159,884	£164,681	£169,621	£174,710
ANNUAL NET SURPLUS OR (DEFICIT)				(£145,977)	(£49,346)	(£37,062)	(£10,932)	(£15,729)	(£20,669)	(£25,758)
CUMULATIVE NET SURPLUS OR (DEFICIT) EXCLUDING CAPITAL					**(£49,346)**	**(£86,408)**	**(£97,340)**	**(£113,069)**	**(£133,738)**	**(£159,496)**
CUMULATIVE NET SURPLUS OR (DEFICIT)INCLUDING CAPITAL					**(£195,323)**	**(£232,385)**	**(£243,317)**	**(£259,046)**	**(£279,715)**	**(£305,473)**
	NPV INTEREST RATE	**6%**								
	YEAR END NPVs (EXCLUDING CAPITAL)					**(£84,310)**	**(£94,040)**	**(£107,246)**	**(£123,618)**	**(£142,866)**
	NPV INTEREST RATE	**6%**								
	YEAR END NPVs (INCLUDING CAPITAL)					**(£230,287)**	**(£240,017)**	**(£253,223)**	**(£269,595)**	**(£288,843)**

Notes:-

1 NPV - Calculation assumes that the Start Up Cost is a negative cash flow at the start of year 1 and that each years cash flow thereafter is received at the end of the year.
2 SCH REF - Reference to the detailed working schedules attached.
3 Start up costs include capital costs, one-off costs incurred before commencement, and percentage of first year expenses calculated from number of months selected in Start-up Period.

TMA 2004 - FINANCIAL MODEL OF IMPLEMENTATION

MODEL VERSION:	July 2017 V3
MODEL DATE:	27-Jul-17

CLIENT: HUNTINGDONSHIRE DISTRICT COUNCIL

VERSION: July 2017 V3

ANALYSIS BETWEEN ON-STREET AND OFF-STREET INCOME AND COSTS

NB: THE RESULTS BELOW ARE THE MARGINAL CHANGE TO THE PARKING ACCOUNT, AND DO NOT THEREFORE REPRESENT THE FULL ON-OFF-STREET RING FENCED ACCOUNT POST-CPE.

			% SPLIT	START-UP CAPITAL	START-UP EXPENSES	FIRST 12 MTHS	SECOND 12 MTHS	THIRD 12 MTHS	FOURTH 12 MTHS	FIFTH 12 MTHS
		PCNs ISSUED:				8,521	8,976	8,976	8,976	8,976
		ON-STREET:	59.3%			5,049	5,318	5,318	5,318	5,318
		OFF-STREET:	40.8%			3,473	3,659	3,659	3,659	3,659
INCOME			**BASIS OF SPLIT**							
	PCN PAYMENTS	TOTAL:				£ 91,853	£ 107,931	£ 107,931	£ 107,931	£ 107,931
		ON-STREET:				£ 109,573	£ 125,651	£ 125,651	£ 125,651	£ 125,651
		OFF-STREET:				(£ 17,720)	(£ 17,720)	(£ 17,720)	(£ 17,720)	(£ 17,720)
	PERMIT PAYMENTS	TOTAL:			£ 0	£ 0	£ 0	£ 0	£ 0	£ 0
		ON-STREET:	100%		£ 0	£ 0	£ 0	£ 0	£ 0	£ 0
		OFF-STREET:	0%		£ 0	£ 0	£ 0	£ 0	£ 0	£ 0
	CAR PARK RECEIPTS	TOTAL:				£ 20,130	£ 20,130	£ 20,130	£ 20,130	£ 20,130
		ON-STREET:	0%			£ 0	£ 0	£ 0	£ 0	£ 0
		OFF-STREET:	100%			£ 20,130	£ 20,130	£ 20,130	£ 20,130	£ 20,130
	ON STREET CHARGING	TOTAL:				£ 1,290	£ 1,290	£ 1,290	£ 1,290	£ 1,290
		ON-STREET:	100%			£ 1,290	£ 1,290	£ 1,290	£ 1,290	£ 1,290
		OFF-STREET:	0%			£ 0	£ 0	£ 0	£ 0	£ 0
	NET C.COURT PROCEEDS	TOTAL:				£ 4,893	£ 19,572	£ 19,572	£ 19,572	£ 19,572
		ON-STREET:	59.3%			£ 2,899	£ 11,597	£ 11,597	£ 11,597	£ 11,597
		OFF-STREET:	40.8%			£ 1,994	£ 7,978	£ 7,978	£ 7,978	£ 7,978
EXPENSES:										
	OPERATIONAL MANAGEMENT	TOTAL:		£ 110,617	£ 20,671	£ 1,458	£ 1,501	£ 1,546	£ 1,593	£ 1,640
		ON-STREET:	59.3%	£ 102,617	£ 12,248	£ 864	£ 890	£ 916	£ 944	£ 972
		OFF-STREET:	40.8%	£ 8,000	£ 8,426	£ 594	£ 612	£ 630	£ 649	£ 669
	ON-STREET ENFORCEMENT	TOTAL:		£ 20,030	£ 17,439	£ 129,870	£ 133,767	£ 137,780	£ 141,913	£ 146,170
		ON-STREET:	100%	£ 20,030	£ 17,439	£ 129,870	£ 133,767	£ 137,780	£ 141,913	£ 146,170
		OFF-STREET:	0%	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0
	OFF-STREET ENFORCEMENT	TOTAL:		£ 15,330	£ 1,544	(£ 21,248)	(£ 21,886)	(£ 22,542)	(£ 23,219)	(£ 23,915)
		ON-STREET:	0%	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0
		OFF-STREET:	100%	£ 15,330	£ 1,544	(£ 21,248)	(£ 21,886)	(£ 22,542)	(£ 23,219)	(£ 23,915)
	TICKET & PERMITS PROCESSING	TOTAL:		£ 0	£ 9,692	£ 45,148	£ 46,503	£ 47,898	£ 49,335	£ 50,815
		ON-STREET:	59.3%	£ 0	£ 5,743	£ 33,210	£ 34,206	£ 35,232	£ 36,289	£ 37,378
		OFF-STREET:	40.8%	£ 0	£ 3,951	£ 11,938	£ 12,296	£ 12,665	£ 13,045	£ 13,437
		inflation	3.0%							
	PAY & DISPLAY	TOTAL:		£ 0	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0
		ON-STREET:	100%	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0
		OFF-STREET:	0%	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0
	INCOME	ON-STREET:			£ 0	£ 113,762	£ 138,538	£ 138,538	£ 138,538	£ 138,538
	INCOME	OFF-STREET:			£ 0	£ 4,404	£ 10,387	£ 10,387	£ 10,387	£ 10,387
	TOTAL INCOME:				£ 0	£ 118,166	£ 148,926	£ 148,926	£ 148,926	£ 148,926
	EXPENSES	ON-STREET:		£ 122,647	£ 35,430	£ 163,944	£ 168,862	£ 173,928	£ 179,146	£ 184,520
	EXPENSES	OFF-STREET:		£ 23,330	£ 13,920	(£ 8,716)	(£ 8,978)	(£ 9,247)	(£ 9,524)	(£ 9,810)
	TOTAL EXPENSES:			£ 145,977	£ 49,350	£ 155,228	£ 159,885	£ 164,681	£ 169,622	£ 174,710
	ANNUAL NET SURPLUS OR (DEFICIT):	ON-STREET:		(£ 122,647)	(£ 35,430)	(£ 50,182)	(£ 30,324)	(£ 35,390)	(£ 40,608)	(£ 45,982)
		OFF-STREET:		(£ 23,330)	(£ 13,920)	£ 13,120	£ 19,365	£ 19,634	£ 19,912	£ 20,197
				(£ 145,977)	(£ 49,350)	(£ 37,061)	(£ 10,959)	(£ 15,755)	(£ 20,696)	(£ 25,785)
	CUMULATIVE NET SURPLUS OR (DEFICIT) EXCLUDING CAPITAL	ON-STREET:			(£ 35,430)	(£ 85,611)	(£ 115,935)	(£ 151,325)	(£ 191,932)	(£ 237,914)
		OFF-STREET:			(£ 13,920)	(£ 800)	£ 18,565	£ 38,199	£ 58,111	£ 78,308
				£ 0	(£ 49,350)	(£ 86,411)	(£ 97,370)	(£ 113,125)	(£ 133,821)	(£ 159,606)
	CUMULATIVE NET SURPLUS OR (DEFICIT) INCLUDING CAPITAL	ON-STREET:		(£ 122,647)	(£ 158,077)	(£ 208,258)	(£ 238,582)	(£ 273,972)	(£ 314,579)	(£ 360,561)
		OFF-STREET:		(£ 23,330)	(£ 37,250)	(£ 24,130)	(£ 4,765)	£ 14,869	£ 34,781	£ 54,978
				(£ 145,977)	(£ 195,327)	(£ 232,388)	(£ 243,347)	(£ 259,103)	(£ 279,798)	(£ 305,583)

TMA 2004 - FINANCIAL MODEL OF IMPLEMENTATION

MODEL VERSION:	**July 2017 V4**
MODEL DATE:	**27-Jul-17**

CLIENT: ***HUNTINGDONSHIRE DISTRICT COUNCIL***

VERSION: **July 2017 V4**

VERSION	NOTES ON VERSION CHANGES & STATUS
July 2017 base	final in house base model
July 2017 V1	All off street enf in house. All on street and admin for both by County
July 2017 V2A	HDC off street only model
July 2017 V2B	CC on street only model
July 2017 V3	All enf and admin by County
July 2017 V4	Base with 10% less on street PCNs

MODEL OPTIONS SELECTED:

Civil Enforcement Officer TIME ALLOCATION:

If the Civil Enforcement Officers have duties which reduce the effective time they will spend enforcing the parking regulations, this will be reflected by a proportional split being entered for the Other Duties (Enforcement Duties will adjust automatically).

Actions: Enter required percentages under On-Street and/or Off-Street

	Non-Parking Enforcement Duties		Parking Enforcement
	Options:	Selected Option	Balance
On-Street	0 - 100%	0%	100%
Off-Street	0 - 100%	0%	100%

ON-STREET PAY & DISPLAY CHARGING:

The model has three possible options which can be selected as follows: -

Current	Select for no-change to the current status on implementation of CPE
New P&D-1	Includes the income and expenses derived from schedule "P&D-1"
New P&D- 1&2	Includes the income and expenses derived from schedule "P&D-1" and schedule "P&D-2".

Actions: Select one "Option" and copy over "Selected Option" to revise model

Options:	Selected Option	Option Number
Current	*Current*	1
New P&D-1	Refresh PCN Tables after Changing Selection	
New P&D-1&2		

OFF-STREET CAR PARK CHARGING

The model has three possible options which can be selected as follows: -

Current	Select for no change to tarrifs or transaction volumes
Option 1	Considers revised tarrifs, transaction volumes and distributions of transaction by tarrif.
Option 2	Considers same changes as Option 1 but for alternative tarrif structure.

Actions: Select one "Option" and copy over "Selected Option" to revise model

Options:	Selected Option
Current	*Current*
Option 1	
Option 2	

OFF-STREET CAR PARK TRANSACTION VOLUMES INCREASE

This is the estimated increase in transaction volumes experienced in Off-Street Car Parks post CPE.

Apply percentage volume increase to "Current" Income

Actions: Select the required option to apply or not apply the percentage change to "Current Income"; then Enter required percentage volume increase under "Selected Option"

Options:	Selected Option
Yes or No	Yes
0 - 100%	1%

OFF-STREET CAR PARK CHARGING IN FREE CAR PARKS

Selecting the "Yes" Option will include an estimated volume of transactions from Free Car Parks to be included in the calculation of "Off-Street Car Park Charging". It will also modify the Enforcement required now these Car Parks are charged for.

Actions: Select one "Option" and copy over "Selected Option" to revise model

Options:	Selected Option
Yes	No
No	

CURRENT VAT RATE

The model will use this rate for all calculations involving VAT

Actions: Enter current VAT rate under "VAT Rate"

Range	VAT Rate
0 - 100%	20.0%

LEASING RATES

The model uses 3 or 5 year periods for leasing items, as selected per item. Enter current rates per £1,000 per annum:

Rate for 3 year leases:	£310
Rate for 5 year leases:	£230

TMA 2004 - FINANCIAL MODEL OF IMPLEMENTATION

MODEL VERSION:	**July 2017 V4**
MODEL DATE:	**27-Jul-17**

CLIENT: ***HUNTINGDONSHIRE DISTRICT COUNCIL***

VERSION: **July 2017 V4**

VERSION	NOTES ON VERSION CHANGES & STATUS
July 2017 base	final in house base model
July 2017 V1	All off street enf in house. All on street and admin for both by County
July 2017 V2A	HDC off street only model
July 2017 V2B	CC on street only model
July 2017 V3	All enf and admin by County
July 2017 V4	Base with 10% less on street PCNs

SUMMARY OF MARGINAL INCOME & EXPENDITURE

	Enter 1 - 3			START-UP	START-UP	START-UP	FIRST	SECOND	THIRD	FOURTH	FIFTH
START-UP =	1	**MONTHS**	**SCH REF**	**PERIOD (months)**	**CAPITAL**	**EXPENSES**	**12 MTHS**	**12 MTHS**	**12 MTHS**	**12 MTHS**	**12 MTHS**
INCOME											
	PCNs ISSUED					0	8,035	8,445	8,445	8,445	8,445
	PCN PAYMENTS		1	NB includes impact of differential PCNs		£0	£79,254	£91,390	£91,390	£91,390	£91,390
	CLAMP & REMOVAL PAYMENTS					£0	£0	£0	£0	£0	£0
	PERMIT PAYMENTS		2			£0	£0	£0	£0	£0	£0
	CAR PARK RECEIPTS		3			£0	£20,130	£20,130	£20,130	£20,130	£20,130
	ON STREET CHARGING		3			£0	£1,290	£1,290	£1,290	£1,290	£1,290
	NET C.COURT PROCEEDS		4			£0	£4,564	£18,255	£18,255	£18,255	£18,255
	TOTAL PAYMENTS					£0	£105,238	£131,064	£131,064	£131,064	£131,064
EXPENSES:								3%	3%	3%	3%
	OPERATIONAL MANAGEMENT		5	1	£110,617	£20,671	£1,458	£1,501	£1,546	£1,593	£1,640
	ON-STREET ENFORCEMENT		6	1	£20,030	£17,666	£130,436	£134,349	£138,379	£142,531	£146,806
	OFF-STREET ENFORCEMENT		7	1	£15,330	£1,688	(£19,523)	(£20,109)	(£20,712)	(£21,334)	(£21,974)
	CLAMP & REMOVAL CONTROL			1	£0	£0	£0	£0	£0	£0	£0
	TICKET & PERMITS PROCESSING		8	1	£6,000	£9,779	£34,965	£36,014	£37,094	£38,207	£39,353
	PAY & DISPLAY		9	1	£0	£0	£0	£0	£0	£0	£0
	TOTAL EXPENSES				£151,977	£49,803	£147,335	£151,755	£156,308	£160,997	£165,827
ANNUAL NET SURPLUS OR (DEFICIT)					(£151,977)	(£49,803)	(£42,097)	(£20,691)	(£25,243)	(£29,932)	(£34,762)
CUMULATIVE NET SURPLUS OR (DEFICIT) EXCLUDING CAPITAL						**(£49,803)**	**(£91,900)**	**(£112,591)**	**(£137,834)**	**(£167,767)**	**(£202,529)**
CUMULATIVE NET SURPLUS OR (DEFICIT)INCLUDING CAPITAL						**(£201,781)**	**(£243,878)**	**(£264,568)**	**(£289,811)**	**(£319,744)**	**(£354,506)**
	NPV INTEREST RATE		**6%**								
	YEAR END NPVs (EXCLUDING CAPITAL)						**(£89,518)**	**(£107,932)**	**(£129,127)**	**(£152,836)**	**(£178,813)**
	NPV INTEREST RATE		**6%**								
	YEAR END NPVs (INCLUDING CAPITAL)						**(£241,495)**	**(£259,909)**	**(£281,104)**	**(£304,813)**	**(£330,790)**

Notes:-

1 NPV - Calculation assumes that the Start Up Cost is a negative cash flow at the start of year 1 and that each years cash flow thereafter is received at the end of the year.
2 SCH REF - Reference to the detailed working schedules attached.
3 Start up costs include capital costs, one-off costs incurred before commencement, and percentage of first year expenses calculated from number of months selected in Start-up Period.

TMA 2004 - FINANCIAL MODEL OF IMPLEMENTATION

MODEL VERSION:	July 2017 V4
MODEL DATE:	27-Jul-17

CLIENT: HUNTINGDONSHIRE DISTRICT COUNCIL

VERSION: July 2017 V4

ANALYSIS BETWEEN ON-STREET AND OFF-STREET INCOME AND COSTS

NB: THE RESULTS BELOW ARE THE MARGINAL CHANGE TO THE PARKING ACCOUNT, AND DO NOT THEREFORE REPRESENT THE FULL ON-OFF-STREET RING FENCED ACCOUNT POST-CPE.

			% SPLIT	START-UP CAPITAL	START-UP EXPENSES	FIRST 12 MTHS	SECOND 12 MTHS	THIRD 12 MTHS	FOURTH 12 MTHS	FIFTH 12 MTHS
		PCNs ISSUED:				8,035	8,445	8,445	8,445	8,445
		ON-STREET:	56.7%			4,555	4,787	4,787	4,787	4,787
		OFF-STREET:	43.3%			3,481	3,659	3,659	3,659	3,659
INCOME			**BASIS OF SPLIT**							
	PCN PAYMENTS	TOTAL:				£ 79,254	£ 91,361	£ 91,361	£ 91,361	£ 91,361
		ON-STREET:				£ 96,974	£ 109,081	£ 109,081	£ 109,081	£ 109,081
		OFF-STREET:				(£ 17,720)	(£ 17,720)	(£ 17,720)	(£ 17,720)	(£ 17,720)
	PERMIT PAYMENTS	TOTAL:			£ 0	£ 0	£ 0	£ 0	£ 0	£ 0
		ON-STREET:	100%		£ 0	£ 0	£ 0	£ 0	£ 0	£ 0
		OFF-STREET:	0%		£ 0	£ 0	£ 0	£ 0	£ 0	£ 0
	CAR PARK RECEIPTS	TOTAL:				£ 20,130	£ 20,130	£ 20,130	£ 20,130	£ 20,130
		ON-STREET:	0%			£ 0	£ 0	£ 0	£ 0	£ 0
		OFF-STREET:	100%			£ 20,130	£ 20,130	£ 20,130	£ 20,130	£ 20,130
	ON STREET CHARGING	TOTAL:				£ 1,290	£ 1,290	£ 1,290	£ 1,290	£ 1,290
		ON-STREET:	100%			£ 1,290	£ 1,290	£ 1,290	£ 1,290	£ 1,290
		OFF-STREET:	0%			£ 0	£ 0	£ 0	£ 0	£ 0
	NET C.COURT PROCEEDS	TOTAL:				£ 4,564	£ 18,255	£ 18,255	£ 18,255	£ 18,255
		ON-STREET:	56.7%			£ 2,587	£ 10,348	£ 10,348	£ 10,348	£ 10,348
		OFF-STREET:	43.3%			£ 1,977	£ 7,909	£ 7,909	£ 7,909	£ 7,909
EXPENSES:										
	OPERATIONAL MANAGEMENT	TOTAL:		£ 110,617	£ 20,671	£ 1,458	£ 1,501	£ 1,546	£ 1,593	£ 1,640
		ON-STREET:	56.7%	£ 102,617	£ 11,718	£ 826	£ 851	£ 877	£ 903	£ 930
		OFF-STREET:	43.3%	£ 8,000	£ 8,956	£ 631	£ 650	£ 670	£ 690	£ 711
	ON-STREET ENFORCEMENT	TOTAL:		£ 20,030	£ 17,666	£ 130,436	£ 134,349	£ 138,379	£ 142,531	£ 146,806
		ON-STREET:	100%	£ 20,030	£ 17,666	£ 130,436	£ 134,349	£ 138,379	£ 142,531	£ 146,806
		OFF-STREET:	0%	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0
	OFF-STREET ENFORCEMENT	TOTAL:		£ 15,330	£ 1,688	(£ 19,523)	(£ 20,109)	(£ 20,712)	(£ 21,334)	(£ 21,974)
		ON-STREET:	0%	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0
		OFF-STREET:	100%	£ 15,330	£ 1,688	(£ 19,523)	(£ 20,109)	(£ 20,712)	(£ 21,334)	(£ 21,974)
	TICKET & PERMITS PROCESSING	TOTAL:		£ 6,000	£ 9,779	£ 34,965	£ 36,014	£ 37,094	£ 38,207	£ 39,353
	includes county contribution to admin at £7.16 per PCN	ON-STREET:	56.7%	£ 3,401	£ 5,543	£ 34,266	£ 35,294	£ 36,353	£ 37,443	£ 38,566
		OFF-STREET:	43.3%	£ 2,600	£ 4,237	£ 699	£ 720	£ 742	£ 764	£ 787
		inflation	3.0%							
	PAY & DISPLAY	TOTAL:		£ 0	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0
		ON-STREET:	100%	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0
		OFF-STREET:	0%	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0
	INCOME	ON-STREET:			£ 0	£ 100,851	£ 120,719	£ 120,719	£ 120,719	£ 120,719
	INCOME	OFF-STREET:			£ 0	£ 4,387	£ 10,319	£ 10,319	£ 10,319	£ 10,319
	TOTAL INCOME:				£ 0	£ 105,238	£ 131,038	£ 131,038	£ 131,038	£ 131,038
	EXPENSES	ON-STREET:		£ 126,048	£ 34,927	£ 165,528	£ 170,494	£ 175,608	£ 180,877	£ 186,303
	EXPENSES	OFF-STREET:		£ 25,930	£ 14,880	(£ 18,193)	(£ 18,738)	(£ 19,301)	(£ 19,880)	(£ 20,476)
	TOTAL EXPENSES:			£ 151,978	£ 49,807	£ 147,335	£ 151,755	£ 156,308	£ 160,997	£ 165,827
	ANNUAL NET SURPLUS OR (DEFICIT):	ON-STREET:		(£ 126,048)	(£ 34,927)	(£ 64,676)	(£ 49,774)	(£ 54,889)	(£ 60,157)	(£ 65,584)
		OFF-STREET:		(£ 25,930)	(£ 14,880)	£ 22,580	£ 29,057	£ 29,619	£ 30,198	£ 30,795
				(£ 151,978)	(£ 49,807)	(£ 42,097)	(£ 20,717)	(£ 25,270)	(£ 29,959)	(£ 34,789)
	CUMULATIVE NET SURPLUS OR (DEFICIT) EXCLUDING CAPITAL	ON-STREET:			(£ 34,927)	(£ 99,603)	(£ 149,377)	(£ 204,266)	(£ 264,424)	(£ 330,007)
		OFF-STREET:			(£ 14,880)	£ 7,699	£ 36,757	£ 66,376	£ 96,574	£ 127,369
				£ 0	(£ 49,807)	(£ 91,904)	(£ 112,621)	(£ 137,891)	(£ 167,850)	(£ 202,639)
	CUMULATIVE NET SURPLUS OR (DEFICIT) INCLUDING CAPITAL	ON-STREET:		(£ 126,048)	(£ 160,975)	(£ 225,651)	(£ 275,426)	(£ 330,315)	(£ 390,472)	(£ 456,056)
		OFF-STREET:		(£ 25,930)	(£ 40,810)	(£ 18,230)	£ 10,827	£ 40,446	£ 70,645	£ 101,439
				(£ 151,978)	(£ 201,785)	(£ 243,882)	(£ 264,599)	(£ 289,869)	(£ 319,828)	(£ 354,616)

TMA 2004 - FINANCIAL MODEL OF IMPLEMENTATION

MODEL VERSION:	**July 2017 V5**
MODEL DATE:	**27-Jul-17**

CLIENT: ***HUNTINGDONSHIRE DISTRICT COUNCIL***

VERSION: **July 2017 V5**

VERSION	NOTES ON VERSION CHANGES & STATUS
July 2017 base	final in house base model
July 2017 V1	All off street enf in house. All on street and admin for both by County
July 2017 V2A	HDC off street only model
July 2017 V2B	CC on street only model
July 2017 V3	All enf and admin by County
July 2017 V4	Base with 10% less on street PCNs
July 2017 V5	As V3 but using a contractor

MODEL OPTIONS SELECTED:

Civil Enforcement Officer TIME ALLOCATION:

If the Civil Enforcement Officers have duties which reduce the effective time they will spend enforcing the parking regulations, this will be reflected by a proportional split being entered for the Other Duties (Enforcement Duties will adjust automatically).

Actions: Enter required percentages under On-Street and/or Off-Street

Non-Parking Enforcement Duties			Parking Enforcement
	Options:	Selected Option	Balance
On-Street	0 - 100%	0%	100%
Off-Street	0 - 100%	0%	100%

ON-STREET PAY & DISPLAY CHARGING:

The model has three possible options which can be selected as follows: -

Current	Select for no-change to the current status on implementation of CPE
New P&D-1	Includes the income and expenses derived from schedule "P&D-1"
New P&D- 1&2	Includes the income and expenses derived from schedule "P&D-1" and schedule "P&D-2".

Actions: Select one "Option" and copy over "Selected Option" to revise model

Options:	Selected Option	Option Number
Current	*Current*	1
New P&D-1	Refresh PCN Tables after Changing Selection	
New P&D-1&2		

OFF-STREET CAR PARK CHARGING

The model has three possible options which can be selected as follows: -

Current	Select for no change to tarrifs or transaction volumes
Option 1	Considers revised tarrifs, transaction volumes and distributions of transaction by tarrif.
Option 2	Considers same changes as Option 1 but for alternative tarrif structure.

Actions: Select one "Option" and copy over "Selected Option" to revise model

Options:	Selected Option
Current	*Current*
Option 1	
Option 2	

OFF-STREET CAR PARK TRANSACTION VOLUMES INCREASE

This is the estimated increase in transaction volumes experienced in Off-Street Car Parks post CPE.

Apply percentage volume increase to "Current" Income

Actions: Select the required option to apply or not apply the percentage change to "Current Income"; then Enter required percentage volume increase under "Selected Option"

Options:	Selected Option
Yes or No	Yes
0 - 100%	1%

OFF-STREET CAR PARK CHARGING IN FREE CAR PARKS

Selecting the "Yes" Option will include an estimated volume of transactions from Free Car Parks to be included in the calculation of "Off-Street Car Park Charging". It will also modify the Enforcement required now these Car Parks are charged for.

Actions: Select one "Option" and copy over "Selected Option" to revise model

Options:	Selected Option
Yes	No
No	

CURRENT VAT RATE

The model will use this rate for all calculations involving VAT

Actions: Enter current VAT rate under "VAT Rate"

Range	VAT Rate
0 - 100%	20.0%

LEASING RATES

The model uses 3 or 5 year periods for leasing items, as selected per item. Enter current rates per £1,000 per annum:

Rate for 3 year leases:	£310
Rate for 5 year leases:	£230

TMA 2004 - FINANCIAL MODEL OF IMPLEMENTATION

MODEL VERSION:	**July 2017 V5**
MODEL DATE:	**27-Jul-17**

CLIENT: ***HUNTINGDONSHIRE DISTRICT COUNCIL***

VERSION: July 2017 V5

VERSION	NOTES ON VERSION CHANGES & STATUS
July 2017 base	final in house base model
July 2017 V1	All off street enf in house. All on street and admin for both by County
July 2017 V2A	HDC off street only model
July 2017 V2B	CC on street only model
July 2017 V3	All enf and admin by County
July 2017 V4	Base with 10% less on street PCNs
July 2017 V5	As V3 but using a contractor

SUMMARY OF MARGINAL INCOME & EXPENDITURE

START-UP =	**Enter 1 - 3** 1 **MONTHS**	**SCH REF**	**START-UP PERIOD (months)**	**START-UP CAPITAL**	**START-UP EXPENSES**	**FIRST 12 MTHS**	**SECOND 12 MTHS**	**THIRD 12 MTHS**	**FOURTH 12 MTHS**	**FIFTH 12 MTHS**
INCOME										
	PCNs ISSUED				0	8,519	8,974	8,974	8,974	8,974
	PCN PAYMENTS	1	NB includes impact of differential PCNs		£0	£91,812	£107,911	£107,911	£107,911	£107,911
	CLAMP & REMOVAL PAYMENTS				£0	£0	£0	£0	£0	£0
	PERMIT PAYMENTS	2			£0	£0	£0	£0	£0	£0
	CAR PARK RECEIPTS	3			£0	£20,130	£20,130	£20,130	£20,130	£20,130
	ON STREET CHARGING	3			£0	£1,290	£1,290	£1,290	£1,290	£1,290
	NET C.COURT PROCEEDS	4			£0	£4,892	£19,569	£19,569	£19,569	£19,569
	TOTAL PAYMENTS				£0	£118,125	£148,900	£148,900	£148,900	£148,900
EXPENSES:							3%	3%	3%	3%
	OPERATIONAL MANAGEMENT	5	1	£110,617	£20,671	£1,458	£1,501	£1,546	£1,593	£1,640
	ON-STREET ENFORCEMENT	6	1	£0	£9,549	£114,582	£118,019	£121,560	£125,207	£128,963
	OFF-STREET ENFORCEMENT	7	1	£0	(£1,611)	(£19,335)	(£19,915)	(£20,513)	(£21,128)	(£21,762)
	CLAMP & REMOVAL CONTROL		1	£0	£0	£0	£0	£0	£0	£0
	TICKET & PERMITS PROCESSING	8	1	£0	£8,405	£29,702	£30,593	£31,511	£32,456	£33,430
	PAY & DISPLAY	9	1	£0	£0	£0	£0	£0	£0	£0
	TOTAL EXPENSES			£110,617	£37,014	£126,407	£130,199	£134,105	£138,128	£142,272
ANNUAL NET SURPLUS OR (DEFICIT)				(£110,617)	(£37,014)	(£8,282)	£18,701	£14,795	£10,772	£6,628
CUMULATIVE NET SURPLUS OR (DEFICIT) EXCLUDING CAPITAL					**(£37,014)**	**(£45,296)**	**(£26,595)**	**(£11,800)**	**(£1,028)**	**£5,600**
CUMULATIVE NET SURPLUS OR (DEFICIT)INCLUDING CAPITAL					**(£147,631)**	**(£155,913)**	**(£137,212)**	**(£122,417)**	**(£111,645)**	**(£105,017)**
	NPV INTEREST RATE	**6%**								
	YEAR END NPVs (EXCLUDING CAPITAL)					**(£44,827)**	**(£28,183)**	**(£15,761)**	**(£7,229)**	**(£2,276)**
	NPV INTEREST RATE	**6%**								
	YEAR END NPVs (INCLUDING CAPITAL)					**(£155,444)**	**(£138,801)**	**(£126,378)**	**(£117,846)**	**(£112,893)**

Notes:-

1 NPV - Calculation assumes that the Start Up Cost is a negative cash flow at the start of year 1 and that each years cash flow thereafter is received at the end of the year.
2 SCH REF - Reference to the detailed working schedules attached.
3 Start up costs include capital costs, one-off costs incurred before commencement, and percentage of first year expenses calculated from number of months selected in Start-up Period.

TMA 2004 - FINANCIAL MODEL OF IMPLEMENTATION

MODEL VERSION:	July 2017 V5
MODEL DATE:	27-Jul-17

CLIENT: HUNTINGDONSHIRE DISTRICT COUNCIL

VERSION: July 2017 V5

ANALYSIS BETWEEN ON-STREET AND OFF-STREET INCOME AND COSTS

NB: THE RESULTS BELOW ARE THE MARGINAL CHANGE TO THE PARKING ACCOUNT, AND DO NOT THEREFORE REPRESENT THE FULL ON-OFF-STREET RING FENCED ACCOUNT POST-CPE.

			% SPLIT	START-UP CAPITAL	START-UP EXPENSES	FIRST 12 MTHS	SECOND 12 MTHS	THIRD 12 MTHS	FOURTH 12 MTHS	FIFTH 12 MTHS
		PCNs ISSUED:				8,519	8,974	8,974	8,974	8,974
		ON-STREET:	59.3%			5,048	5,318	5,318	5,318	5,318
		OFF-STREET:	40.8%			3,472	3,657	3,657	3,657	3,657
INCOME			**BASIS OF SPLIT**							
	PCN PAYMENTS	TOTAL:				£ 91,812	£ 107,882	£ 107,882	£ 107,882	£ 107,882
		ON-STREET:				£ 109,581	£ 125,651	£ 125,651	£ 125,651	£ 125,651
		OFF-STREET:				(£ 17,769)	(£ 17,769)	(£ 17,769)	(£ 17,769)	(£ 17,769)
	PERMIT PAYMENTS	TOTAL:			£ 0	£ 0	£ 0	£ 0	£ 0	£ 0
		ON-STREET:	100%		£ 0	£ 0	£ 0	£ 0	£ 0	£ 0
		OFF-STREET:	0%		£ 0	£ 0	£ 0	£ 0	£ 0	£ 0
	CAR PARK RECEIPTS	TOTAL:				£ 20,130	£ 20,130	£ 20,130	£ 20,130	£ 20,130
		ON-STREET:	0%			£ 0	£ 0	£ 0	£ 0	£ 0
		OFF-STREET:	100%			£ 20,130	£ 20,130	£ 20,130	£ 20,130	£ 20,130
	ON STREET CHARGING	TOTAL:				£ 1,290	£ 1,290	£ 1,290	£ 1,290	£ 1,290
		ON-STREET:	100%			£ 1,290	£ 1,290	£ 1,290	£ 1,290	£ 1,290
		OFF-STREET:	0%			£ 0	£ 0	£ 0	£ 0	£ 0
	NET C.COURT PROCEEDS	TOTAL:				£ 4,892	£ 19,569	£ 19,569	£ 19,569	£ 19,569
		ON-STREET:	59.3%			£ 2,899	£ 11,597	£ 11,597	£ 11,597	£ 11,597
		OFF-STREET:	40.8%			£ 1,994	£ 7,974	£ 7,974	£ 7,974	£ 7,974
EXPENSES:										
	OPERATIONAL MANAGEMENT	TOTAL:		£ 110,617	£ 20,671	£ 1,458	£ 1,501	£ 1,546	£ 1,593	£ 1,640
		ON-STREET:	59.3%	£ 102,617	£ 12,250	£ 864	£ 890	£ 916	£ 944	£ 972
		OFF-STREET:	40.8%	£ 8,000	£ 8,424	£ 594	£ 612	£ 630	£ 649	£ 668
	ON-STREET ENFORCEMENT	TOTAL:		£ 0	£ 9,549	£ 114,582	£ 118,019	£ 121,560	£ 125,207	£ 128,963
		ON-STREET:	100%	£ 0	£ 9,549	£ 114,582	£ 118,019	£ 121,560	£ 125,207	£ 128,963
		OFF-STREET:	0%	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0
	OFF-STREET ENFORCEMENT	TOTAL:		£ 0	(£ 1,611)	(£ 19,335)	(£ 19,915)	(£ 20,513)	(£ 21,128)	(£ 21,762)
		ON-STREET:	0%	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0
		OFF-STREET:	100%	£ 0	(£ 1,611)	(£ 19,335)	(£ 19,915)	(£ 20,513)	(£ 21,128)	(£ 21,762)
	TICKET & PERMITS PROCESSING	TOTAL:		£ 0	£ 8,405	£ 29,702	£ 30,593	£ 31,511	£ 32,456	£ 33,430
		ON-STREET:	59.3%	£ 0	£ 4,981	£ 23,925	£ 24,643	£ 25,382	£ 26,144	£ 26,928
		OFF-STREET:	40.8%	£ 0	£ 3,425	£ 5,777	£ 5,950	£ 6,129	£ 6,313	£ 6,502
		inflation	3.0%							
	PAY & DISPLAY	TOTAL:		£ 0	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0
		ON-STREET:	100%	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0
		OFF-STREET:	0%	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0	£ 0
	INCOME	ON-STREET:			£ 0	£ 113,770	£ 138,538	£ 138,538	£ 138,538	£ 138,538
	INCOME	OFF-STREET:			£ 0	£ 4,355	£ 10,335	£ 10,335	£ 10,335	£ 10,335
	TOTAL INCOME:				£ 0	£ 118,125	£ 148,874	£ 148,874	£ 148,874	£ 148,874
	EXPENSES	ON-STREET:		£ 102,617	£ 26,779	£ 139,371	£ 143,552	£ 147,859	£ 152,294	£ 156,863
	EXPENSES	OFF-STREET:		£ 8,000	£ 10,238	(£ 12,964)	(£ 13,353)	(£ 13,754)	(£ 14,166)	(£ 14,591)
	TOTAL EXPENSES:			£ 110,617	£ 37,017	£ 126,407	£ 130,199	£ 134,105	£ 138,128	£ 142,272
	ANNUAL NET SURPLUS OR (DEFICIT):	ON-STREET:		(£ 102,617)	(£ 26,779)	(£ 25,600)	(£ 5,014)	(£ 9,321)	(£ 13,756)	(£ 18,325)
		OFF-STREET:		(£ 8,000)	(£ 10,238)	£ 17,319	£ 23,688	£ 24,089	£ 24,502	£ 24,927
				(£ 110,617)	(£ 37,017)	(£ 8,282)	£ 18,674	£ 14,768	£ 10,745	£ 6,601
	CUMULATIVE NET SURPLUS OR (DEFICIT) EXCLUDING CAPITAL	ON-STREET:			(£ 26,779)	(£ 52,380)	(£ 57,394)	(£ 66,715)	(£ 80,471)	(£ 98,796)
		OFF-STREET:			(£ 10,238)	£ 7,081	£ 30,769	£ 54,859	£ 79,360	£ 104,287
				£ 0	(£ 37,017)	(£ 45,299)	(£ 26,624)	(£ 11,856)	(£ 1,111)	£ 5,491
	CUMULATIVE NET SURPLUS OR (DEFICIT) INCLUDING CAPITAL	ON-STREET:		(£ 102,617)	(£ 129,397)	(£ 154,997)	(£ 160,011)	(£ 169,332)	(£ 183,088)	(£ 201,413)
		OFF-STREET:		(£ 8,000)	(£ 18,238)	(£ 919)	£ 22,769	£ 46,859	£ 71,360	£ 96,287
				(£ 110,617)	(£ 147,634)	(£ 155,916)	(£ 137,242)	(£ 122,473)	(£ 111,728)	(£ 105,126)

Off-Street Car Parking Strategy
2018 - 2023

Introduction

We have ambitious plans for Huntingdonshire – ***We want to support a safe and healthy environment, deliver economic growth and provide value for money services for the people of Huntingdonshire***. Making sure that it works for our people and continues to develop as an attractive and successful place. Huntingdonshire is set to continue to grow, and it is essential that in planning for this growth we have the infrastructure in place to meet the needs of our residents, economy and visitors. Our parking arrangements are a key element of this.

This Strategy in front of you sets out clear guidance to ensure that Huntingdonshire District Council delivers efficient and effective off-street car parking services between now and 2036 and meets these challenges. This strategy has emerged from a lot of work, engagement and the review of a lot of hard evidence. We now have a clearer view than ever before on the expectations of ours customers, and the future needs of our district, and it is this evidence mixed with best practice from elsewhere under the guidance of your elected representatives that has informed this strategy. A summary of the key evidence we relied upon can be found in the appendices to this strategy.

As a Cabinet we recognised that we needed to review how we manage our car parks, to meet existing and future requirements. Our car parks need to be sustainable and able to support business growth in our District, they must meet residents' expectations and encourage visitors to our Towns – supporting our ambitions for our market Towns, and they must do all of this whilst providing good value for money.

When my predecessor presented a project overview for a 'Strategic Review of Car Parking' to the Huntingdonshire District Council Overview and Scrutiny Panel (Economy and Growth), it was agreed that the initial problem faced was a lack of a clear vision and strategic priorities for the operation and management of our car parks. The solution to this was fairly simple; to undertake a strategic review of off-street car parking that gathered evidence, created a vision and developed a strategy.

I'm pleased to say that the Overview and Scrutiny Panel approved the creation of a "Strategic Review of Car Parking Task and Finish Group", who have, in partnership with Officers, delivered this evidence based Off-Street Car Parking Strategy. I would like to place on record my thanks to all the people who have helped create this Off Street Parking Strategy, and for the hard work and effort that has now achieved what I believe to be a sustainable approach for parking into the future.

This strategy has reviewed how we currently deliver off-street car parking services, reviewed options for change and sets the parameters for Officers to develop and deliver future car parking services. It describes how we approached the project; how we arrived at our conclusions and the next steps we will take.

We have listened, we have taken expert advice and we will continually review our work. The conclusions drawn in this Strategy are forward thinking, realistic and achievable. We believe they meet the tests we have set out for supporting the growth of our district and ensuring we meet the needs and desires of our communities and visitors. If you have any comments you would like to make, I would be delighted to hear from you.

Executive Councillor for Operations

Contents

From Vision to Implementation

Members of Huntingdonshire District Council's Strategic Review of Car Parking Task and Finish Group agreed that the strategy we develop should be structured with 4 clear stages to deliver our Vision, and operate on a cycle across 5 years.

Stage 1 - Concept

As we had agreed with Overview and Scrutiny to deliver an 'evidence based strategy', we needed to ensure that we were in possession of sufficient evidence to begin with. Whilst we are gathering and reviewing the evidence, a Vision was created that Overview and Scrutiny agreed would meet the expectations of our car park users.

Stage 2 - Development

Based on the evidence collected over the past 9 months *(presented within appendcies 1 – 2)*, members of Huntingdonshire District Council's Strategic Review of Car Parking Task and Finish Group developed short-term goals and longer term objectives to deliver the Core Priorities of the Vision.

Stage 3 - Delivery

This strategy document is now the starting point for Huntingdonshire District Council's Parking Service. Officers are able to progress with delivering our short & medium term goals and longer term objectives. Whilst we have adopted a single set of strategic priorities, the short-term goals may require the council to consider the implementation of a variety of town and location based solutions. The Council will support enhancements to car parks where the costs are borne by the users in line with our agreed financial principles of parking.

Stage 4 - Operate

Huntingdonshire District Council's Parking Service can monitor the success of changes made to ensure they have been successfully delivered. The information gathered at this stage will be the basis for our next strategy, with any long-term objectives still ongoing and relevant being carried over, as the service continues to drive towards positive change.

Within the agreed stages of the Strategy's structure, Huntingdonshire District Council Officers will work to monitor and address emergent risks as part of the effective management and delivery of the service and its service plan objectives. Improvements will be measured from a user's perspective through the use of regular customer surveys and satisfaction monitoring.

Our Parking Vision

Recognising the role that parking plays in contributing to our Corporate Plan objectives and our twin priorities of serving Huntingdonshire as a vibrant place and supporting its people to enjoy a fulfilling life. The parking task and finish group worked to develop a Vision aimed to provide the high quality services local people want and deserve and as with our corporate plan this strategy shows how we intend to meet these objectives.

In the development of the strategy, we have worked with and given consideration to:

- Huntingdonshire District Council: Local Plan to 2036
- Huntingdonshire District Council: Car Park user survey
- Huntingdonshire District Council corporate plan
- Cambridgeshire & Peterborough Combined Authority: St Neots Masterplan for Growth
- House of Commons Library: Electric Vehicles and Infrastructure

From the core priorities set out in our Parking Vision for Huntingdonshire, both short-term goals and longer term objectives have been developed that work towards a common end state: the promotion & futureproofing of our town centre's viability. With this in mind the O&S task and finish panel agreed a clear vision for parking:

Our Parking Vision

Huntingdonshire District Council will support the sustainability and growth of its towns and villages through the provision of convenient, easily accessible car park locations that focus on achieving our core priorities of

- Providing and delivering safety and security for our users
- Providing and delivering clean and well maintained parking places
- Implementing technology that positively assists our car park users
- Promoting environmental sustainability by supporting alternative fuel and travel methods

Implementing technology that positively assists our car park users

In our ambition to ***Become more efficient and effective in the way we deliver services***, and our commitment to ***Becoming a more Customer Focused Organisation***. We have a clear ambition to make ever greater use of technology to aid our car parks users, meet their expectations and provide us with information that will enable us to become more effective in the delivery of services.

Increasingly customer expectations are set by their interactions in their personal lives. Customers want to have the convenience they have come to expect from the high street and digital providers. Customer feedback from our user survey shows that there is a clear demand for greater convenience within our car parks, including the opportunity for more cashless payment options.

This new technology will enable us to ensure a smoother parking process for customers, and enable us to use the information we gather to better understand and meet customer needs. It will also enable us to move toward a pay for what you use approach to parking, rather than the traditional pay upfront model. With this in mind our strategic goals are:

Short & medium term goals [Years 1 & 2]

- To undertake a feasibility study to asses suitable payment, access and space monitoring technology to enable clear identification and assessment of the benefits, challenges and user feedback.
- To deploy alternative payment technology where there is a business case to do so.
- To deploy suitable access and space monitoring technology where it is technically feasible and there is a business case to do so.

Long-term objectives [Years 3 &4]

- To ease congestion and town centre traffic by working with partners in the implementation and operation of traffic management solutions.

Promoting environmental sustainability by supporting alternative fuel and travel methods

With our Corporate Plan objectives around ensuring we ***Support people to improve their health and well-being*** and to ***Create, protect and enhance our safe and clean built and green environment*** parking has a part to play in both. Air quality is a key health issue across the country, and the decisions we make with regard to parking will impact directly on this.

Our working group recognised the importance of delivering as environmentally sustainable a parking service as possible. Ensuring we support the use of new clean technologies that emerge on the market and infrastructure that supports people to walk and cycle facilitating those that wish to make sustainable transport choices, and making use of our car parks as transport hubs.

Keeping abreast of new opportunities will help us to meet our corporate plan objectives, and ensure Huntingdonshire remains a pleasant and dynamic place to live ensuring that our service remains fit for the future. Our goals are:

Short & medium term goals [Years 1 & 2]

- To survey all our car parks to establish technical feasibility for electric vehicle charging.
- To undertake user surveys to assess local demand and best fit options for the operation of electric charging bays.
- To asses demand and incorporate support for alternative sustainable travel methods within our car parks.
- To assess the feasibility of our car parks as sites for the generation of renewable energy for their operation and potential income generation.

Long-term objectives [Years 3 &4]

- To deliver feasible changes which reduce the environmental impact of our car parks.

Providing and delivering safety and security to our users

Ensuring we ***Support people to improve their health and well-being is a key ambition for us***. This is as true in our public spaces, as anywhere else, and we are committed to ensuring our car parks are as safe and secure as they possibly can be.

In our engagement with users, car park security was not rated as highly by our users as we would want. This is an area for focus to raise overall user satisfaction, and meet expectations of our customers.

Work in this area will deliver a safer environment for our customers and their property. Building on the feedback from our users around what they want to see, we aim to:

Short & medium term goals [Years 1 & 2]

- To assess all our car park sites to deliver improvements in security in our car parks where possible. This includes cameras, lighting and barriers with a proposal developed to deliver these changes.
- To undertake a review of the layout of parking sites to understand what pedestrian focussed improvements can be made with regard to the use of pedestrian walkways, drop kerbs and trolley bays with a proposal developed to deliver these changes.

Long-term objectives [Years 3 &4]

- To have delivered changes for improved security & safety that meet local needs.
- To work in partnership with other local authorities and emergency services to address crime and fear of crime in our car parks.

Providing and delivering clean and well maintained parking places

Our car parks play a significant role in our market towns and we are committed to making sure we ***support the development of infrastructure to enable growth***. Car parks are a key element of the infrastructure for growth, and we see them as such. In addition they set the visual tone for the experience of our regular users and those visitors from out of the area. It is therefore important that they are clean, well laid out and convenient.

One of the key requirements highlighted by our users was for “wider bays” to meet the requirements of modern cars, families and lifestyles; this is something we are committed to bringing forward proposals on.

The delivery of the goals beneath will ensure that our car parks remain responsive to customer needs, and support the needs of our communities.

Short & medium term goals [Years 1 & 2]

- To develop design solutions that maximise the available car parking spaces for our users. This includes a review of the surface condition of a site and the furniture & features.
- To implement a customer ratings system on the satisfaction with our car parks and re-evaluate our cleansing schedules.
- To develop town based proposals that delivers the required parking space capacity to meet the anticipated increasing demands.
- To undertake a review the current size of our parking bays with a view to understanding the cost implications associated with increasing bay size.

Long-term objectives [Years 3 &4]

- To have developed a programme of works that delivers the proposed, endorsed changes for site condition, size & cleanliness.
- To work with local partners & stakeholders to reduce littering.

Financial Principles of Parking

We have a duty to ensure we are continuously striving to ***Become more efficient and effective in the way we deliver services***, delivering the best possible value for public money. Whilst at the same time constantly striving to be a ***more Customer Focused Organisation***. As such we recognise the value in providing some clear financial principles that govern the way we charge for parking, whilst seeking to deliver the improvements our users have asked for in this consultation exercise, and which our growth aspirations require.

The financial principles below have been proposed to ensure we are fair, transparent and consistent in our approach to car park charges.

The principles are:

- We will seek to introduce a “pay for what you use” system to ensure that customers only pay for the time they spend in our car parks.

- We will seek to offer customers a choice of standard and premium parking options.

- We will ensure that our car parking fees are lower than the average index of car parking charges of our comparator authorities

- We will continue to offer our regular car park users value for money with the option of discount permit schemes.

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Appendix 1

Huntingdonshire Parking Analysis Report Overview

Extract from the "Huntingdonshire Parking Analysis" report by SDG

Background

Steer Davies Gleave (SDG) was commissioned by **Huntingdonshire District Council (HDC)** to undertake analysis of current off-street car park occupancy of HDC-operated car parks and to estimate how the additional housing plans set out in the Local Plan might affect future occupancy patterns.

The work was commissioned by the **HDC Parking Task and Finish Group** which is developing an evidence-based parking strategy for Huntingdonshire.

The **key objectives** were to consider:

- The effect of the proposed residential developments within the district on the current off-street parking provision provided by HDC as outlined in the **Local Housing Plan**:
    - + 6,500 homes by 2022
    - + 5,500 additional homes by 2027
    - + 5,800 additional homes by 2036 Total 17,800 (Cumulative)
- The effect and impact of proposed and ongoing **Highways developments** in and around the towns
- Any **additional off-street car parking** provision required to accommodate any forecast increase in vehicle trips to the town centres

Occupancy surveys were conducted:

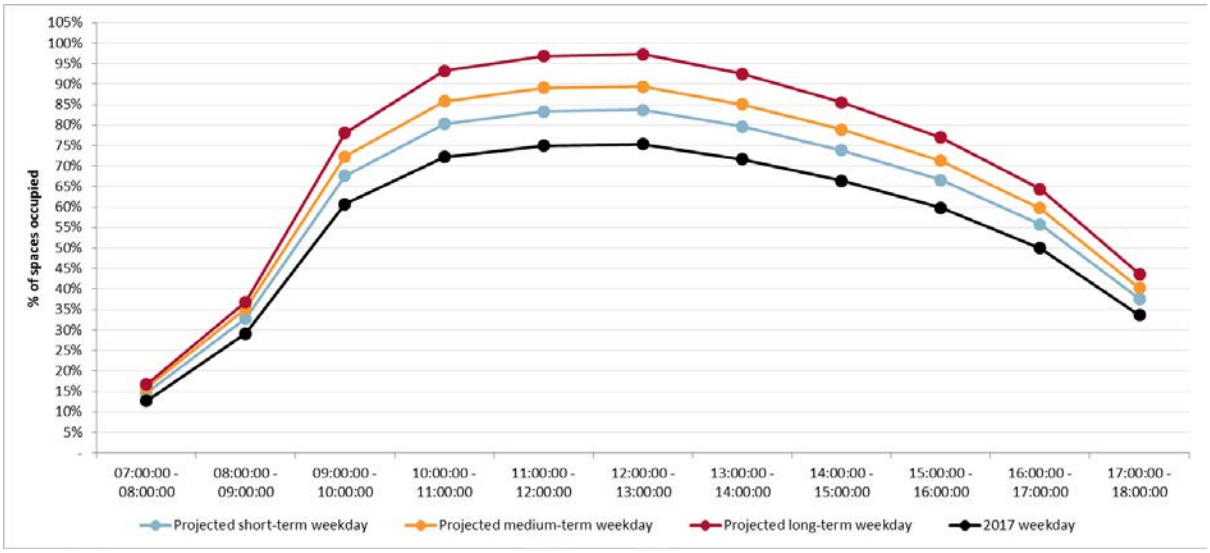
- Weekday - 19th & 20th October 2017
- Saturday - 21st October 2017
- Using Automatic Number Plate recognition (ANPR) cameras at entry and exit points
- At 15 minute intervals between 07:00 and 1800

Huntingdon

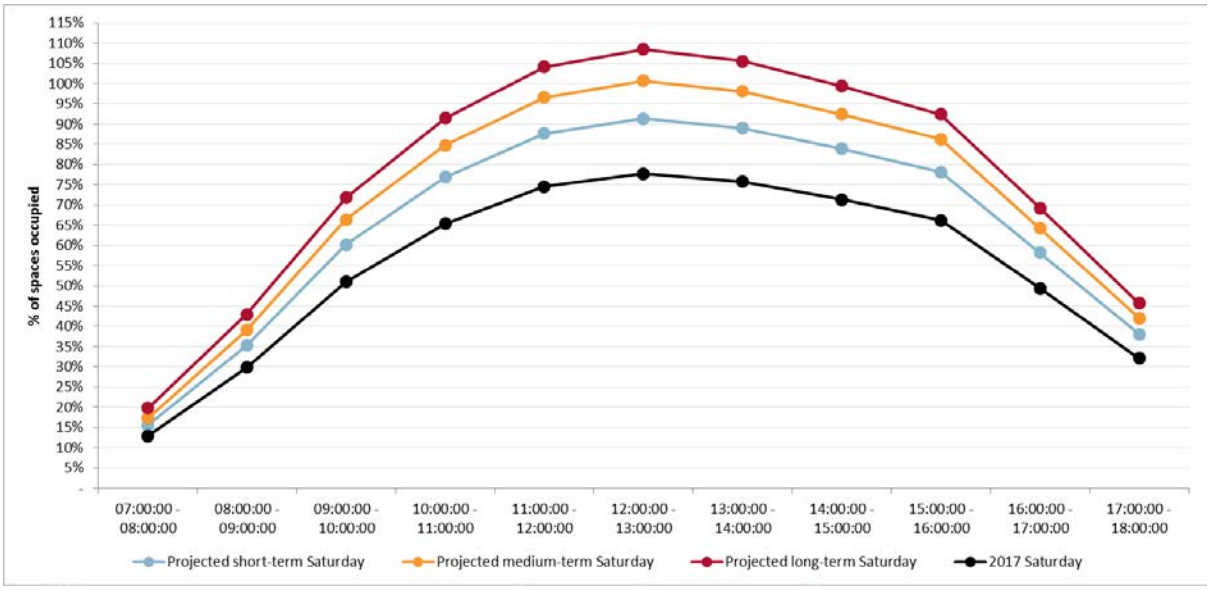
Key findings

- **Weekday** occupancy for the council operated car park network as a whole in Huntingdon peaked at **75%** of the overall capacity of **1,295 spaces** in Council-operated car parks between **11:00 & 13:00.** Due to its placement, Bridge Place car park is not included within the town centre occupancy calculations.
- **Future** weekday occupancy projections are:
    - **84%** in **2022** (representing **324 available spaces** in the peak occupancy period)
    - **89%** in **2027** (representing **207 available spaces** in the peak occupancy period)
    - **97%** in **2036** (representing **142 available spaces** in the peak occupancy period)
- **Saturday** occupancy for the council operated car park network as a whole peaked at **78%** between **12:00 & 13:00**
- **Future** Saturday occupancy projections are:
    - **91%** in **2022** (representing **117 available spaces** in the peak occupancy period)
    - **101%** in **2027** (representing a **shortage of 13 spaces** in the peak occupancy period)
    - **108%** in **2036** (representing a **shortage of 104 spaces** in the peak occupancy period)
- **High** proportion of vehicle staying **less than 10 minutes**:
    - Sainsbury's & MSCP: 17 - 21% vehicles
    - Bridge Place: 31 – 33 % vehicles
- **High** car park occupancy by **Season Tickets**:
    - Great Northern Street: **47%**
    - St Germain Street: 6%
    - Riverside: **25%**
    - Ingram Street: **32%**
    - Mill Common: 2%
    - Bridge Place: 14%

Huntingdon - Future Occupancy Projection (Weekday)



Huntingdon - Future Occupancy Projection (Saturday)

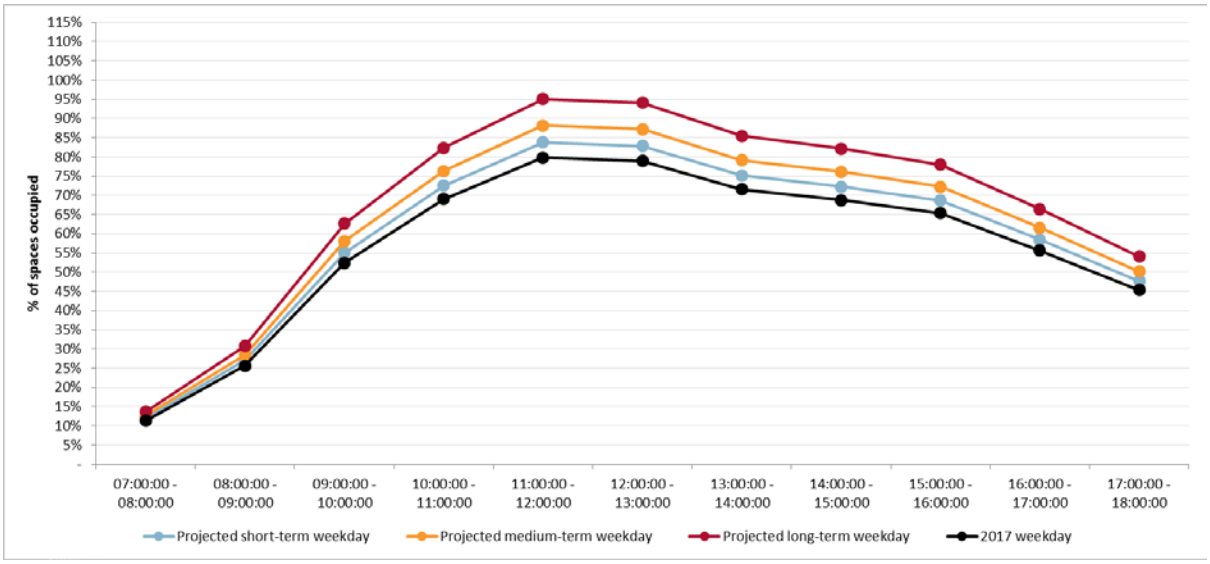


St Ives

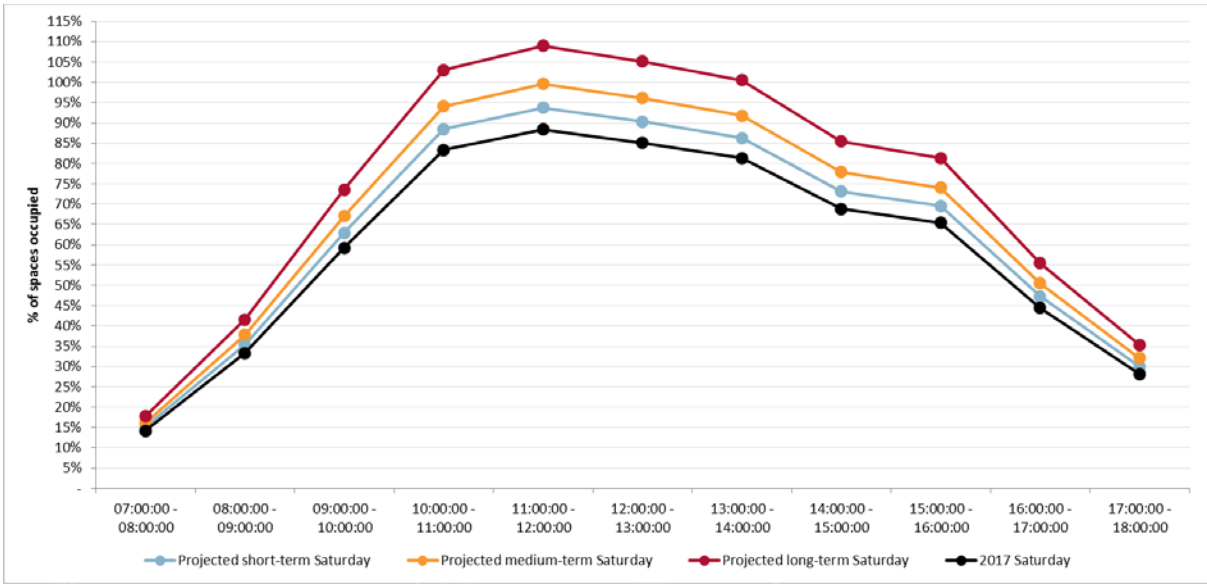
Key findings:

- **Weekday** occupancy for the council operated car park network as a whole peaked at **80%** of the overall capacity of **592 spaces** in Council-operated car parks between **11:00 & 12:00**
- **Future** weekday occupancy projections are:
    - **84%** in **2022** (representing **95 available spaces** in the peak occupancy period)
    - **88%** in **2027** (representing **71 available spaces** in the peak occupancy period)
    - **95%** in **2036** (representing **33 available spaces** in the peak occupancy period)
- **Saturday** occupancy for the council operated car park network as a whole peaked at **88%** between **11:00 & 12:00**
- **Future** Saturday occupancy projections are:
    - **94%** in **2022** (representing **36 available spaces** in the peak occupancy period)
    - **100%** in **2027**
    - **109%** in **2036** (representing a **shortage of 53 spaces** in the peak occupancy period)
- **High** proportion of vehicle staying **less than 5 minutes**:
    - Waitrose: 22 - 24% vehicles
    - Globe Place: 35 % vehicles
- **High** car park occupancy by **Season Tickets**:
    - Globe Place: **19%**
    - Darwoods Pond: 8%

St Ives - Future Occupancy Projection (Weekday)



St Ives - Future Occupancy Projection (Saturday)

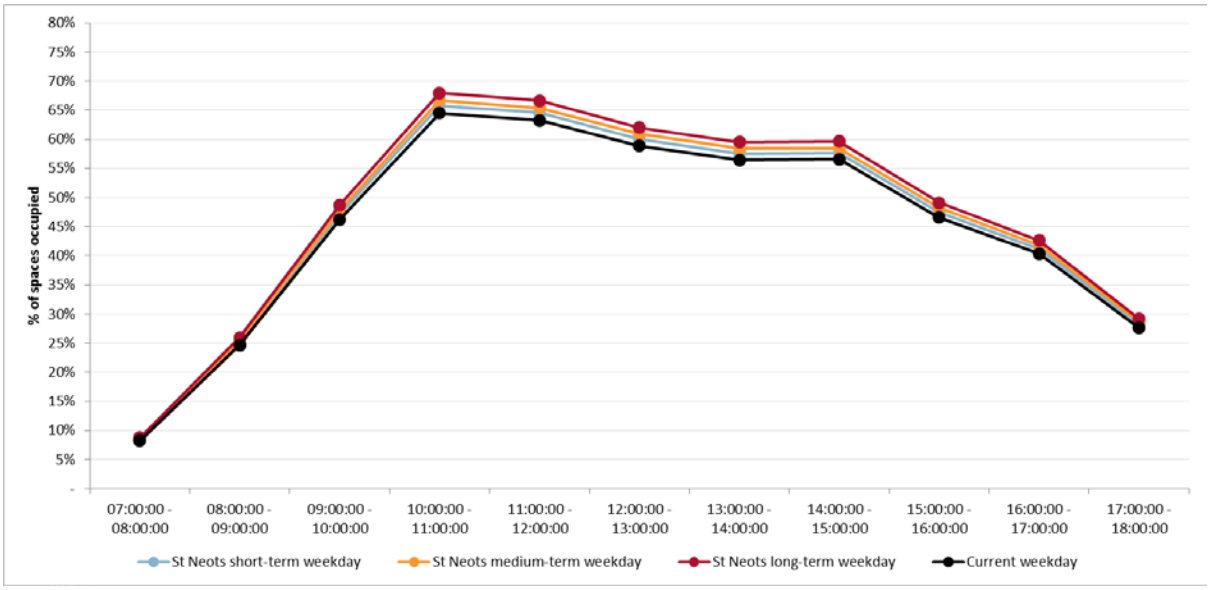


St Neots

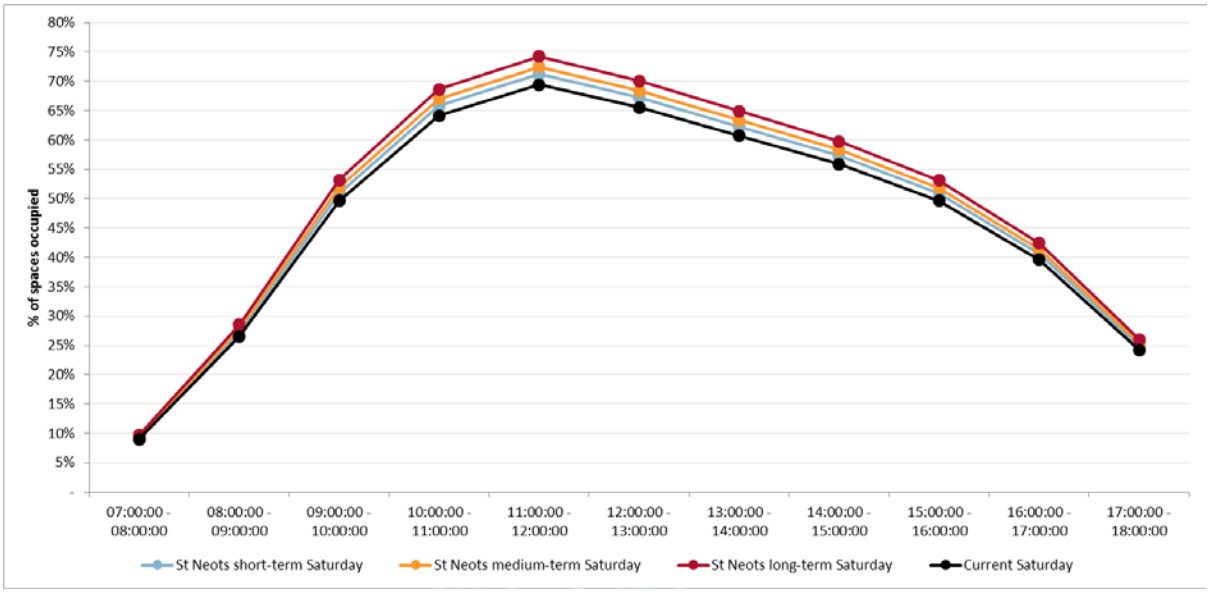
Key findings:

- **Weekday** occupancy for the council operated car park network as a whole peaked at **69%** of the overall capacity of **909 spaces** in Council-operated car parks between **11:00 & 13:00**
- **Future** weekday occupancy projections are:
    - **67%** in **2022** (representing **300 available spaces** in the peak occupancy period)
    - **68%** in **2027** (representing **291 available spaces** in the peak occupancy period)
    - **68%** in **2036** (representing **291 available spaces** in the peak occupancy period)
- **Saturday** occupancy for the council operated car park network as a whole peaked at **69%** between **12:00 & 13:00**
- **Future** Saturday occupancy projections are:
    - **71%** in **2022** (representing **282 available spaces** in the peak occupancy period)
    - **72%** in **2027** (representing **264 available spaces** in the peak occupancy period)
    - **74%** in **2036** (representing **255 available spaces** in the peak occupancy period)
- **High** proportion of vehicle staying **less than 5 minutes**:
    - Waitrose: 20% vehicles
    - Priory Lane: 58 % vehicles
    - Tebbutts Road: 17% vehicles

St Neots - Future Occupancy Projection (Weekday)



St Neots - Future Occupancy Projection (Saturday)



Summary

- **Car ownership** in Huntingdonshire is significantly **higher** than the national average with fewer than 14% of homes **not having access to a car**
    - Promotion and support of alternate means of travel to reduce traffic to maintain occupancy for those travelling further
- Town Centre **footfall** currently **relates to retail offering**, not car park capacity
    - At the time of this study, **Huntingdon** had **high occupancy** following M&S and Next stores opening at the **Chequers Court** development (more stores are now open)
    - The **St Neots Masterplan for Growth** notes a greater **decline in retail footfall** than Huntingdon or St Ives however this is more likely linked to **lack of retail diversity**
- **Maintain and maximize** available parking **capacity** through car park layout & designation reviews:
    - Relocate/remove non-essential car park furniture (e.g. bottle banks, planters etc.)
    - Reduce congestion zones (e.g. drop off points)
    - Review high permit holders user impacts on availability to retail visitors
    - Distributions of car park users across all sites during peak times
        - Bridge Place weekday occupancy under 25%, with only 5% occupancy on weekends - potential to accommodate projected increased users or town centre workers through subsidized permit schemes
        - Potential to incentivize users through variable charging (e.g. lower priced outer car parks, reduced parking cost at non-peak time)
    - Opportunity to introduce/review parking bay designations (e.g. super short stay due to high volume of “less than 10 minute stays”)

Appendix 2

Parking User Survey Overview

The Huntingdonshire District Council Car Parking User Survey ran between July 2017 and August 2017. A total of 1177 participated in the survey resulting in 4368 individual car park completions. The survey was used by the Members of the Strategic Review of Car Parking Task and Finish Group to assist in the development of the Car Parking Vision and the Car Parking Strategy.

The findings, of which there is a summary below, helped Members understand the Council's car parking users and identify issues experienced by them. It highlighted what was good about the car parks and what needed improving on.

Usage Trends

The survey identified the following:

- There was a clear distinction between car parks used for retail purposes and those used for leisure.
- Current usage of mobile payment systems, where available, is low.
- Car parks are generally used at least monthly with a high proportion used on a weekly basis.
- The average length of stay is low with most car parks used for two hours or less.
- A total of 75% of users are from a PE postal code, with other users from CB, NN, MK or SG post codes.

Satisfaction Trends

Overall satisfaction with the car parks was generally high across the District. When choosing where to park, respondents selected convenience of location (37%) as the most important factor, followed by value for money (19%), accessibility (14%) and purpose of visit (14%).

Potential Improvements

The survey identified that a significant percentage of respondents (37%) expressed no opinion on potential car parking improvements. Of those who did express an opinion, 50.8% stated that wider bays for all vehicles should be prioritised. Also, 31.7% of remain respondents expressed some form of cheaper parking charges could be a potential improvement.

In addition, respondents stated that more cashless payment options would be welcomed. However, use of the mobile payment system (where available) is currently low indicating a potential awareness issue. Finally, car park security was not highly rated across Huntingdonshire and respondents have requested improvements in this area.

Value for Money

Value for money was identified by the survey as an area where there was a significant amount of dissatisfaction. Despite this the vast majority of respondents rated Huntingdon's and St Ives' car parks as being satisfactory or above for value for money. There was also a majority of respondents rating St Neots' car parks as being satisfactory or above however, 41% of respondents rated St Neots' car parks as poor or very poor for value for money which was the highest in the District.

Full Survey Results

You can view the full survey results at https://www.huntingdonshire.gov.uk/media/2782/car-park-survey-results.pdf.

Appendix 3

On-street Parking

On-street parking offences are currently a criminal offence with enforcement falling within the remit of the Police.

Decriminalisation is a process which is overseen and instigated by the County Council with an application submitted to the Department for Transport (DfT). If this process is successful, the end result is Civil Parking Enforcement (CPE) where the County Council assumes enforcement responsibility.

This process usually takes 2 years to complete. 1 Local Authority currently in this process is expecting the overall timescale to be between 36 & 48 months

The estimated costs associated with CPE are setup costs of approximately £250k, with early operational losses of £40k - £60k per annum.

Should CPE be adopted within the full extents of the boundaries of the District:

- Huntingdonshire District Council would not automatically assume the powers of enforcement unless approached and contracted to do so by Cambridgeshire County Council provided the Council considers it financially viable and advantageous to do so at the time
- Huntingdonshire District Council must operate its off-street car parks under CPE legislation so would incur costs to make the changes required to continue operation e.g. signs, lines and amendments to current Traffic Regulation Orders

At present, Huntingdonshire District Council has no requirement and does not wish to:

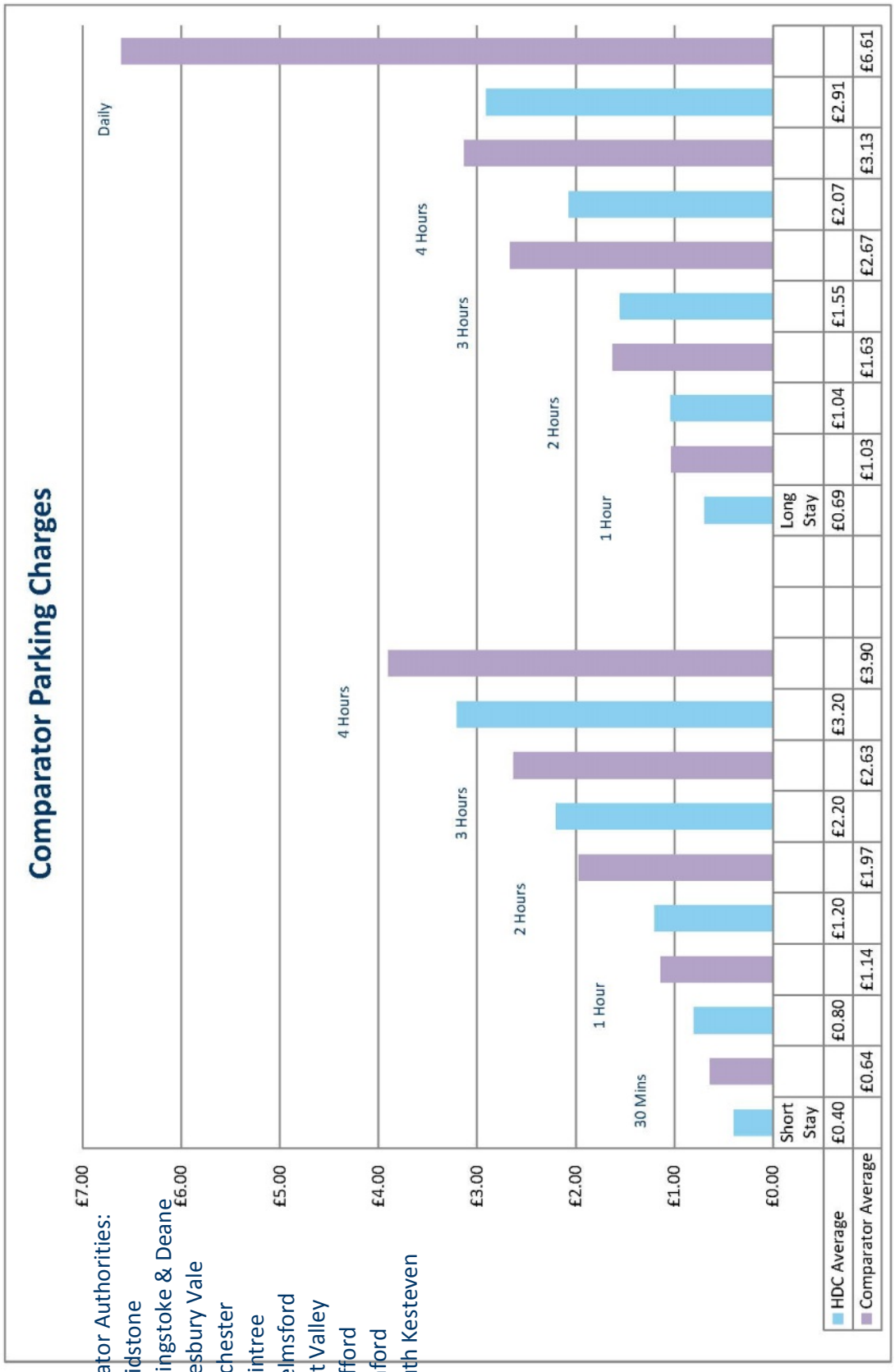
- fund or contribute towards the implementation or setup costs
- fund of contribute towards ongoing costs (e.g. operational)
- take on the responsibility for any enforcement action

In summary:

- Localised on-street parking issues are present, however the issues are contained and not spread district-wide
- Targeted Police enforcement action is considered an appropriate solution
- On-street parking enforcement and its associated costs are the responsibility of the Police

Appendix 4

Comparator Parking Charges

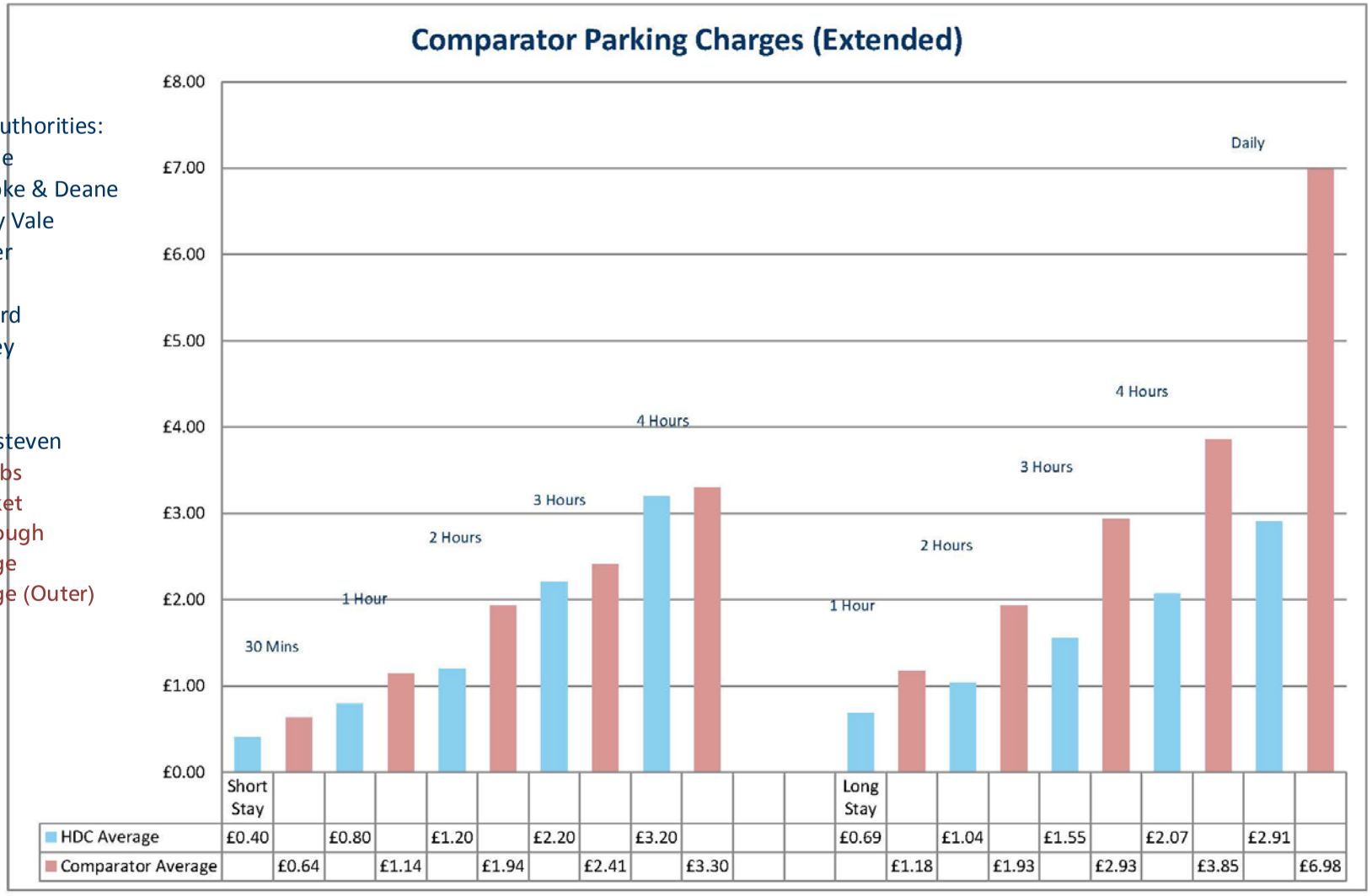


Comparator Authorities:

- Maidstone
- Basingstoke & Deane
- Aylesbury Vale
- Colchester
- Braintree
- Chelmsford
- West Valley
- Stafford
- Ashford
- South Kesteven

Comparator Authorities:

- Maidstone
- Basingstoke & Deane
- Aylesbury Vale
- Colchester
- Braintree
- Chelmsford
- Test Valley
- Stafford
- Ashford
- South Kesteven
- East Cambs
- Newmarket
- Peterborough
- Cambridge
- Cambridge (Outer)



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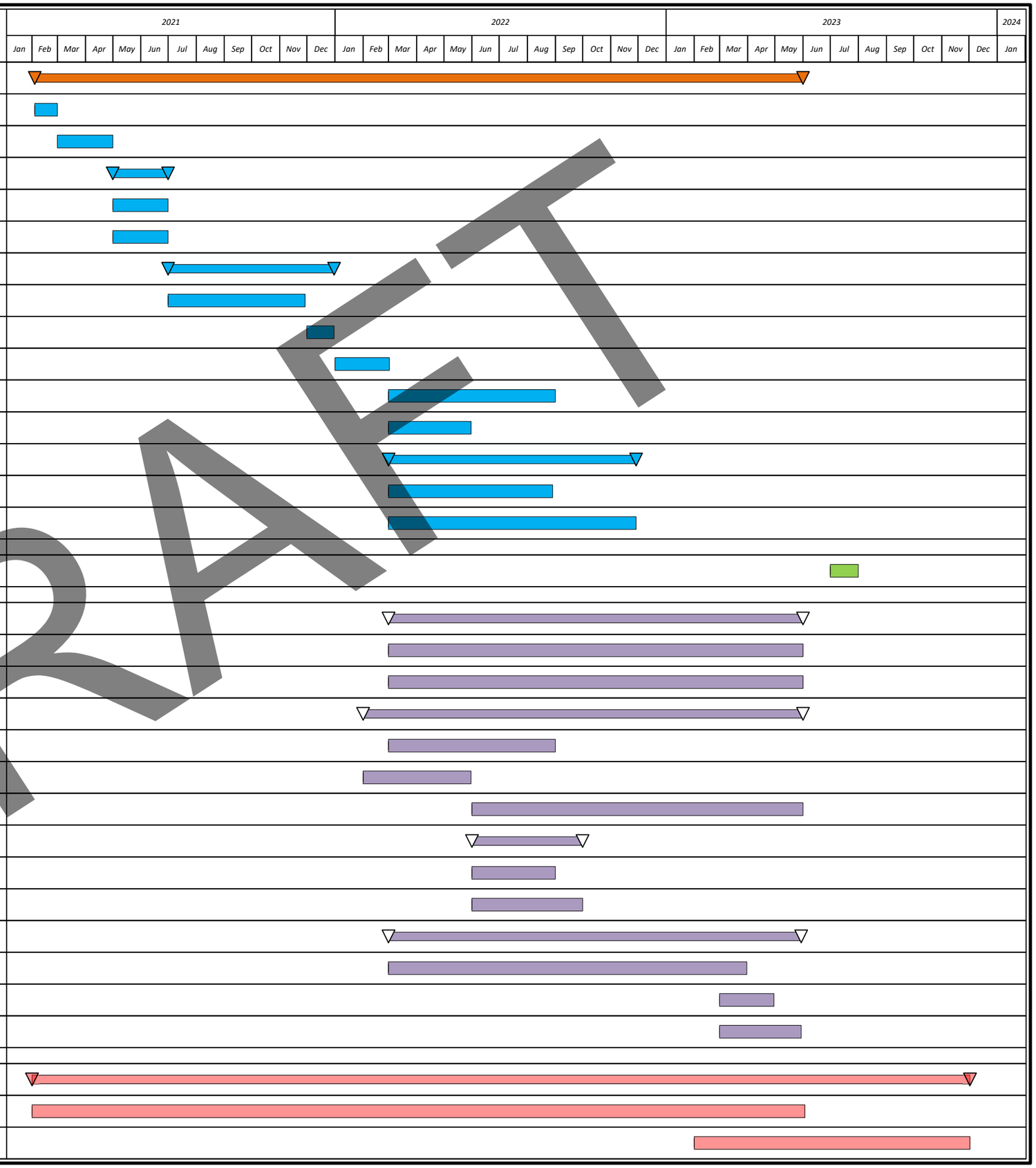
CPE – Implementation Timeline *(draft)*

ID	Task Name	Start	Finish	Duration
1	**Project Cycle**	**04/02/2021**	**31/05/2023**	**121w**
2	Cllr Report:	04/02/2021	28/02/2021	3.57w
3	Recruit Project Manager	01/03/2021	30/04/2021	8.71w
4	**Project - Startup**	**01/05/2021**	**30/06/2021**	**8.71w**
5	Project - Definition	01/05/2021	30/06/2021	8.71w
6	Project - Planing	01/05/2021	30/06/2021	8.71w
7	**Signs & Lines (on-street)**	**01/07/2021**	**30/12/2021**	**26.14w**
8	District wide review & digitisation	01/07/2021	28/11/2021	21.57w
9	Remedial works – seek quotations	01/12/2021	30/12/2021	4.29w
10	Cllr Report: Cost Review	01/01/2022	01/03/2022	8.57w
11	Remedial works (on-street) – undertake works	01/03/2022	31/08/2022	26.29w
12	Review & redraft TRO's (on-street)	01/03/2022	30/05/2022	13w
13	**Department for Transport (Dft)**	**01/03/2022**	**28/11/2022**	**39w**
14	DfT – submission preparation	01/03/2022	28/08/2022	25.86w
15	DfT – Application Review	01/03/2022	28/11/2022	39w
16				
17	'Go Live'	01/07/2023	31/07/2023	4.43w
18				
19	**Staffing**	**01/03/2022**	**31/05/2023**	**65.29w**
20	Notice Processing	01/03/2022	31/05/2023	65.29w
21	Enforcement (internal/external review & procure)	01/03/2022	31/05/2023	65.29w
22	**Procedures & Policies**	**01/02/2022**	**31/05/2023**	**69.29w**
23	Appeals	01/03/2022	31/08/2022	26.29w
24	Enforcement	01/02/2022	30/05/2022	17w
25	Training – Parking + CSC + Cllrs	01/06/2022	31/05/2023	52.14w
26	**Off-street**	**01/06/2022**	**30/09/2022**	**17.43w**
27	TRO redraft & review	01/06/2022	31/08/2022	13.14w
28	Remedial works – signs & lines	01/06/2022	30/09/2022	17.43w
29	**Enforcement system**	**01/03/2022**	**29/05/2023**	**65w**
30	Update locations	01/03/2022	30/03/2023	56.43w
31	Update Offence deatils	01/03/2023	29/04/2023	8.57w
32	Update Handhelds	01/03/2023	29/05/2023	12.86w
33				
34	**PR Strategy**	**01/02/2021**	**01/12/2023**	**147.71w**
35	Pre 'live' comms	01/02/2021	02/06/2023	121.71w
36	Post 'live' comms	01/02/2023	01/12/2023	43.43w



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Appendix D: Updated Financial Implications of CPE (2019):

		Start-up capital	Start-up expenses Y1	Start-up expenses Y2	Operational Y1	Operational Y2	Operational Y3	Operational Y4	Operational Y5
Income									
	PCN payments		£0	0	£79,254	£91,390	£91,390	£91,390	£91,390
	Permit payments		£0	0	£0	£0	£0	£0	£0
	car park receipts		£0	0	£20,130	£20,130	£20,130	£20,130	£20,130
	on-street charging		£0	0	£1,290	£1,290	£1,290	£1,290	£1,290
	net c.court proceeds		£0	0	£4,564	£18,255	£18,255	£18,255	£18,255
	Annual Total payments		**£0**	**£0**	**£105,238**	**£131,065**	**£131,065**	**£131,065**	**£131,065**
						3%	3%	3%	3%
Expenses	Operations management	£175,617	£20,671	£20,671	£1,458	£1,501	£1,546	£1,593	£1,640
	on-street enforcement	£20,030	£17,666	£17,666	£130,436	£134,349	£138,380	£142,531	£146,807
	off-street enforcement	£15,330	£1,688	£1,688	(£19,523)	(£20,109)	(£20,712)	(£21,333)	(£21,973)
	Clamp & removal control	£0	£0	£0	£0	£0	£0	£0	£0
	tickets & permits processing	£6,000	£9,779	£9,779	£34,965	£36,014	£37,094	£38,207	£39,353
	Pay & Displat	£0	£0	£0	£0	£0	£0	£0	£0
	Dedicated Project Manager		£70,000	£70,000	£0	£0	£0	£0	£0
	Remedial repairs		£15,000	£15,000	£15,000	£15,000	£15,000	£15,000	£15,000
	Annual Total Expenses	**£216,977**	**£134,804**	**£134,804**	**£162,336**	**£166,755**	**£171,308**	**£175,998**	**£180,827**
	Annual Net Surplus (Deficit)	(£216,977)	(£134,804)	(£134,804)	(£57,098)	(£35,690)	(£40,243)	(£44,933)	(£49,762)
	Cumulative Net Surplus (Deficit) ex Capital		(£134,804)	(£269,608)	(£326,706)	(£362,396)	(£402,639)	(£447,572)	(£497,334)
	Cumulative Net Surplus (Deficit) inc Capital		(£351,781)	(£486,585)	(£543,683)	(£579,373)	(£619,616)	(£664,549)	(£714,311)

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Growth Bid Form 2020/21 MTFS

Service	Parking Services	**Lead Officer**	George McDowell
Title of bid	Civil Parking Enforcement (CPE)		

Business Requirement / Opportunity / Problem Statement	Describe the business requirement, opportunity or problem. Consider the wider corporate implications of doing (or not doing) this proposal, as well as the specific impacts to your service.

Withing the boundaries of the district, there is a lack of on-street parking enforcement by the Police. Decriminalisation of parking is a process which is overseen and instigated by the County Council with an application submitted to the Department for Transport (DfT). If this process is successful, the end result is Civil Parking Enforcement (CPE) where the County Council assumes responsibility for on-street parking enforcement.
It is worth noting that:
• Localised on-street parking issues are present, however the issues are contained and not spread district-wide therefore targeted Police enforcement action is considered an appropriate solution.
• Whilst CPE has been widely adopted, the 21 local authorities who have not pursued this route are rural (as is Huntingdonshire) as this impacts the financial viability of the business case.
• On-street parking enforcement and its associated costs are the responsibility of the Police currently as shoudl be foctored into their operational costs/precept.

Cambs County have advised that:
• CPE is not viewed as feasible within the District due to the ongoing operational deficit involved
• They would support HDC taking on all aspects (on & off street enforcement + admin) – this would make the ongoing deficit our problem

RTA Associates (who undertook the 2017 study) have confirmed that based on the above, we should use the 'July 2017 V4 - Base with 10% less on street PCNs' contained in page 102 of embeded pdf, however following the subsequent 'TRO Sample Survey' undertaken we would need to adjust the start-up capital up by £51k (although anecdotally RTAA suggest going up by £65k to allow for market changes in remedial works). The capital cost increase is due to requirement to undertake a more extensive 'Traffic Regulation Order (TRO) survey and mapping' exercise and a greater requirement for remedial works due to the high level of compliance issues highlighted with the signs & lines on-street.

Due to the extent of the district and what we try to achieve (and the timespan it can take to get DfT approval), it would be prudent to factor in a dedicated Project Manager for a period of 2 years and to double up on the 'start-up expenses' to carry this period on for a 2 year period. NB: 1 Local Authority currently in this process is expecting the overall timescale to be between 36 & 48 months

Summary model with comments in red below showing more realistic figures, however the headlines are:
• Setup capital for 2 years setup £216k
• Set up expenses (revenue for a year period at approx. 110k p/a (to factor in a Project Manager salary on top of model)
• Ongoing deficit increase for HDC once CPE in operation of £100k year1, increasing up to £217k by year 5 of operation

The recomendation is that this is not a viable option/solution.

Parking income cannot be used as freely within the Councils budget due to legislation

Approved by the Relevant Head of Service(s)	yes - Neil Sloper

Approved by the Relevant Portfolio Holder(s)	yes - Marge Beutell

TMA 2004 - FINANCIAL MODEL OF IMPLEMENTATION

MODEL VERSION: July 2017 V4
MODEL DATE: 27-Jul-17

CLIENT: HUNTINGDONSHIRE DISTRICT COUNCIL

VERSION: July 2017 V4

VERSION	NOTES ON VERSION CHANGES & STATUS
July 2017 base	final in house base model
July 2017 V1	All off street enf in house. All on street and admin for both by County
July 2017 V2A	HDC off street only model
July 2017 V2B	CC on street only model
July 2017 V3	All enf and admin by County
July 2017 V4	Base with 10% less on street PCNs

SUMMARY OF MARGINAL INCOME & EXPENDITURE

increase 's-u expenses' to 2 years so double up costs to cover 21/21 & 21/22

these are for the operational years following start up so are in terms of budget

START-UP = Enter 1 - 3	MONTHS	SCH REF		START-UP PERIOD (months)	START-UP CAPITAL	START-UP EXPENSES	FIRST 22/23 12 MTHS	SECOND 23/24 12 MTHS	THIRD 24/25 12 MTHS	FOURTH 25/26 12 MTHS	FIFTH 26/27 12 MTHS
1											
INCOME											
PCNs ISSUED						0	8,035	8,445	8,445	8,445	8,445
PCN PAYMENTS		1	NB includes impact of differential PCNs			£0	£79,254	£91,390	£91,390	£91,390	£91,390
CLAMP & REMOVAL PAYMENTS						£0	£0	£0	£0	£0	£0
PERMIT PAYMENTS		2				£0	£0	£0	£0	£0	£0
CAR PARK RECEIPTS		3				£0	£20,130	£20,130	£20,130	£20,130	£20,130
ON STREET CHARGING		3				£0	£1,290	£1,290	£1,290	£1,290	£1,290
NET C.COURT PROCEEDS		4				£0	£4,564	£18,255	£18,255	£18,255	£18,255
TOTAL PAYMENTS						£0	£105,238	£131,064	£131,064	£131,064	£131,064
EXPENSES:			£110,617 to be increased by £65k following 'TRO Sample Survey'					3%	3%	3%	3%
OPERATIONAL MANAGEMENT		5	1		£110,617	£20,671	£1,458	£1,501	£1,546	£1,593	£1,640
ON-STREET ENFORCEMENT		6	1		£20,030	£17,666	£130,436	£134,349	£138,379	£142,531	£146,806
OFF-STREET ENFORCEMENT		7	1		£15,330	£1,688	(£19,523)	(£20,109)	(£20,712)	(£21,334)	(£21,974)
CLAMP & REMOVAL CONTROL			1		£0	£0	£0	£0	£0	£0	£0
TICKET & PERMITS PROCESSING		8	1		£6,000	£9,779	£34,965	£36,014	£37,094	£38,207	£39,353
PAY & DISPLAY		9	1		£0	£0	£0	£0	£0	£0	£0
TOTAL EXPENSES					£151,977	£49,803	£147,335	£151,755	£156,308	£160,997	£165,827
ANNUAL NET SURPLUS OR (DEFICIT)					(£151,977)	(£49,803)	(£42,097)	(£20,691)	(£25,243)	(£29,932)	(£34,762)
CUMULATIVE NET SURPLUS OR (DEFICIT) EXCLUDING CAPITAL			adjust up to (£216,977)			(£49,803)	(£91,900)	(£112,591)	(£137,834)	(£167,767)	(£202,529)
			factor in remedial repairs revenue of 15k p/a			(£66k)	(£106k)	(£127k)	(£152k)	(£182k)	(£217k)
CUMULATIVE NET SURPLUS OR (DEFICIT)INCLUDING CAPITAL						(£201,781)	(£243,878)	(£264,568)	(£289,811)	(£319,744)	(£354,506)
NPV INTEREST RATE	6%										
YEAR END NPVs (EXCLUDING CAPITAL)							(£89,518)	(£107,932)	(£129,127)	(£152,836)	(£178,813)
NPV INTEREST RATE	6%										
YEAR END NPVs (INCLUDING CAPITAL)							(£241,495)	(£259,909)	(£281,104)	(£304,813)	(£330,790)

Notes:-

1 NPV - Calculation assumes that the Start Up Cost is a negative cash flow at the start of year 1 and that each years cash flow thereafter is received at the end of the year.
2 SCH REF - Reference to the detailed working schedules attached.
3 Start up costs include capital costs, one-off costs incurred before commencement, and percentage of first year expenses calculated from number of months selected in Start-up Period.

'Do Nothing' Option	Describe the impact of doing nothing

Manifesto Item

Proposition Classification	**Reduced Income**

Goals & Benefits (If Unavoidable Growth)	
Describe the **GOALS** of the project	Provide a brief overview of the expected **BENEFITS**

Revenue Impacts	**2020/21**	**2021/22**	**2022/23**	**2023/24**	**2024/25**
	£'000	**£'000**	**£'000**	**£'000**	**£'000**
Other Employee Costs	70				
Supplies & Services	50				
Fees & Charges			(100)	(130)	(130)
Other Employee Costs			160	170	180
Other Employee Costs			20	20	20
Total Revenue Impact	**120**	**0**	**80**	**60**	**70**

Risks & Issues (If Unavoidable Growth)	
Describe the key **RISKS** that could inhibit delivery of the project	List the key **ISSUES** to be addressed as the project progresses
in 25/26 would require review of signs and lines circa 100k	**income from Parking Enforcement beomes ringfenced under CPE**
	stricter reporting standards on income in line with legislation

Current Performance Measurement	Describe any applicable KPI's currently used to monitor performance in this area

FTE Impacts	
Increase in FTE Nos	
Decrease in FTE Nos	

Resources Required	
Project Team	Enter the names of key resources assigned to this project
Project Manager	dedicated resource to be recruited for duration of implementation (see rev bid)
Project Board (key Stakeholder)	Parking Services Manager HDC
Project Board (key Stakeholder)	Parking Services & Highways Managers Cambs County

Linked to Capital Bid ?	**Yes**

External Resources	**Required**
HR	
3C IT	
Finance	
Procurement	
Legal	
Customer Services	
Other - please overtype with required resource	

Timeline of Key Milestones	**Date**
2020/21 budget live	01 Apr 20
dft approval to commence operation	31 Mar 22
increased budget deficit	01 Apr 22

Is there a statutory or contractual requirement for this bid?	**No**
If Yes please explain requirement -	

Key Project Milestones	**Date**

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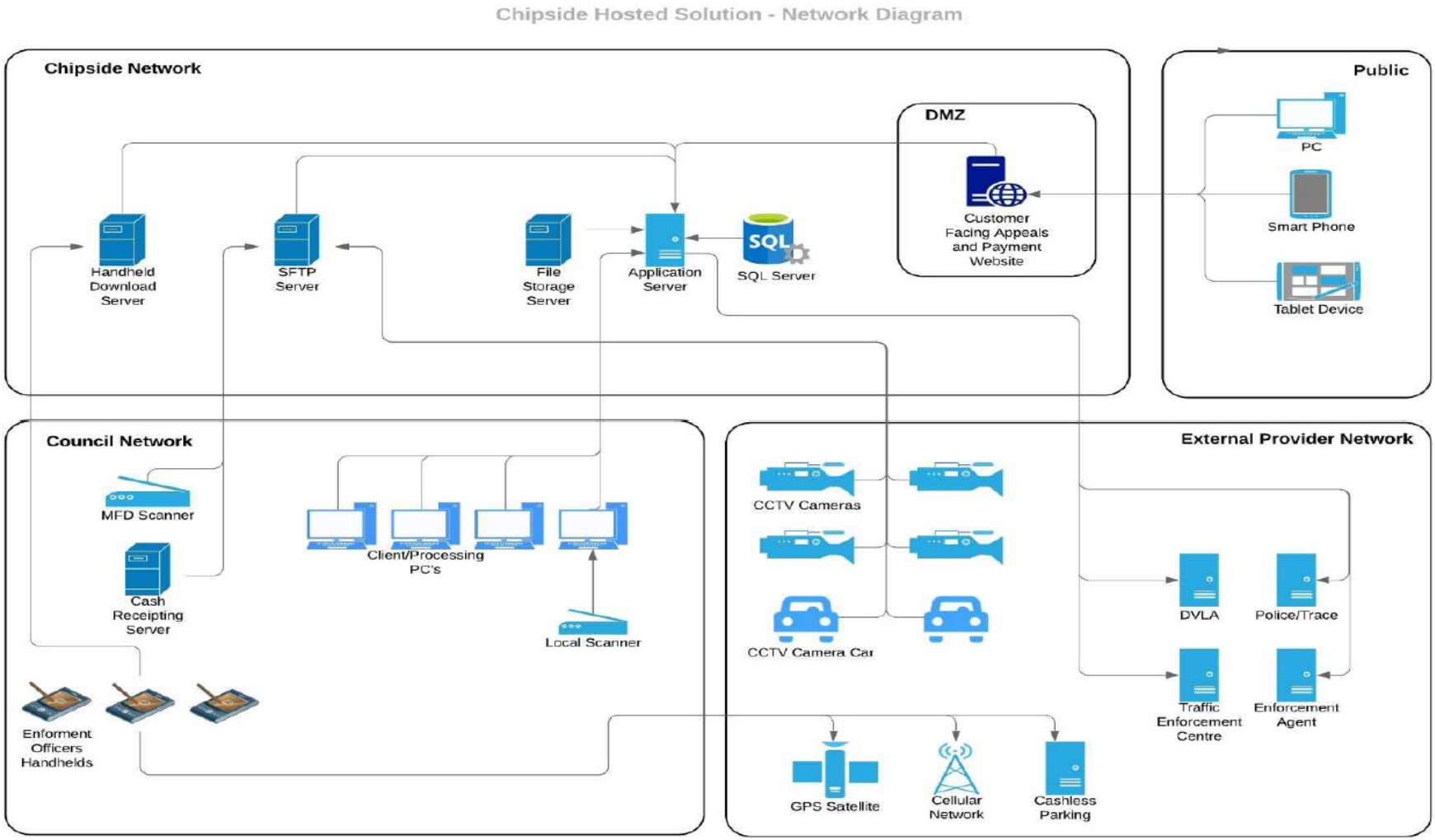
Chipside Hosted Solution - Network Diagram
Chipside Network
DMZ
Public
Handheld Download Server
SFTP Server
File Storage Server
Application Server
SQL Server
Customer Facing Appeals and Payment Website
PC
Smart Phone
Tablet Device
Council Network
MFD Scanner
Cash Receipting Server
Client/Processing PC's
Local Scanner
Enforment Officers Handhelds
External Provider Network
CCTV Cameras
CCTV Camera Car
DVLA
Police/Trace
Traffic Enforcement Centre
Enforcement Agent
GPS Satellite
Cellular Network
Cashless Parking

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Public
Key Decision - Yes

HUNTINGDONSHIRE DISTRICT COUNCIL

Subject Matter:	Electric Vehicle Charging
Meeting/Date:	Overview and Scrutiny Panel (Customers and Partnerships) – 4th February 2021
Executive Portfolio:	Executive Councillor for Operations and Environment, Councillor Marge Beuttell
Report by:	Head of Operations, Neil Sloper Operations Manager – Parking and Markets, George McDowell
Ward(s) affected:	All

RECOMMENDATION

The Overview and Scrutiny Panel is invited to comment on a proposal to enhance Electric Vehicle (EV) charging in the Council's off-street car parks from the Cabinet report attached at Appendix A.

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Public
Key Decision - Yes

HUNTINGDONSHIRE DISTRICT COUNCIL

Title:	Electric Vehicle Charging
Meeting/Date:	Cabinet – 11th February 2021
Executive Portfolio:	Executive Councillor for Operations and Environment, Councillor Marge Beuttell
Report by:	Head of Operations, Neil Sloper Operations Manager – Parking and Markets, George McDowell
Ward(s) affected:	All

Executive Summary

This report sets out a proposal to enhance Electric Vehicle (EV) charging in the Council's off street car parks. EV technology (charging and vehicles) is rapidly progressing, so what is proposed will not be a final solution but a best fit recommendation based on the constraints of existing electrical infrastructure and the results of an EV resident survey.

This report presents for decision, the alternative options for:

- the location and number of EV changing points within off-street car parks, and
- the associated fee for the use of electric charging points.

The Council's Off Street Parking Strategy 2018-2023 agreed a Parking Vision including 'Promoting environmental sustainability by supporting alternative fuel and travel methods'. The strategy set an action by 2020 to survey all our car parks to establish technical feasibility for electric vehicle charging and undertake user surveys to assess local demand and best fit options for the operation of electric charging bays. These have been concluded and are presented with recommendations for an EV implementation that maximises the benefit across our towns.

Recommendations:

Cabinet is RECOMMENDED to agree:

- the locations proposed & phasing of the installation of EV charging points
- the type and number of charging points at a given site
- a fee from the options presented, or alternative based on the evidence presented.

1. PURPOSE OF THE REPORT

1.1. To enable the delivery of Electrical Vehicle (EV) charging points within Huntingdonshire in line with the Council's Off-Street Car Parking Strategy 2018-2023.

1.2. To present the feasible options and customer preference for EV points within Huntingdonshire.

1.3. To establish an appropriate fee for the use of EV charging points.

2. BACKGROUND

2.1. A capital provision of £37k was made for EV charging in 2020/21, to implement the actions of the Off-Street Parking Strategy.

2.2. The Off-Street Parking Strategy committed Huntingdonshire District Council (HDC) to:

A Vision: Promoting environmental sustainability by supporting alternative fuel and travel methods

Specific actions by 2020 to:

- survey all our car parks to establish technical feasibility for electric vehicle charging and
- undertake user surveys to assess local demand and best fit options for the operation of electric charging bays

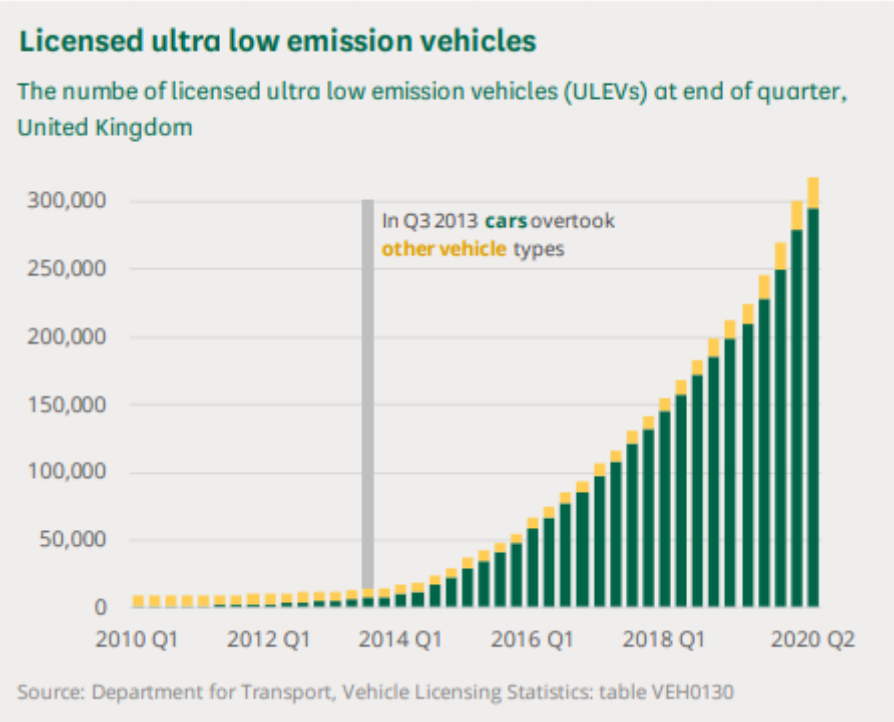
2.3 EV cars and charging continues to develop rapidly and with it the number of vehicles, their battery range and the rate of charging. It is likely that as technology continues to develop the way in which people charge their vehicles will continue to change. (see Appendix 3 Commons Briefing EVs and Infrastructure) Currently:

- EV users charge their vehicles fully at home.
- Electric car ranges are sufficient to cover daily short trips to shop, to work and for leisure without the need to charge at their destination.
- Where charging is available electric car users will take the opportunity to 'top up' their charge.
- when not at home and especially when traveling further distances, the preferred locations for charging are car parks at destinations, where they may be parked for an hour or more.
- Challenges do exist when charging an EV vehicle at your home (e.g. blocks of flats) so the ability to charge an EV in a long-stay parked location may be required.

2.4 In 2019 around 58.5% of licensed cars were petrol, 39.1% diesel and 0.8% were either a plug-in-hybrid, battery electric, range-extended electric, or fuel cell electric car.

2.5 The number of Ultra Low Emission Vehicles in the United Kingdom has increased from just under 9,000 at the end of Q1 2010 to 317,000 at the end of Q2 2020. This is an increase of 3,427%. At the end of Q3 2013 the number of

licensed ULEV cars overtook the number of vehicles of other types. Currently cars account for around 93% of all licensed ULEV vehicles. Other ULEVs include vans, scooters, HGVs and buses etc.



2.6 Ending the sale of petrol and diesel vehicles by 2030 The Government's **Road to Zero Strategy** set the "ambition" that by 2050 almost every car and van will be zero emission. The Government has since moved its planned date for ending the sale of petrol and diesel vehicles from 2040 to 2030 and for hybrid vehicles to 2035.

2.7 There is no duty on local authorities to provide electric charging points, it is up to them to decide, based on local priorities, whether to do so.

3. CONSIDERATIONS

3.1. Customer Survey

3.1.1 A customer survey was undertaken to capture the views of current EV users and understand the barriers of those who have not yet invested in this technology (Appendix 1).

3.1.2 The responses identified short and long stay car parks as:
the most important locations for EV charging
equal in importance
three times more important as a location than retail and hospitality venues (the next most popular location).

3.1.3 87% of all respondents thought it was fair to pay to use EV charging points (83% of just those owning an EV).

3.1.4 86% of all respondents thought that EV point would increase EV use.

3.1.5 The second primary barrier to EV ownership after cost of the vehicle was '*the availability of charging points at my destination*'.

3.2 EV Charging Points

3.2.1 There are two standards of EV charging points which relate to the rate of electricity able to be passed, either 3.5 kilo watts per hour or 7 kilo watts per hour.

3.2.2 The commonly available EV charging points:

3 kW
Provides vehicles with up to 15 miles per hour plugged in.
Compatible and fully utilisable by more than 87% of Plug-In Electric Vehicles including Plug-In Hybrid Electric Vehicles.

7kW
Provide vehicles with up to 30 miles per hour plugged in.
Compatible and fully utilisable by ~87% of Plug-In Electric Vehicles.

22kW
Provide vehicles with up to 90 miles per hour plugged in.
Compatible and fully utilisable by ~11% of Plug Plug-In Electric Vehicles.
These charge points are not suitable for installation in HDC car parks due to the power supply requirement – a three phase supply (most cars are unable to use this).

3.2.3 The Council engaged an industry specialist to determine the technical feasibility for installation of EV points within off street car parks including:

- which car parks can support EV charging
- the maximum capacity of the power supply
- the options for charge points at a given site

3.2.4 The outcome of the feasibility study (Appendix 2) presents an option A or B for car parks in St Neots, St Ives and Huntingdon where there is an electricity supply that will support charging. Where the power supply will only support a single option, that is presented as Option A. This will maximise charging points across our car parks, but to do so will require the approval of an additional capital bid (£88,000) submitted for 2021/22.

Option A: Delivers quicker charging where possible, but delivers less charging points (9 less).
Option B: Delivers a higher number of charging points, compromising on the charging speed.

The recommended approach is Option A:

- use 7kwh EV points where possible (Option A), 3.5 kwh where it is not.
- split installation into two phases – using the existing budget provision (£37,000) by 31st March 2021 and a second phase by June 31st 2021 subject to a supplementary capital bid submitted for 2021/22.

This proposal will:

- maximise early delivery focussing on sites requiring less physical works
- provide fast charging where it is possible to do so (14 x 7kwh and 13 x 3kwh, 27 EV point in total)
- balance provision and cost as more EV points incur more cost
- is the best technology widely available now and usable by the current set of electric vehicles in use.

Option A – Maximising 7kwh EV points

		7 kwh sockets	3kwh sockets	Approximate Cost
St Neots	£35,500			
Phase 1	Tebbutts Road Riverside	2 2		£12,500
Phase 2	Tan Yard Priory Lane West Brook Street	2	 2 2	£23,000
St Ives	£28,000			
Phase 1	Cattle Market	2		£6,000
Phase 2	Darwoods Pond Globe Place	2	 1	£22,000
Huntingdon	£44,000			
Phase 1	Princes Street Ingram Street		2 2	£12,500
Phase 2	Multi-Storey Mill Common Great Northern Street	4	 2 2	£31,500
TOTAL	£107,500			
Phase 1		6	4	£31,000
Phase 2		8	9	£76,500

3.2.5 Where sites cannot support the installation of EV points, or where it is desired to install more charging points than is currently possible, a new/improved supply will be required for the site. Whilst the Council has not sought quotes at this time, the cost published from UK Power Network to:

- Install a new supply at a site where current infrastructure in the area supports this from £10,250 (ex vat) upwards depending upon the available connections.
- Upgrade the existing supply at a site where current infrastructure in the area supports this can range from £5,500 upwards.

These costs do not include hardware such as meters, required to use the supply. Costs are also subject to chargeable site surveys which may determine in that new/improved supplies are not possible where energy demand in the area is high.

Timescales from point of confirmation from receipt of the quote to undertake the survey to the completion on installation of the supply are upwards of 10 weeks.

3.3 Alternative Option – Maximising EV Points

3.3.1 The alternative option for implementation of EV points is to maximise the number provided by focussing on 3kwh charging. This increases the budget required by £20,000 to £127,500 but delivers an additional 9 charging points (36 EV points in total). Only 4 7kwh E points will be installed.

Option B

		7 kwh sockets	3kwh sockets	Approximate Cost
St Neots				
Phase 1	Tebbutts Road Riverside		4 4	£11,500 £11,000
Phase 2	Tan Yard Priory Lane West Brook Street		4 2 2	£11,000 £11,000 £6,000
St Ives				
Phase 1	Cattle Market		4	£11,000
Phase 2	Darwoods Pond Globe Place		2 2	£10,000 £12,000
Huntingdon				
Phase 1	Princes Street Ingram Street		2 2	£7,000 £5,500
Phase 2	Multi-Storey Mill Common Great Northern Street	4	 2 2	£17,000 £7,000 £7,500
TOTAL	£127,500			
Phase 1		0	16	£46,000
Phase 2		4	16	£81,500

3.4 Charging

3.4.1 As part of the in installation and commissioning of the E.V. Charging Points, the Council is required to set the kilowatt hour (kWh) tariff which can be amended in the future. This can be set at any point from zero, where the Council is fully subsidising EV users.

3.4.2 The resident EV Survey 2020 (Appendix 1) identified:

- 87% of all respondents think it is fair for electric vehicle users to pay to charge.
- 83% of EV users think it is fair for electric vehicle users to pay to charge.

3.4.3 The Off-Street Parking Strategy adopted Financial Principles of Parking to ensure the Council has a fair, transparent and consistent approach to car park charging which include:

- We will seek to introduce a “pay for what you use” system to ensure that customers only pay for the time they spend in our car parks.
- We will ensure that our car parking fees are lower than the average index of car parking charges of our comparator authorities

3.4.4 EV charging is generally charged for but the cost of public EV points varies:

- Podpoint at Tesco £0.24 per kWh
- Podpoint at Lidl £0.23 per kWh
- Tesla £0.26 per kWh (where not priced per minute)
- Ecotricity £0.30 per kWh (+ £3 fee for 45 minutes)
- Shell Recharge £0.39 per kWh

3.4.5 Typical unit costs paid for energy are:

- Average UK domestic provisions £0.147 per kWh
- Average HDC provision £0.165 per kWh

3.4.6 Alternative options for tariffs taking account energy cost and the cost of infrastructure provision are:

Option 1: £0.00 per kWh – full EV user subsidy
It is estimated that a 'zero' tariff would incur following revenue growth expenditure:

- Year 1 £15k
- Year 2 £30k
- Year 3 £45k

Option 2: £0.22 per kWh

This is a cost neutral option covering the power used and the typical £0.05 per kWh charge added by EV suppliers covering the processing of funds.

Option 3: £0.29 per kWh
This would generate income above the ongoing revenue expenditure. This surplus would fund the capital hardware costs (£123.5k) by end of year 5 of operation.

Option 4: £0.35 per kWh
This would generates a surplus that will repay the capital hardware costs (£123.5k) by end of year 4 of operation.

The options make the following assumptions:

- That the utilisation of the charging points is:
  Year 1 @ 5%; Year 2 @ 10%; Year 3 @ 15%: Year 4 @ 20% and maintaining at 20% for subsequent years. These assumptions are considered realistic following discussion with suppliers.
- That the Council can continue to purchase electricity at the same/similar rates to the current rate.
- The Council may choose to revise tariffs up or down based on the cost of electricity.

3.4.7 It is recommended, based on the Financial Principles of Parking, Residents' EV Survey, comparator cost analysis and level of capital expenditure that option 3, charging £0.29p per kwh is adopted. This will provide an operating surplus that repays the capital investment within 5 years. It is anticipated that an updated charging infrastructure is likely to be required after this time.

4. COMMENTS OF OVERVIEW & SCRUTINY

4.1 The comments of the relevant Overview and Scrutiny Panel will be included in this section prior to its consideration by the Cabinet.

5. RISKS

5.1 Project procurement may be done using an existing supply framework.

5.2 As with any engineering project some difficulties may be encountered meaning the estimated costs based on the survey work my increase by up to 10% so a contingency figure is included within the associated budget bids.

5.3 The project is unlikely to be impacted by COVID 19 as the works are outdoors and may be undertaken in a COVID secure way by the appointed contractor.

5.4 The costs of electricity may change meaning the Council may choose to revise its tariffs accordingly keeping in line with the Financial principles of parking established within the Off Street Parking Strategy.

5.5 EV charging and the development of EV's is a rapidly changing technology so there is a risk that in committing now to low charging, more advanced EVs may need greater power. This is a solution for now based on the current restrictions of electrical supply. Once implemented a further strategy to look at the emergent options for development of EV charging will be advisable within the next Parking Strategy to run from 2023.

6. TIMETABLE FOR IMPLEMENTATION

6.1 HDC Capital Funded

Phase 1 installation to be complete by mid-April 2021
Phase 2 installation to be complete by end-July 2021 (subject to budget approval)

6.2 Combined Peterborough and Cambridgeshire Authority (CPCA) Funded

A funding bid is being submitted to the CPCE as part of the 'Market Town Funding Programme' to fund the accelerated implementation of EV charging infrastructure to support town recovery and economy using sustainable transport. The outcome of the funding application is expected to be known by end Jan 2021. If the CPCA supported, the requirement to install in 2 phases will not be required. The project will then be a single phase of installation to be complete by end-April 2021

7. LINK TO THE CORPORATE PLAN, STRATEGIC PRIORITIES AND/OR CORPORATE OBJECTIVES

7.1 This project links to the Council Corporate Plan:

Vision: We want to support a safe and healthy environment

People: We want to make Huntingdonshire a better place to live, to improve health and well-being.

7.2 This project delivers the Council's Off Street Parking Vision & Strategy:

- Promoting environmental sustainability by supporting alternative fuel and travel methods.
- To survey all our car parks to establish technical feasibility for electric vehicle charging.

8. CONSULTATION

8.1 A public survey was undertaken (Appendix 1) in line with our Parking Strategy objective to 'assess demand and incorporate support for alternative sustainable travel methods within our car parks'. The aim of this survey was to capture the views of current EV users and understand the barriers of those who have not yet invested in this technology.

8.2 The survey ran for a period of 4 weeks from 6th April 2020 gathering over 400 responses from residents. Of the responses received:

- 151 responses were from owners of 'plug-in' capable vehicles (19% of the estimated number within the district).
- 119 responses were from Battery Electric Vehicle Owners (38% of the estimated number within our district)
- 32 responses were from Plug-in Hybrid Electric Vehicles (7% of the estimated number within our district)
- 87% of all respondents think it is fair for EV users to pay to charge. (83% of EV users think it is fair for EV users to pay to charge.)

9. REASON FOR THE RECOMMENDED DECISIONS:

9.1 The recommendations made in this report:

- are based upon the outcomes of customer and site feasibility surveys
- ensure that approximately equal spend is allocated to each St Neots, St Ives & Huntingdon during Phase 1.

9.2 The recommended tariff is based upon the Financial Principles of parking established within the Off Street Parking Strategy.

10. LIST OF APPENDICES

Appendix 1: Electric Vehicle Charging Survey 2020
Appendix 2: Hardware Feasibility Outcome
Appendix 3: Briefing Paper – House of Commons – EVs and Infrastructure 4/12/20

11. RESOURCES

11.1 The capital funding available to this project for installation of EV charging points is:

- 20/21 (Phase 1) £35.5k
  (£37k for project with £1.5k spent on feasibility works)
- 21/22 (Phase 2) £88k
  (subject to approval during the budget setting process)

12. BACKGROUND PAPERS

- HDC Parking Strategy – Cabinet 18th October 2018
  https://applications.huntingdonshire.gov.uk/moderngov/documents/s98295/Strategic%20Review%20of%20Parking%20-%20Off-Street%20Car%20Parking%20Strategy.pdf

- HDC Parking Vision - Cabinet 12th October 2017
  http://moderngov.huntsdc.gov.uk/documents/s88617/Item%205%20-%20%20Strategic%20Review%20of%20Parking%20Report.pdf

13. CONTACT OFFICERS

George McDowell (Operations Manager)
george.mcdowell@huntingdonshire.gov.uk

Neil Sloper (Head of Operations)
neil.sloper@huntingdonshire.gov.uk

Electric Vehicle Charging Survey

In the UK, there are over 31.7 million cars currently on the road with an increasing number of Electric Vehicles joining these numbers on a monthly basis.

At the end of May 2020:

- Over 300,600 vehicles with the ability to be 'plugged in' (~0.95%)

The breaks down as:

- Over 119,600 Battery Electric Vehicles (BEVs) were on the road (~0.38%)*
- Over 181,000 Plug-in Hybrid Electric Vehicles (PHEVs) were on the road (~0.57%)*

In line with our Parking Strategy objective to 'assess demand and incorporate support for alternative sustainable travel methods within our car parks', we undertook an online survey which ran for a period of 4 weeks from 6th April 2020 which gathered over 400 responses from residents.

The aim of the survey was to understand

- Where do Electric Vehicle users want to see charging points installed?
- The behaviour of Electric Vehicle users
- Would residents be willing to pay for the Electricity they use when charging?
- The barriers that prevent people making the switch to Electric Vehicles

The results of the survey will inform our plans as we assess car park sites for suitability and progress to the installation of Electric Vehicle charging points.

*Source - https://www.nextgreencar.com/electric-cars/statistics/

Electric Vehicle Charging Position

Within HDC car parks, there are currently 3 charging points each capable of charging 2 vehicles located at:

- Tan Yard (St Neots)
- Bridge Place (Godmanchester)
- Cattle Market (St Ives)

These charging points were installed as part of a charging network called 'Source East' which has since disbanded and the charging points are beyond serviceable condition and currently inactive.

As part of Parking Strategy, our Vision set out to 'promote environmental sustainability by supporting alternative fuel and travel method'.

The Council has agreed a capital figure to be invested into charging points in 2020/21 of £37,000 which will see

- 2 charging points installed in St Neots
- 2 charging points installed in St Ives
- 2 charging points installed in Huntingdon

Each of these charge points will have the capability to charge 2 vehicles simultaneously and will be split between 2 car parks in each town.

Electric Vehicle Ownership - Huntingdonshire

In the UK, the average number of vehicles per 1000 inhabitants is 471*. In relation to the total population of Huntingdonshire (177,350) we can estimate the number of vehicles within the district to be 83,532 which equates to:

- 792 vehicles with the ability to be 'plugged in'

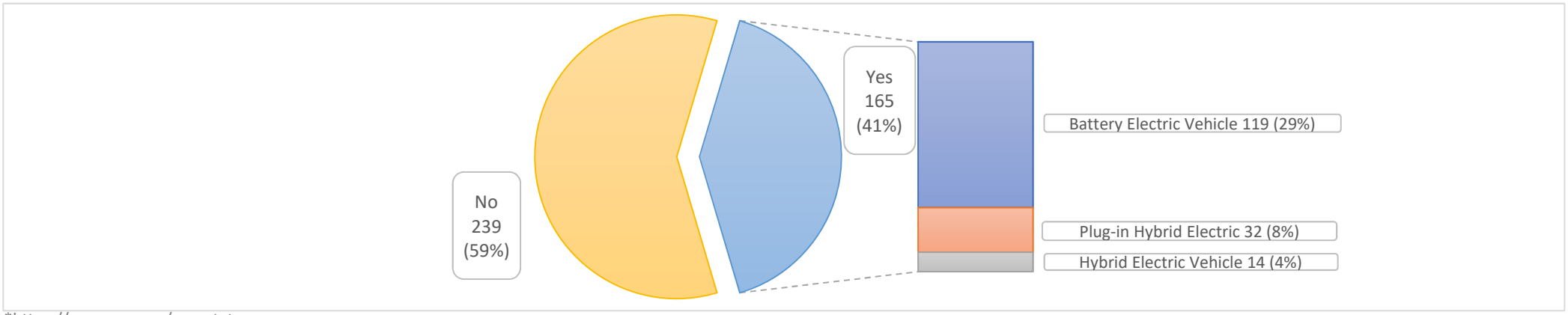
This breaks down as:

- 315 Battery Electric Vehicles
- 477 Plug-in Hybrid Electric Vehicles

We began our survey by asking participants 'do you own an electric vehicle' with the results show in the chart below. Whilst not representative of the overall makeup of the district, the results demonstrate engagement with a high proportion of the districts Electric Vehicle users with 151 responses from owners of 'plug-in' capable vehicles (19% of the estimated number within the district).

This breaks down as:

- 119 responses from Battery Electric Vehicle Owners (38% of the estimated number within our district)
- 32 responses from Plug-in Hybrid Electric Vehicles (7% of the estimated number within our district)



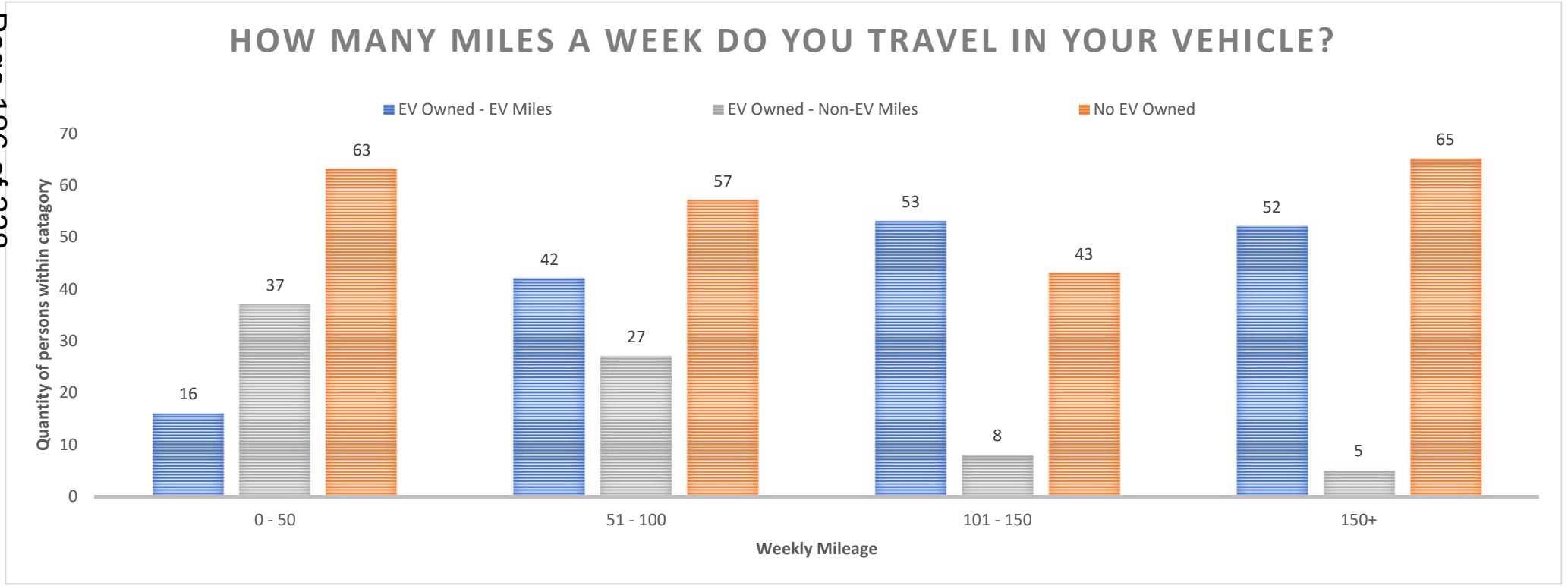
*https://ec.europa.eu/eurostat

Weekly Mileage

Survey participants were asked to 'How many miles a week...' they travelled.

The trends show us that:

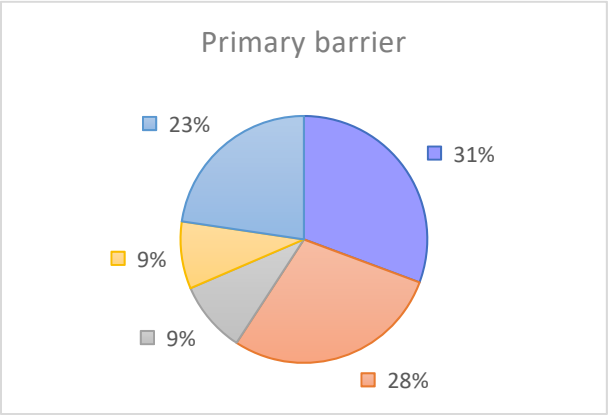
- Higher 'weekly mileage' is as likely for both Electric Vehicle users and Non-EV users.
- Lower 'weekly mileage' is more common for Non-EV users than EV users.

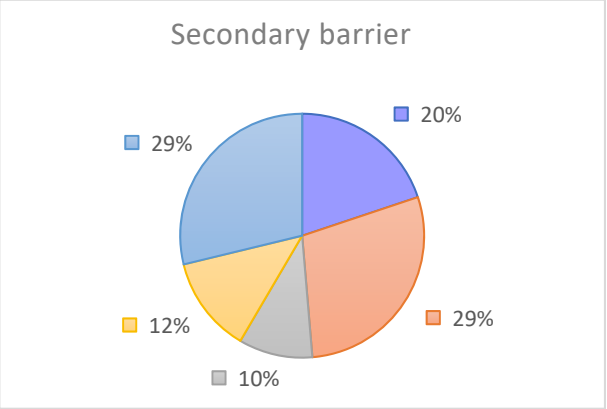


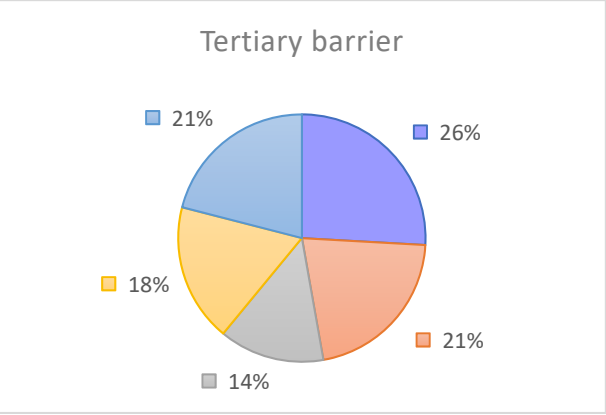
Barriers to Electric Vehicle Ownership

Survey participants were asked to rank their top 3 'barriers to ownership' from the following list:

- Purchase cost of the vehicle
- Availability of charge points at my destination
- I'm not planning to change my vehicle anytime soon
- Availability of charge points at my home
- Limited travel range of the vehicle







The top 3 results consistently were:

- Purchase cost of the vehicle
- Availability of charge points at my destination
- Limited travel range of the vehicle

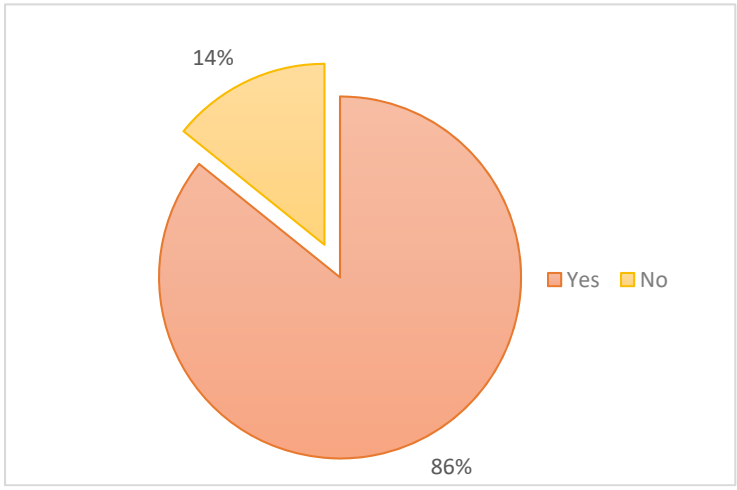
Electric Vehicle Charge Points

All survey participants were asked a number of questions about electric charging points.

The first question asked was

'If the Council were to install charge points, do you feel this would help increase electric vehicle usage?'

The majority (86%) of responses indicated that an increased number of electric vehicle charge points would increase electric vehicle usage.

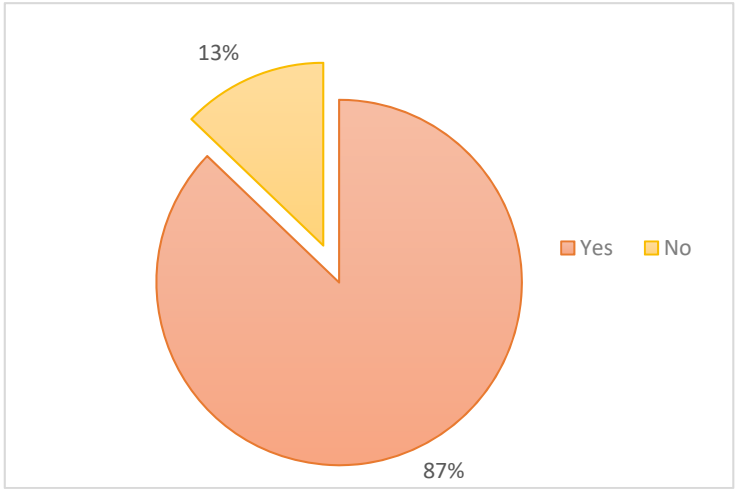


The second question we asked participant was

'Do you feel it is fair for electric vehicle users to pay to charge?'

The majority (87%) of all responses indicated that it was fair to ask Electric Vehicle users to pay a fee for charging.

Of those who currently own Electric Vehicles, 83% think that it is fair for a fee to be paid for charging.



Locations

All survey participants we asked where they would like to see charging point installed. The question allowed for 'free text' responses to be submitted which have been analysed and broken down into the categories of:

- Long Stay Car Parks
- Short Stay Car Parks
- On-street Facilities
- Leisure Centres
- Retail & Hospitality (e.g. cinemas & restaurants)
- Parks
- At individuals homes
- Other (this covers petrol stations and along highways)

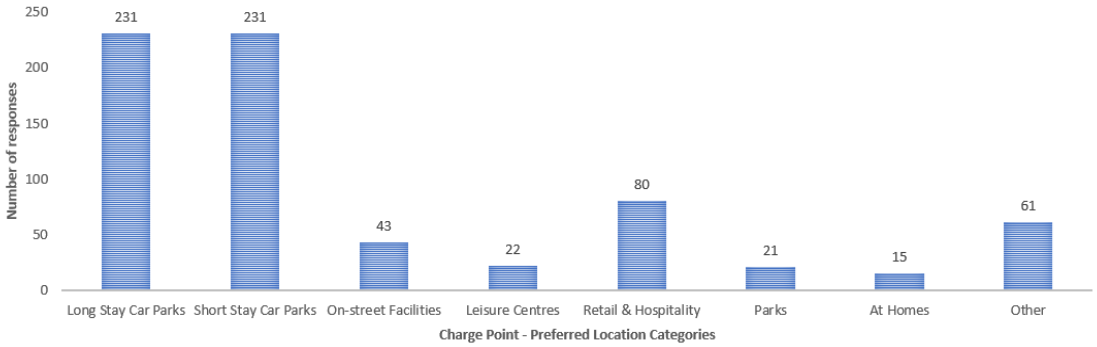
Summary

Having run the survey for a period of 4 weeks, it can be considered that our survey findings are representative of public opinion on Electric Vehicle Charging having captured:

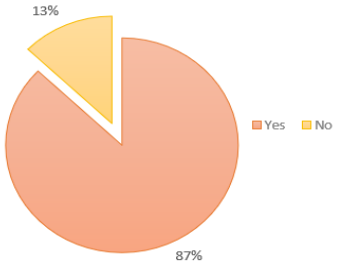
A total of 404 responses

151 responses from owners of 'plug-in' capable vehicles which is ~19% of all users within the district.

Location: The result show that within each of the towns, change points should be split equally between long & short stay car parks.



Charges: The results show that 87% of respondents think it is fair to pay to use electric charging facilities within our car parks.



Next Steps

1. Undertaking of site surveys with suppliers to determine technical feasibility for charge point installation. This will result in the shortlisting of sites.

2. Reporting into the O&S/Cabinet cycle prior to installation of charge points.

Appendix 2: Hardware Feasibility Outcome

St Neots

Town	Car Park	Option	Hardware Details	Charge Sockets	Approx. Cost	Recommended Phase	Site Comments
St Neots	Tebbutts Road	A	1x Twin 7kW Charge Point	2	£6,500	1	Site able to support higher rate charging points. Alternatively, a higher number of lower powered charging points can be installed.
		B	2x Twin 3kW Charge Points	4	£11,500		
	Tan Yard	A	1x Twin 7kW Charge Point	2	£6,000	2	Site able to support higher rate charging points. Alternatively, a higher number of lower powered charging points can be installed.
		B	2x Twin 3kW Charge Points	4	£11,000		
	Riverside	A	1x Twin 7kW Charge Point	2	£6,000	1	Site able to support higher rate charging points. Alternatively, a higher number of lower powered charging points can be installed.
		B	2x Twin 3kW Charge Points	4	£11,000		
	Priory Lane West	A	1x Twin 3kW Charge Point	2	£11,000	2	Low power provision available on site. Higher costs due to civil works required to connect power supply to suitable bay location.
	Brook Street	A	2x Solo 3kW Charge Points	2	£6,000	2	Low power provision available on site.

Phase 1 recommended sites are:

- Tebbutts Road: recommended as large central location with ability to support higher rate charging points.
- Riverside: recommended as destination with ability to support higher rate charging points.

Phase 2 recommended sites are:

- Tan Yard
- Priory Lane West
- Brook Street

NB: If 'Option B' is preferred for either of the Phase 1 sites, only 1 of the 2 sites will able to be complete in Phase 1 due to increased cost. If this is the case, recommendation would be to install Tebbutts Road in Phase 1.

Appendix 2: Hardware Feasibility Outcome (continued)

St Ives

Town	Car Park	Option	Hardware Details	Charge Sockets	Approx. Cost	Recommended Phase	Site Comments
St Ives	Cattle Market	A	1x Twin 7kW Charge Point	2	£6,000	1	Site able to support higher rate charging points. Alternatively, a higher number of lower powered charging points can be installed.
		B	2x Twin 3kW Charge Points	4	£11,000		
	Darwoods Pond	A	1x Twin 7kW Charge Point	2	£10,000	2	Site able to support higher rate charging points. Due to site layout, not suitable for more than 2 charge points.
	Globe Place	A	1x Solo 3kW Charge Point	1	£12,000	2	Low power provision available on site. Higher costs due to civil works required to connect power supply to suitable bay location. Large investment for a single socket.

Phase 1 recommended sites are:

- Cattle Market: recommended as large central location with ability to support higher rate charging points.

Phase 2 recommended sites are:

- Darwoods Pond
- Globe Place

NB: 'Option B' is within the budget for Phase 1 if quantity of points is favoured over higher charging rate.

Appendix 2: Hardware Feasibility Outcome (continued)

Huntingdon

Town	Car Park	Option	Hardware Details	Charge Sockets	Approx. Cost	Recommended Phase	Site Comments
Huntingdon	Princes Street	A	1x Solo 7kW Charge Point	1	£5,000	1	Low power provision available on site. Site able to support a single higher rate charging points or twin lower powered charge point. Twin preferable for minimal additional cost.
		B	1x Twin 3kW Charge Points	2	£7,000		
	Multi-Storey	A	4x Solo 7kW Charge Points (with futureproofing)	4	£17,000	2	Site has 3 phase power supply. As part of this install, extra hardware (array system) can be installed to make future expansion in charge point numbers easier. Can add another 11 points in the future to the array.
	Mill Common	A	1x Twin 3kW Charge Point	2	£7,000	2	Low power provision available on site.
	Ingram Street	A	1x Twin 3kW Charge Point	2	£5,500	1	Low power provision available on site.
	Great Northern Street	A	1x Twin 3kW Charge Point	2	£7,500	2	Low power provision available on site.

Phase 1 recommended sites are:

- Princes Street: recommended as central location (inside ring road)
- Ingram Street: recommended as central location (inside ring road)

Phase 2 recommended sites are:

- Multi-storey
- Mill Common
- Great Northern Street

NB: The Multi-storey can be an alternative for the proposed Phase 1 options, however this would exceed 2020 budget if '2x Twin 3kW' points are selected for Phase 1 St Ives install.

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HOUSE OF COMMONS LIBRARY

BRIEFING PAPER

Number CBP07480, 4 December 2020

Electric vehicles and infrastructure

By David Hirst

Inside:

Contents

Contributing Authors: Noel Dempsey, Social and General Statistics
Paul Bolton, Social and General Statistics
Suzanna Hinson, Science and Environment Section

Summary

Past and current governments have supported measures to encourage uptake of Electric Vehicles (EVs, sometimes referred to as Ultra Low Emission Vehicles or ULEVs) as they can contribute to a wide range of transport policy goals. These include improving air quality and reducing noise pollution. They may also have an important role in the 'least cost pathway' to the 2050 net zero greenhouse gas emission target. However, batteries for EVs can require rare elements such as lithium and cobalt, which has raised environmental and ethical issues in countries where these elements are mined. There are also concerns over 'peak lithium' and future shortages constraining growth in the EV market.

Government policy and grants

The Government's 2018 Road to Zero Strategy outlines how it will support the transition to zero emission road transport and reduce emissions from conventional vehicles during the transition. Since the Strategy was published the Government has increased its ambitions, by announcing plans to end the sale of petrol and diesel cars by 2030, and hybrids by 2035. This is in line with the Committee on Climate Change's (CCC) recommendation that the market for EVs be 100% by 2035 at the latest to meet the 2050 net zero target.

To meet the aims of the Strategy, Government is (amongst other things) providing grants to make electric vehicle ownership more affordable and to offset the costs of installing chargepoints in the home, workplace and on-street. Eligibility and guidance for these grants is available on for vehicle purchases here and for chargepoint infrastructure here.

So, how many EVs are on UK roads?

Despite the rise in the number of licensed ULEV cars on UK roads, ULEVs still only represent a small proportion of the total number of cars licensed. In 2019 around 58.5% of licensed cars were petrol, 39.1% diesel and 0.8% were either a plug-in-hybrid, battery electric, range-extended electric, or fuel cell electric car.

According to the International Energy Agency's 2017 EV outlook, these figures place the UK fourth worldwide by market share, and seventh by volume. Going forward, projections by National Grid suggest that the UK stock of EVs could reach between 2.7 and 10.6 million by 2030 and could rise as high as 36 million by 2040.

Where are the EV chargepoints?

Data available from the European Alternative Fuels Observatory shows that the number of EV charge points per 100km of road in the United Kingdom has increased from 42 in 2011 to 570 in 2019. The Committee on Climate Change (CCC) says this figure will need to increase further to match the rising number of EVs on the road. The Government however envisages most charging to take place at home describing it as a "key attraction" of EV ownership. Through the Road to Zero Strategy, the Government has committed £400m (increased to £500m at Budget 2020) to the public-private Charging Infrastructure Investment Fund and says it plans to consult on proposals that would require chargepoint infrastructure for new dwellings in England.

How will increasing numbers of EVs impact the electric grid?

Concerns have been raised that increasing the number of electric vehicles will add to electricity demand and place pressure on the UK's grid network, operated by National Grid. While National Grid do expect electricity demand to increase, they have said that

policies and incentives should be able to address the increase in demand to reduce the impact on the UK's electricity system.

1. Introduction

1.1 What are Electric Vehicles?

Electric vehicles (EVs, sometimes referred to as Ultra Low Emission Vehicles or ULEVs) run on electricity some or all the time. There are several different types, as described by the Parliamentary Office of Science and Technology (POST) in its POSTnote on Electric Vehicles (see box 1).[1]

Box 1: What is an Electric Vehicle?

Electric vehicles use electric motors to drive their wheels. They derive some or all of their power from large, rechargeable batteries. The distance an EV can drive between recharges is known as its range.

Different categories of EV include:

- **All-electric EVs**, where the battery is the only power source. Most current (non-luxury) models have a quoted range of 80-120 miles (130-190 km). In practice, range varies according to driving style, terrain and the use of auxiliary equipment such as heating/air conditioning.
- **Plug-in Hybrids (PHEVs)** can switch between running on electricity or fossil fuels. They typically have a smaller battery, and therefore a lower battery powered range of between 10-40 miles (15-60 km). However their maximum range is equivalent to a petrol car. Both plug-in hybrid and all-electric EVs are recharged by lugging them in to the electricity grid (see image).
- **Hybrids (HEVs)** which do not plug in, such as the Toyota Prius, have a much smaller battery which is recharged while driving. HEVs can drive in electric mode for a few miles.
- **Fuel Cell Vehicles** generate their own electricity on-board from a fuel such as hydrogen, and do not need to plug in to the electricity grid to recharge. Re-fuelling is similar to a petrol car.

1.2 Why do we need Electric Vehicles?

Past and current governments have supported measures to encourage uptake of EVs as they can contribute to a wide range of transport policy goals.[2] EVs can help to improve air quality, reduce noise pollution and support efforts to reduce carbon emissions.

For instance, a 2018 report of the European Environment Agency found that electric vehicles offer "clear benefits" for local air quality largely due to zero exhaust emissions at street level. However, the report noted that even electric vehicles emit particulate matter from road, tyre and break wear.

Moreover, updated advice on meeting the net zero 2050 target was published in May 2019 by the Committee on Climate Change (CCC) – the statutory advisors on emissions reductions for Government. This said that the market for electric cars and vans should scale up to 100% of new sales by 2035 at the latest (and ideally by 2030).[3] Under the older

1 POST, *Electric vehicles* (POSTnote 365), 1 October 2010, p1
2 IEA, *Global EV Outlook 2018*,
3 CCC, Net Zero: The UK's contribution to stopping global warming, May 2019, p.34

80% reduction target by 2050, the CCC advised a 'least cost' pathway would need 60% of all new cars and vans sold should be electric by 2030 (see box 2 for further information on transport emissions).[4]

Box 2: Transport emissions

As of 2017, transport was the largest-emitting sector of the UK economy at 126 MtCO2e, accounting for 28% of UK greenhouse gas (GHG) emissions. The CCC has recommended that if the UK is to meet the 2050 net zero target the market for electric cars and vans should scale up to 100% of new sales by 2035 at the latest (and ideally by 2030).[5]

Progress in reducing emissions in the transport sector have been slow. Average vehicle emissions from the UK fleet have fallen.[6] In 2018 the average CO_2 emissions of newly registered vehicles was 124.9 grams per kilometre (g/km). This is down from 178.8 g/km in 2001 and represents a decrease of around 30%. Between 2001 and 2018 the average CO_2 emissions of newly registered vehicles were falling year on year although began to rise from mid-2016. According to the DFT this increase was: "*broadly due to a shift towards registering larger cars (which have higher emissions) and increases in emissions for popular petrol car models. The introduction of WLTP in September 2018 caused a marked increase in average CO2 emissions. However, changes from September 2018 are not directly comparable with previous periods.*"[7]

The CCC says that most action to reduce emissions from the transport sector had been driven by EU regulations, rather than domestic policy.[8] Since 2015, the EU has set mandatory emission reduction targets for new cars.[9] Further, the CCC says renewed efforts are needed to encourage consumers to buy more efficient vehicles.[10]

EU vehicle emission targets

Since 2009, EU legislation has set mandatory emission reduction targets for new cars.

- Since 2015, a target of 130 g CO2/km applies for the EU fleet-wide average emission of new passenger cars.
- From 2021, phased in from 2020, the EU fleet-wide average emission target for new cars will be 95 g CO2/km.

There are penalties for manufacturer's if the average CO_2 emissions of a manufacturer's fleet exceed its target in a given year. This **excess emissions premium** for each car registered is set by the Commission as follows:

- €5 for the first g/km of exceedance
- €15 for the second g/km
- €25 for the third g/km
- €95 for each subsequent g/km.

From 2019 on the penalty will be €95 for each g/km of target exceedance.[11]

4 CCC, Reducing UK emissions 2018: Progress Report to Parliament, June 2018, p. 161
5 CCC, Net Zero: The UK's contribution to stopping global warming, May 2019, p.34
6 Society of Motor Manufacturers and Traders (SMMT), Facts & Figures, [accessed: 17 June 2019]
7 Department for Transport, Vehicle licensing statistics 2018, p. 6
8 Ewa Kmietowicz, Road to Zero: A missed opportunity?, CCC, 10 July 2018
9 European Commission, Reducing CO2 emissions from passenger cars, [accessed: 5 June 2019]
10 CCC, Reducing UK emissions 2018 Progress Report to Parliament, June 2018, p.161,
11 European Commission, Reducing CO2 emissions from passenger cars, [accessed: 5 June 2019]

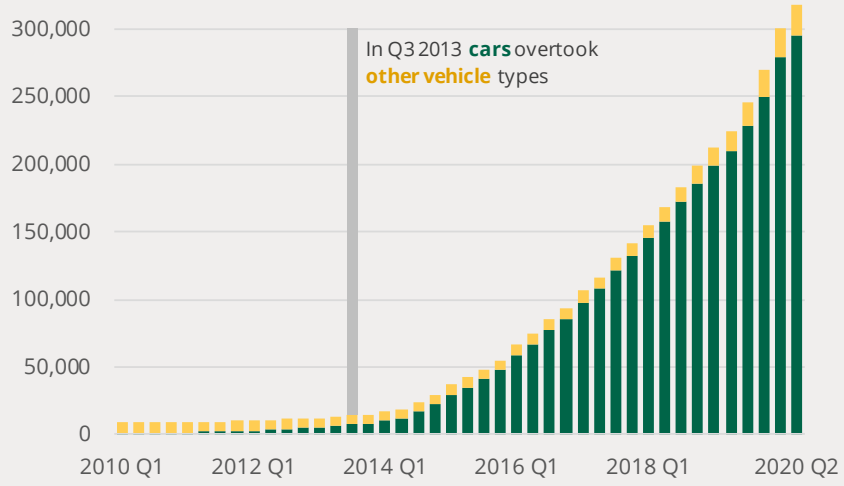
1.3 How many Electric Vehicles are on UK roads?

ULEVs represent a tiny percentage of the overall vehicle fleet. The Government is keen to highlight the growth rate, rather than the absolute numbers on the roads.

Data on the number of licensed ultra-low emission vehicles (ULEVs)[12] is available from the Department for Transport's Vehicle licensing statistics dataset. Data on the number of licensed vehicles is available by quarter since 2010. The chart below shows how the number of ULEV vehicles in the United Kingdom has increased from just under 9,000 at the end of Q1 2010 to 317,000 at the end of Q2 2020. This is an increase of 3,427%. At the end of Q3 2013 the number of licensed ULEV cars overtook the number of vehicles of other types. Currently cars account for around 93% of all licensed ULEV vehicles. Other ULEVs include vans, scooters, HGVs and buses etc.

Licensed ultra low emission vehicles

The numbe of licensed ultra low emission vehicles (ULEVs) at end of quarter, United Kingdom



Source: Department for Transport, Vehicle Licensing Statistics: table VEH0130

Despite the rise in the number of licensed ULEV cars on UK roads, as a proportion of the total number of cars licensed ULEVs represent a tiny share. In 2019 around 58.5% of licensed cars were petrol, 39.1% diesel and 0.8% were either a plug-in-hybrid, battery electric, range-extended electric, or fuel cell electric car.[13]

At the end of Q2 2020 plug-in-hybrid, battery electric, range-extended electric of fuel cell electric cars accounted for 10.9% all newly registered cars. A year earlier this was just 2.2%. As a result of COVID-19 new car registrations in Q2 2020 fell by around 65% compared to the previous quarter. Low emission car registrations also declined, but to a lesser

[12] Ultra low emission vehicles (ULEVs) are vehicles that emit less than 75g of carbon dioxide (CO2) from the tailpipe for every kilometre travelled. In practice, the term typically refers to battery electric, plug-in hybrid electric and fuel cell electric vehicles.

[13] Department for Transport, Vehicle Licensing Statistics: table VEH0203

extent (42%). Because new low emission car registrations declined less than petrol or diesel cars, their share of registrations increased 4.2 points on Q1 2020.[14]

2. Government measures to encourage uptake of EVs

Past and current governments have supported measures to encourage uptake of EVs through a mixture of different policies, targets and grants and incentives to individuals buying new vehicles (see box 3 for historical overview of pre-2015 policies and select committee reports).

Box 3: Past Government policies and select committee reports

Labour Government:

The Labour Government published its ULEV strategy in April 2009.[15] It said it would provide £20 million "seed money" to support the development of lead cities and regions in building the necessary charging infrastructure to help increase consumer confidence that would make ultra-low carbon vehicles viable. The Strategy also expected the private sector ultimately to take the lead in infrastructure provision.

The Labour manifesto for the 2010 General Election promised to "ensure there are 100,000 electric vehicle charging points by the end of the next Parliament".[16]

Coalition Government:

The 2010 Coalition Agreement contained a commitment to "mandate a national recharging network for electric and plug-in hybrid vehicles".[17] in delivering on this mandate, the Government's June 2011 EV infrastructure strategy said that its approach was "not to mandate 'a chargepoint on every corner' – this is not necessary to help the market grow and would be uneconomic".[18] Rather, it said the majority of recharging is likely to take place at home and at work, so an extensive public recharging infrastructure would be underutilised and uneconomic. Labour said at the time that this represented a renege on the Coalition's commitment to a 'national charging network'.[19] However, others, including manufacturers of electric vehicles, supported the Government's claim that most charging would be done at home or in the workplace and that the need for public recharging points was therefore limited.[20]

The Government's April 2014 strategy paper on ULEVs pledged that by the end of 2014 there would be a rapid chargepoint at every motorway service station and that there would be a network of over 500 rapid chargers

14 Department for Transport, Vehicle Licensing Statistics: table VEH0253
15 DfT, *Ultra Low Carbon Vehicles in the UK*, April 2009, p8
16 Labour Party, *A Future fair for All: the Labour Party Manifesto 2010*, April 2010, p1.8
17 HMG, *The Coalition: our programme for government*, May 2010, p31
18 HMG *Making the Connection: The Plug-In Vehicle Infrastructure Strategy*, executive summary
19 Labour Party press notice, "Ministers must come clean over attempt to bury bad news on strike day – Woodcock", 1 July 2011; also reported in: "Coalition scraps national network of charging points for electric cars", *The Independent*, 2 July 2011
20 See, e.g. comments by Nissan in "Hammond criticised over car charging points", *Financial Times*, 1 July 2011

across the country by March 2015. It also pledged £32m for charging infrastructure in 2015-20.[21]

Select Committee reports on EV policy, 2010-16

The Transport Select Committee published a report on ULEV in September 2012: *Low Carbon Vehicles*. [22]

The Government's response was published in January 2013.[23]

the Environmental Audit Select Committee assessed policies for ULEVs in its September 2016 report: Sustainability at the DfT.[24] The Government response was published on 11 November 2016.[25]

2.1 Road to Zero strategy

The Government published its Road to Zero Strategy in 2018. This strategy outlines how it will support the transition to zero emission road transport and reduce emissions from conventional vehicles during the transition. The strategy is "long term in scope and ambition, considering the drivers of change, opportunities and risks out to 2050 and beyond".[26] It sets out several new measures, including:

- an "ambition" for at least 50% — and as many as 70% — of new car sales to be ultra-low emission by 2030, alongside up to 40% of new vans. (see section 2.2 on revised ambitions for sales of EVs and petrol/diesel cars)
- a push for chargepoints to be installed in new build homes, where appropriate, and new lampposts to include charging points
- the launch of a £400 million charging infrastructure investment fund to help accelerate the roll-out of charging infrastructure by providing funding to new and existing companies that produce and install charge points.
- providing up to £500 for electric vehicle owners to put in a charge point in their home through the electric vehicle homecharge scheme.
- the extension of the plug-in car and van grants to at least October 2018 at current rates, and in some form until at least 2020
- the launch of an electric vehicle energy taskforce to bring together the energy and automotive industries to plan for the increase in demand on energy infrastructure that will result from a rise in the use of electric vehicles.[27]

21 OLEV, *Investing in ultra low emission vehicles in the UK, 2015 to 2020*, April 2014, p16

22 Transport Committee, *Low Carbon Vehicles*, fourth report of session 2012-13, **HC 239**, 20 September 2012, p3 and para 31

23 *Government Response to the Committee's Fourth Report of Session 2012–13*, eighth special report of 2012-13, **HC 884**, 21 January 2013

24 EAC, *Sustainability in the Department for Transport* (Third Report of Session 2016–17), HC 184, 1 September 2016, para 25, p14; the response is available at: *Fourth Special Report of Session 2016–17*, HC 819, 11 November 2016

25 *Government Response Fourth Special Report of Session 2016–17*, **HC 819**, 11 November 2016

26 DfT, Reducing emissions from road transport: Road to Zero Strategy, July 2018

27 DfT, Reducing emissions from road transport: Road to Zero Strategy, July 2018

Spending review 2020

In the November 2020 Spending Review, the Government announced that it would "invest £1.9 billion in charging infrastructure and consumer incentives", including:

- £950 million to support the rollout of rapid electric vehicle (EV) charging hubs at every service station on England's motorways and major A-roads;
- £582 million for the Plug-in Car, Van, Taxi, and Motorcycle Grant until 2022-23;
- £275 million to extend support for charge point installation at homes, workplaces and on-street locations;
- £90 million to fund local EV charging infrastructure to support the roll out of larger on-street charging schemes and rapid hubs in England.[28]

Road to Zero funding

To achieve the ambitions set out in the Road to Zero strategy, "the Government is investing nearly £1.5 billion between April 2015 and March 2021, with grants available for plug-in vehicles and schemes to support chargepoint infrastructure."[29]

2.2 Ending the sale of petrol and diesel vehicles by 2030

The Government's Road to Zero strategy set the "ambition" that by 2050 almost every car and van will be zero emission. The Government has since moved its planned date for ending the sale of petrol and diesel vehicles from 2040 to 2030 and for hybrid vehicles to 2035.[30]

In February 2020, the Government published proposals bringing forward the deadline for ending the sale of petrol and diesel cars to 2035. From February to May 2020, the Government consulted on this measure, and in particular has asked for views on:

- the phase out date
- the definition of what should be phased out
- barriers to achieving the above proposals
- the impact of these ambitions on different sectors of industry and society
- what measures are required by government and others to achieve the earlier phase out date.[31]

28 HM Treasury, Spending Review 2020, **CP330,** Nov 2020
29 DfT, Government launches Road to Zero Strategy to lead the world in zero emission vehicle technology, Jul 2018
30 Department for Transport, Consulting on ending the sale of new petrol, diesel and hybrid cars and vans, 20 Feb 2020
31 Department for Transport, Consulting on ending the sale of new petrol, diesel and hybrid cars and vans, 20 Feb 2020

The Government published the consultation response on 18 November, alongside it's 10 point plan for a green industrial revolution. This confirmed that the Government would pursue a two-phased approach:

- Step 1 will see the phase-out date for the sale of new petrol and diesel cars and vans brought forward to 2030.
- Step 2 will see all new cars and vans be fully zero emission at the tailpipe from 2035.[32]

The announcement said that hybrids would continue to be able to be sold between 2030 and 2035 "if they have the capability to drive a significant distance with zero emissions […] and this will be defined through consultation."[33]

The Government also stated it would publish a green paper "in the coming months" on post-EU regulation for CO_2 emissions from new road vehicles, considering both:

- overall fleet efficiency; and
- how to best deliver the transition to 100% zero emission sales for cars and vans.

In addition, the Government said it would consult on the phase-out of new diesel heavy goods vehicles (HGVs).[34]

The Society of Motor Manufacturers and Traders (SMMT) responded to this announcement by stressing vehicle manufacturer's willingness to "work with government on the detail of this plan, which must be delivered at pace to achieve a rapid transition that benefits all of society, and safeguards UK automotive manufacturing and jobs."[35]

In a post on the Green Alliance blog, *Inside Track*, Caterina Brandmayr said the Green Alliance:

> …were very pleased to see that the government has shown genuine ambition by bringing forward the phase out of new conventional petrol and diesel cars and vans to 2030. This shows clear commitment to addressing climate change and puts the UK at the forefront of the global electric vehicle revolution.[36]

Changing dates and targets

When the Road to Zero Strategy was first published its targets were criticised for being unclear and unambitious. Responding to the publication, the CCC said the targets lacked clarity leaving open the possibility of sales of conventional hybrids and very short range plug-in hybrids in 2040 and following years, which is inconsistent with the UK's climate change commitments.[37]

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32 DfT, Government takes historic step towards net-zero with end of sale of new petrol and diesel cars by 2030, 18 Nov 2020
33 DfT, Government takes historic step towards net-zero with end of sale of new petrol and diesel cars by 2030, 18 Nov 2020
34 DfT, Government takes historic step towards net-zero with end of sale of new petrol and diesel cars by 2030, 18 Nov 2020
35 SMMT, SMMT response to 2030 ICE end of sale date announcement , 17 Nov 2020
36 Caterina Brandmayr, Will the PM's plan put the environment at the heart of the UK's economic recovery?, 19 Nov 2020
37 CCC, Government's Road to Zero Strategy falls short, CCC says, 10 July 2018

Since the Road to Zero strategy was published, the Government legislated for a net zero by 2050 target. Under this target, the CCC has said the EV market should scale up to 100% of new sales by 2035 at the latest (and ideally by 2030).[38] The older 80% reduction target would have only necessitated for 60% of all new cars and vans sold should be electric by 2030, according to CCC analysis.[39]

Box 3: Previous EV targets

The Government has announced that it will ban the sale of petrol and diesel vehicles by 2030. Prior to these targets, the Government had made several other related announcements:

- In 2018, the Government set an "ambition" for almost every car and van to be zero emission by 2050 through its Road to Zero Strategy.[40]
- In 2015, the Government set a target to "ensure almost every car and van is a zero emission vehicle by 2050".[41]
- In July 2017, the Government announced that "it will end the sale of all new conventional petrol and diesel cars and vans by 2040"[42]
- In May 2018, the Prime Minister announced a further target for 2040, that all new cars and vans should be "effectively zero emission."[43]

Alongside the sales targets, the Government has set a goal for the UK to be "a world leader in the development, manufacture and use of zero emission vehicles… [and] in the design, development and manufacture of batteries" in the Automotive Sector Deal.[44]

The Commons Library brief, Net Zero in the UK provides an explanation of the introduction of the UK's net zero by 2050 legislative target..

EV market forecasts

There is some evidence that sales of diesel vehicles are already on the wane. A study by UBS in 2016 predicted that diesel would "almost disappear" from the global car market within 10 years if competition from cheaper electric cars and tougher stances by regulators come to pass.[45] Further, the number of EVs on UK roads has been increasing year-on-year. In addition, more models of EVs are becoming available.[46] As charging infrastructure improves and the costs of EVs decreases, market analysts are forecasting that more people will purchase EVs over petrol and diesel vehicles.

- Research published by Accenture Strategy in April 2019 forecast EV sales to grow exponentially, and for over half of all UK vehicles sales to be EVs by 2040.[47]

38 CCC, Net Zero: The UK's contribution to stopping global warming, May 2019, p.34
39 CCC, Reducing UK emissions 2018: Progress Report to Parliament, June 2018, p. 161
40 DfT, Reducing emissions from road transport: Road to Zero Strategy, July 2018
41 DfT, UK government pledges bold ambition for electric cars, 3 December 2015
42 Department for Environment, Food & Rural Affairs and Department for Transport, Air quality plan for nitrogen dioxide (NO2) in UK (2017), July 2017
43 The Rt Hon Teresa May MP, PM speech on science and modern Industrial Strategy, 21 May 2018
44 HM Government, Industrial Strategy Automotive Sector Deal, 2018
45 "Diesel faces global crash as electric cars shine", *Financial Times*, 11 December 2016
46 Jasper Jolly, 2020 set to be year of the electric car, say industry analysts, *Guardian*, 25 Dec 2019
47 Accenture Strategy, Utilities: lead the charge in eMobility, April 2019

- Research published by Emu Analytics (a UK-based technology) in May 2018 forecast 1million EVs on the road by the early 2020s.[48]
- Bloomberg's New Energy Finance Electric Vehicle Outlook 2019 has forecasts for global EV markets. This report forecasts global EV sales to rise to 10million in 2025, 28 million in 2030 and 56million in 2040.[49]

2.3 Charging Infrastructure

Without enough chargepoints EV ownership is not practical. There is currently some uncertainty as to how many EV chargepoints are needed, and where they should be located – at home, on the road network, in streetlamps etc. Government-commissioned research, published in August 2015, commented that public charging was seen to have two overlapping but different roles:

> … meeting the needs of existing owners and addressing the concerns of potential future EV owners about buying an EV. Existing EV owners rely mostly on home and workplace charging but consistently report a desire for more extensive – and fast – public charging to enable them to undertake longer journeys. The evidence also suggests that additional public charging infrastructure can help to address the range concerns of potential future EV owners and increase EV uptake. Current public charging provision in the UK is comparable, even favourable in certain respects, to provision in countries with more developed EV markets.[50]

The Government has taken several measures to ensure there will be enough chargepoints installed in the coming years (detailed below). Transport Minister, Michael Ellis, set out the Government's vision for a vehicle charging network as follows:

> Our vision is to have one of the best electric vehicle infrastructure networks in the world. This means current and prospective electric vehicle drivers are able to easily locate and access charging infrastructure that is affordable, reliable and secure.[51]

Availability of charging points: "Range anxiety"

Developments in EVs and battery technology mean some vehicles already have the range necessary to meet the needs for most journeys without having to charge.[52] However, range anxiety – fears over the distance EVs can travel between charges – is often cited as one of the key barriers to people opting to buy EVs.

Linked to this is the availability of charging points. In a survey conducted for OVO energy – a small energy supplier – fears over a lack of charging points was cited as the number one reason for not buying an EV.[53] Indeed, public chargepoints are still unevenly distributed across Great

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48 Emu Analytics, A Sustainable Future Preparing for Electric Vehicles, May 2018
49 Bloomberg New Energy Finance, Electric Vehicle Outlook 2019, [accessed: 10 Jan 2020]
50 OLEV, *Uptake of Ultra Low Emission Vehicles in the UK: A Rapid Evidence Assessment for the Department for Transport*, executive summary
51 PQ265457 [Electric Vehicles: Charging Points] 20 June 2019
52 "Plugging the gap: What next for Britain's EV public charging network?", *CCC blog*, 19 Jan 2018
53 OVO Energy, What's stopping the 'electric vehicle revolution'?, Sept 2017

Britain meaning access to chargepoints is still something of a "postcode lottery", according to analysis by HSBC in 2016.[54]

Highways England has a commitment of £15m to ensure there are chargepoints (rapid where possible) every 20 miles on 95% of the Strategic Road Network by 2020.[55] Moreover, the number of public chargepoint connectors and locations in the UK is increasing. Data available from the European Alternative Fuels Observatory shows that the number of EV charge points per 100km of road in the United Kingdom has increased from 42 in 2011 to 570 in 2019. Most charge points remain to be those with a charge rate of less than or equal to 22kW. As of March 2020, ZapMap reported[56] in Great Britain there were: 11,293 public charging points, 18,178 devices and 31,504 connections (of which 7,630 were rapid[57]). Year-on-year, the number of chargepoint connectors is increasing. Between 2018 and 2019, there was a 50% increase as a further 10,000 connections were added.[58]

the number of chargepoints will need to increase further to match the rising number of EVs on the road

Even so, the number of chargepoints will need to increase further to match the rising number of EVs on the road. The CCC commissioned research, published in January 2018, to assess future demand for Britain's electric vehicle public charging network.[59] This analysis was based on the CCC's 'central scenario' which envisages EVs accounting for 60% of new car and van sales (approximately 30% of the total fleet) by 2030. The report's key findings were:

- The number of rapid chargers located near the major roads network needs to expand from 460 in 2016 to 1,170 by 2030.
- The number of public chargers needed for 'top-up charging' needs to rise from 2,700 in 2016 to over 27,000 by 2030.
- Overall nearly 29,000 charging points are needed across Great Britain by 2030, of which around 85% of these are fast (22kW) or rapid (43+kW) chargers.[60]

This analysis does not include the number of private chargepoints on EV owners' homes. The Government envisages the majority of charging to take place at home.[61] Indeed, the Government identifies homecharging as a "key attraction" of owning an EV.[62]

54 "Owners of electric cars are struggling to get plugged in", *The Times*, 24 September 2016
55 PQ 267734 [Electric Vehicles: Charging Points] 27 Jun 2019
56 ZapMap.com [accessed: 25 March 2020]
57 EV chargepoint sites can have multiple charging devices. Additionally, EV charging devices can have multiple connectors. This means one chargepoint can have multiple available charging connections allowing more than one EV to charge at any one time.
58 ZapMap.com [accessed: 25 March 2020]
59 Systra, Cenex and Next Green Car, Plugging the gap: An assessment of future demand for Britain's electric vehicle public charging network, Jan 2018
60 Systra, Cenex and Next Green Car, Plugging the gap: An assessment of future demand for Britain's electric vehicle public charging network, Jan 2018
61 DfT, Reducing emissions from road transport: Road to Zero Strategy, July 2018, p. 15-16
62 DfT, Reducing emissions from road transport: Road to Zero Strategy, July 2018, p. 83

There is no duty on local authorities to provide electric charging points, it is up to them to decide, based on local priorities, whether to do so. In November 2017 the Mayor of London, Sadiq Khan, said that there had been opposition to the installation of EV charge points in some areas after complaints by residents.[63] In January 2018, Government ministers announced that they had written to local councils calling on them to "do more to help reduce carbon emissions and tackle air quality after it emerged just 5 councils in the whole of the UK" had have taken advantage of the On-Street Residential Chargepoint Scheme (see below).[64]

In November 2019, DfT published a "league table" of electric car charging availability in local authorities across the UK. This showed that (as of October 2019):

- There are more charging locations than petrol stations.
- There are over 100 local authorities with fewer than 10 public charging devices per 100,000 population.
- There are 15,000 charging devices across the country, equating to 22,500 places to charge.
- There is at least one rapid charge point at over 95% of all motorway services areas.[65]

EV charging market study

The Competition and Markets Authority (CMA) launched a market study into the EV charging market in December. This followed on from the Government's announcement that it would be banning the sale of petrol and diesel cars from 2030, and hybrids from 2035 (See section 2.2)

Launching the study, the CMA said:

> If people can see that the service will work for them, they are more likely to make the switch to electric vehicles, which is crucial to achieving the government's long-term ambition for a net zero economy by 2050.[66]

The CMA's market study work will focus on two broad themes:

- how to develop a competitive sector while also attracting private investment to help the sector grow
- how to ensure people using electric vehicle chargepoints have confidence that they can get the best out of the service[67]

63 "Electric cars hampered by fear of charge-point clutter", *The Times*, 27 November 2017
64 DfT press notice, "Funding for thousands of electric car charge points unused by councils", 12 Jan 2018
65 DfT, New 'league table' reveals electric car charging availability across UK as Transport Secretary calls on local authorities to do more, 2 Nov 2019
66 CMA, CMA to examine electric vehicle charging sector, 2 Dec 2020
67 CMA, CMA to examine electric vehicle charging sector, 2 Dec 2020

Government policy and grants

The Government's current approach to delivering chargepoint infrastructure was set out by Baroness Vere of Norbiton, Parliamentary Under Secretary of State for Transport, in response to a PQ as follows:

> The Government's vision is to have one of the best electric vehicle infrastructure networks in the world but has not set targets for the number of chargepoints. We want to encourage and leverage private sector investment to build and operate a self-sustaining public network supported by the right policy framework. In many cases, the market is better-placed than the Government to identify the right locations for chargepoints and it is essential that viable commercial models are in place to ensure continued maintenance and improvements to the network.[68]

To ensure EV owners can enjoy one of the "key attractions" of owning an EV[69] – home charging – the Government has created a grant scheme to help support the installation of chargepoints at home, as well as in the workplace and on local streets.[70]

- The Electric Vehicle Homecharge Scheme (EVHS) provides grant funding of up to 75% towards the cost of installing electric vehicle chargepoints at domestic properties across the UK.
- EV chargepoints cannot be installed in all properties. For instance, terraced or apartments properties may not have allocated off-street parking. The On-street Residential Chargepoint Scheme (ORCS) provides grant funding for local authorities towards the cost of installing on-street residential chargepoints for plug-in electric vehicles.
- The Workplace Charging Scheme (WCS) is a voucher-based scheme that provides support towards the up-front costs of the purchase and installation of electric vehicle charge-points, for eligible businesses, charities and public sector organisations.

Furthermore, from July to October 2019 the Government consulted on proposals that would require chargepoint infrastructure for new dwellings in England. This was a commitment outlined in the Road to Zero Strategy.[71]

At Budget 2017, the Government announced its intention to establish the **Charging Infrastructure Investment Fund**.[72] When it was announced the Government said it would be worth £400m, comprising a £200m "cornerstone investment" by government to be matched by the private sector.[73] At Budget 2020, the Government increased the size of this fund to a total of £500m.[74] This included a **Rapid Charging Fund** to "help businesses with the cost of connecting fast charge points to the electricity grid". Budget 2020 also committed the OLEV to

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68 PQ HL15730 [Electric Vehicles] 29 May 2019
69 DfT, Reducing emissions from road transport: Road to Zero Strategy, July 2018, p. 83
70 For more information on eligibility and guidance on how to apply for these grants, please see the Office for Low Emission Vehicles (OLEV) website.
71 DfT, Reducing emissions from road transport: Road to Zero Strategy, July 2018, p. 83
72 HM Treasury, Budget 2017, Nov 2017, **HC587**, para 4.15
73 DfT, Details of the operation of the Charging Infrastructure Investment Fund, Sept 2019
74 HM Treasury, Budget 2020v, Mar 2020, **HC121**, para 1.246

carrying out a "comprehensive electric vehicle charging infrastructure review" so that money spent from this fund is well targeted.

Improving consumer experiences: Automated and Electric Vehicles Act 2018

In 2018, the Government legislated to help deliver the aim in the Conservative Manifesto for almost every car and van to be a zero emission vehicle by 2050.[75] Taken together, the powers in the *Automated and Electric Vehicles Act 2018* allow Government to regulate, if necessary, in the coming years to:

- improve the consumer experience of electric vehicle charging infrastructure;
- ensure provision at key strategic locations like Motorway Service Areas; and
- require that charge points have 'smart' capability.

In 2018, the Government legislated to help deliver the aim in the Conservative Manifesto for almost every car and van to be a zero emission vehicle by 2050.

The measures were broadly welcomed. However, some groups noted that this was all contingent on the details to be included in the Secondary Legislation. Until then, they argued, the Act resembles no more than a wish list.[76]

One of the main groups affected by the measures in the Act will be petrol retailers. Responding to the main provisions, the Petrol Retailers Association (PRA) said they considered the powers granted to be unnecessary. The PRA felt the best course of action would be to allow the market to dictate the uptake of EV charging infrastructure. Brian Madderson, Chairman of the PRA commented:

> "The best course of action the government can take to ensure the UK has a well- developed EV charge point infrastructure, especially away from urban centres and major roads, would be to create a grant scheme for forecourt retailers - similar to the Homecharge and Workplace schemes which are already in place."[77]

2.4 Vehicle grants

EVs are currently more expensive than equivalent internal combustion engine vehicles and are not projected to reach price parity until the mid-2020s.[78] The CCC assessment of the Road to Zero Strategy said that "Financial support for the higher upfront costs of electric vehicles (EVs) will be required beyond 2020." The CCC suggest "minor amendments to vehicle excise duty (VED) and company car tax (CCT) can support continued improvement in fleet efficiency."[79] (see box 4 for more on VED).

To make electric vehicle ownership more affordable, the Government offers plug-in grants (launched in 2011). The amount of grant depends

[75] HL Deb 20 Feb 2018 c18
[76] New Legislation To Revolutionize EV Charging In The UK, *Clean Technica*, 1 Aug 2018
[77] "PRA continues to lobby for investment into charging infrastructure", 1 Feb 2018
[78] Bloomberg New Energy Finance, Electric Vehicle Outlook: 2018, May 2018
[79] Letter to Chris Grayling and Greg Clark – assessment of the Road to Zero Strategy, 11 October 2018

on which category the vehicle is in. The five categories and their eligible grants are detailed in the table below. Prior to October 2018, there were three categories of car eligible for a grant when the DfT announced changes to grant levels. The Government updated the grant levels again at Budget 2020.[80] The updated grant levels are reflected in the table below. You can also find more information on eligible vehicles on the OLEV plug-in car grants page.

Category	CO2 emissions	Zero emission range	Grant	Maximum amount
Car (up to £50,000)	Less than 50g/km	112km (70 miles)	35%	Up to £3,000
Motorcycles	No CO2	50km (31 miles)	20%	Up to £1,500
Mopeds	No CO2	30km (19 miles)	20%	Up to £1,500
Vans	Less than 75g/km	16km (10 miles)	20%	Up to £8,000
Taxis	Less than 50g/km	112km (70 miles)	20%	Up to £7,500

Low-emission vehicles eligible for a plug-in grant

In the Road to Zero Strategy, the Government said it expected to deliver a "managed exist from the grant in due course" to provide support through other measures.[81] The grant was due to expire in April 2020. At Budget 2020, the Government said it would extend the grant until 2022-23 with a further £0.5bn available (£403m for electric cars and £129.5m for vans, taxis and motorcycles).

Eligibility and guidance for these grants is available on Gov.uk.

As of March 2020, the Government said the plug-in car grant had provided over £800m to support the purchase of low emissions vehicles (£450m of which had supported the purchase of zero emission vehicles).[82]

the Government expects to deliver "a managed exit from the grant in due course" and to provide support through other measures.

Changes to plug-in grants scheme in 2018 and 2020

Previously, there were three categories of car eligible for a grant. In October 2018, the DfT announced changes to grant levels, removing the grants for hybrid EVs (formerly category 2 and 3 EVs).[83] At the same time, the maximum grant available for EV cars (formerly a category 1 EV) was lowered from £4,500 to £3,500. Transport Minister, Jesse Norman, explained that these changes reflected a shift "to focus on

80 DfT, Update on plug-in vehicle grants following today's budget, 11 Mar 2020
81 DfT, Reducing emissions from road transport: Road to Zero Strategy, July 2018, p. 52
82 DfT, Update on plug-in vehicle grants following today's budget, 11 Mar 2020
83 OLEV, Changes to the Plug-in Car Grant, 2 Nov 2018

zero tail pipe emission vehicles."[84] At Budget 2020, the grants for EVs were lowered further to £3,000 at the same time the Government exempted zero-emission vehicles from the "expensive car supplement" and set a cap on the maximum list price of vehicles eligible for the grant at £50,000.[85]

The automotive industry called for the Government to rethink the 2018 changes. Reacting to the announcement, Mike Hawes, Chief Executive of the Society of Motor Manufacturers and Traders (SMMT), said:

> We understand the pressure on the public purse but, given the importance of environmental goals, it's astounding that just three months after publishing its ambitious vision for a zero emissions future, government has slashed the very incentive that offers our best chance of getting there.
>
> Industry is working hard to address the challenges of CO2 and air quality but, while it can produce the technology, it cannot determine the pace of uptake.
>
> We have consistently said that if the UK is to be fit for an electrified future, we need a world-class package of incentives and infrastructure. Government needs to rethink its policy, else its ambitions will never be realised.[86]

Further, the Commons Business, Energy and industrial Strategy (BEIS) Committee criticised the Government's decision in its inquiry into EVs. The Committee felt that the decision had been "made too soon and too suddenly" and "risked undermining the UK's burgeoning EV market."[87] Instead, the Committee called for the grants to be maintained until the cost of EVs nears price parity with conventional Internal Combustion engine vehicles.

The Government is confident that the changes to the grants available are working. In response to a PQ, Transport Minister, Jesse Norman, said that since the 2018 changes were introduced

> …overall sales of alternatively fueled vehicles have increased compared to the same period last year. While the sales of zero emission capable plug-in hybrids have decreased since the grant was reviewed, the sales of the cleanest zero emission vehicles have increased by over 50 per cent over the same period.[88]

Box 4: Fiscal incentives and Vehicle Excise Duty

Fiscal incentives have been shown to drive behaviour changes. Car registration taxes in the UK since 2001 increased the number of diesel vehicles on the road. In 2001, just 13.8 per cent of new car registrations were diesel but this had risen to 39.3 per cent by 2018.

Vehicle Excise Duty (VED) is an annual tax levied for most types of vehicles to be used (or parked) on public roads. Certain vehicles are exempt from paying VED.

84 PQ 252016 [Electric Vehicles: Grants] 17 May 2019
85 HM Treasury, Budget 2020, Mar 2020, para 1.245
86 SMMT, Automotive industry calls for plug-in grant rethink as cuts put Government ambition at risk, 12 Oct 2018
87 Business, Energy and Industrial Strategy Committee, Electric vehicles: driving the transition, Fourteenth Report of Session 2017–19, **HC 383,** para 33-36
88 PQ 252016 [Electric Vehicles: Grants] 17 May 2019

Since 2003, VED rates have been linked to emissions, meaning lower emission cars pay lower rates. From 2003 to 2017 cars that emitted less than 100g/km of carbon dioxide were exempt from VED. Rates for other vehicles were on a sliding scale, with the most polluting paying the highest levels of tax.

Major reforms to VED were introduced in the 2015 budget (taking effect from 1 April 2017). Cars that emit less than 50g/km of carbon dioxide continue to be exempt, but all other vehicles now pay the same standard rate (the rate after the first year of registration). Cars with a list price greater than £40,000 also pay a supplement of £310 for the first five years in which a standard rate is paid. At Budget 2020, zero emission vehicles were exempted from paying the "expensive car supplement".[89]

In practice the strict 50g/km limit means that only fully-electric vehicles qualify for the exemption, and the flat rate for other vehicles has removed the incentive to purchase alternative ultra-low emissions vehicles, such as plug-in hybrid EVs or hydrogen fuel cell cars. Further, as electric vehicles are more expensive than equivalent conventional models, they are disproportionately affected by the VED supplement.

The Library brief, Vehicle Excise Duty (VED) provides an extensive background and overview of the evolution of VED.

Who benefits from vehicle grants and how accessible is EV ownership?

There are questions over who benefits from plug-in grants. Research commissioned by the Government and published in August 2015 found that the sorts of people who tend to buy ULEVs are "middle-aged, male, well-educated, affluent, and live in urban areas with households containing two or more cars and with the ability to charge at home" and that this socio-demographic profile of ULEV owners in the UK was "not likely to change significantly".[90]

The BEIS Committee concluded that "EVs should not be the sole preserve of the relatively affluent." The Committee recommend that the Government introduce more creative support mechanisms to ensure that all motorists are able to benefit from EVs.[91]

Developing the second-hand market for EVs will be important to increase accessibility. This would make EVs more affordable to consumers who typically do not purchase new vehicles. Additionally, a buoyant second-hand market for EVs could support the growth of the wider national EV fleet by bolstering the economic case for new EVs.[92] ENGIE – an energy company – told the BEIS Committee the Government should

> …review the secondary market for electric vehicles and puts pressure on manufacturers and retailers to rethink how this market might be stimulated. Government should also consider how this market could be stimulated from the consumer (buyer

89 HM Treasury, Budget 2020, Mar 2020, para 1.245

90 Brook Lyndhurst for DfT, *Uptake of Ultra Low Emission Vehicles in the UK: A Rapid Evidence Assessment for the Department for Transport*, August 2015, executive summary

91 Business, Energy and Industrial Strategy Committee, Electric vehicles: driving the transition, Fourteenth Report of Session 2017–19, **HC 383,** para 40-42

92 Business, Energy and Industrial Strategy Committee, Electric vehicles: driving the transition, Fourteenth Report of Session 2017–19, **HC 383,** para 42

and seller) viewpoint, highlighting the value for money used electric vehicles represent against alternatives in the market. Introducing arrangements for warranty guarantees and support for battery refit costs could be considered as part of this.[93]

[93] ENGIE [ELV0053] written evidence to BEIS Committee Inquiry: Electric vehicles: driving the transition, April 2017

3. International comparisons

For some years sales of ULEVs were lower than expected in other parts of the world, with the falling price of gas cited as the main disincentive for switching from petrol and diesel vehicles to electric.

For example, in the US only about 400,000 electric cars were sold by the final year of President Obama's term: less than half of his goal of getting one million plug-in electric vehicles on the roads by 2015.[94]

In October 2017 the International Energy Agency (IEA) reported that the number of electric vehicles on the road increased to 2 million in 2016. China was by far the largest electric car market, accounting for more than 40% of the electric cars sold in the world and more than double the amount sold in the US. Norway achieved the most successful deployment of EVs in terms of market share, followed by the Netherlands and Sweden.[95]

3.1 Targets and bans around the world

The BEIS Committee has described the UK's targets to: (i) phase out diesel and petrol vehicles and (ii) increase EV ownership as unambitious.[96] The Committee compared these targets to those in other countries around the world and found the UK risked falling behind which may result in the UK having "to accept vehicle emission standards set by more ambitious international regulations."[97] Since these comments, the Government has increased its ambition to end the sale of petrol and diesel vehicles to 2030. The BEIS Committee referred to the CCC's analysis of bans on petrol and diesel vehicles in other countries that shows the even within the UK separate countries had more ambitious targets:

Table 1: Government commitments to the end of sales of conventional vehicles

Country	Timing
Norway	2025
India, China, Slovenia, Austria, Israel, the Netherlands, Ireland	2030
Scotland	2032
UK, France, Sri Lanka, Taiwan	2040

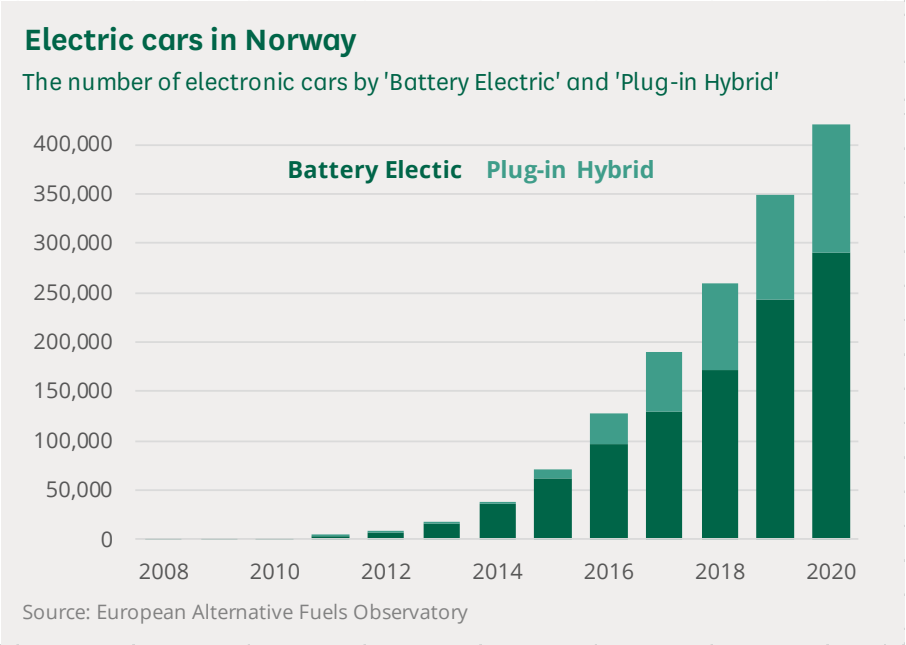
Source: Reproduced from CCC, Reducing UK emissions: 2018 Progress Report to Parliament, June 2018, Table 5.3

94 "Electric vehicle sales fall far short of Obama goal", *Reuters*, 20 Jan 2016
95 IEA, *Global EV Outlook 2017: Two million and counting*, Oct 2017, p5
96 Business, Energy and Industrial Strategy Committee, Electric vehicles: driving the transition, Fourteenth Report of Session 2017–19, **HC 383,** para 22
97 Business, Energy and Industrial Strategy Committee, Electric vehicles: driving the transition, Fourteenth Report of Session 2017–19, **HC 383,** para 24

3.2 Norway

Norway has been by far the most successful country in achieving EV market penetration. The IEAs 2017 EV outlook highlighted that Norway had the fourth largest volume of sales of EVs in the world in 2017 (behind only much larger countries: the US, China and France) and the largest market share.[98] The UK by comparison is ranked fourth worldwide by market share, and seventh by volume. Projections by National Grid suggest that the UK stock of EVs could reach between 2.7 and 10.6 million by 2030, and could rise as high as 36 million by 2040.[99]

In Norway, the number of electric passenger cars has increased substantially over the last decade: in 2008 the number of cars which were Battery Electric Vehicles (BEV) was around 1,200. In 2019 there were just under 290,000. This is around a 23,200% increase. If we include Plug-in Hybrid Vehicles (PHEV) the number of cars which were powered (at least in part) by electricity numbered 420,000 in 2020. According to the Norwegian equivalent of the ONS, there were 2.8 million registered cars in 2019 with electrics cars accounting for around 9% of the total stock.



The most important incentives driving Norway's success have been long-term and financial. In addition, the Norway Government has committed to the end of sales of conventional vehicles in 2025.

Incentives for EV car ownership in Norway have been in place for many years. They have been designed to make EV ownership less expensive than conventional petrol or diesel vehicles. The support Norway provides includes:

98 As quoted in Business, Energy and Industrial Strategy Committee, Electric vehicles: driving the transition, *Fourteenth Report of Session 2017–19*, **HC 383,** p.7

99 National Grid, Future Energy Scenarios, Jul 2018

- **Exemptions from the vehicle registration tax for Battery EVs** (1990-). Norway levies a registration or import tax on cars, which can reach EUR 10,000 or more depending on the car model's CO2 emissions. BEVs are exempted from the tax. Plug-in hybrid electric cars also pay a lower tax. The exemption is expected to run out at the end of 2020, but due to the low-emissions, BEVs will still pay a lower amount.
- **Low annual road tax** (1996-). Battery EVs pay a lower annual road tax. Instead of NOK 3,060 or (~EUR 367), owners of BEVs pay NOK 435 (~ EUR 52). The annual tax increased to half the rate of fossil fuelled cars in 2018 and will increase to the full rate in 2020.
- **Free municipal parking** (1999-). Local governments can decide on incentives such as access to bus lanes and free municipal parking.
- **Reduced company car tax** (2000-). Norway provides a 40% reduction on the company car tax.
- **Exemption from 25% VAT on purchase** (2001-). Battery EVs are exempted from paying the value added tax of 25% on the purchase or leasing rate. The VAT exemption for electric cars is prolonged until 2020
- **No charges on ferries or toll roads** (2009-). Battery EVs enjoy exemptions from road tolls and ferries. This can be a substantial saving amounting to several thousand Euros a year on certain roads. Complete exemption for toll roads will likely be phased out over the coming years.[100]

Altogether, this approach makes the total cost of ownership less expensive for Plug-In Electric Vehicles than for a comparative internal combustion engine vehicle.[101]

[100] Dr. Karoline Steinbacher, Minke Goes, Korinna Jörling, Incentives for Electric Vehicles in Norway: Fact Sheet, September 2018
[101] Dr. Karoline Steinbacher, Minke Goes, Korinna Jörling, Incentives for Electric Vehicles in Norway: Fact Sheet, September 2018

4. Additional Electricity Demand

Increasing the number of electric vehicles will add to electricity demand and place pressure on the UK's grid network, operated by National Grid (see concerns raised in Box 5).

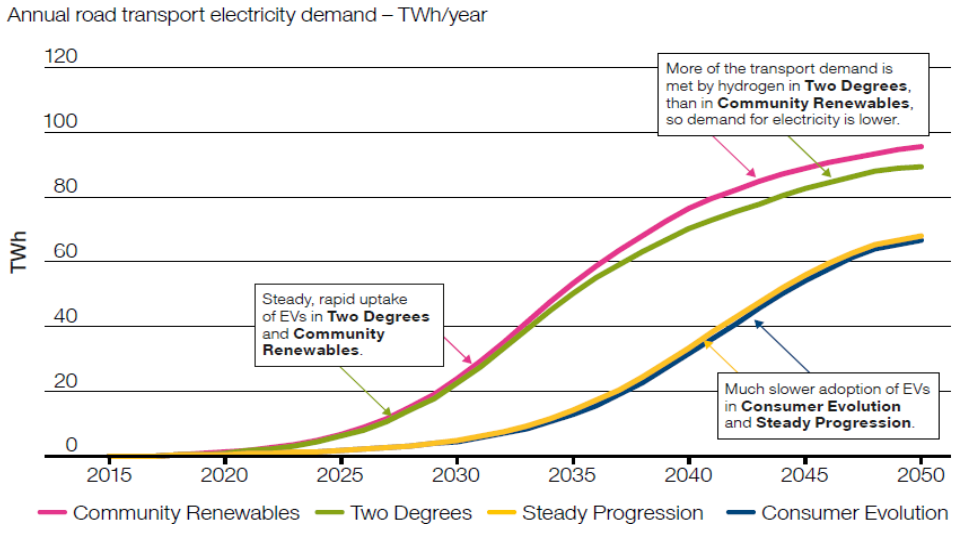
National Grid (NG) publish an annual Future Energy Scenarios (FES) report. These reports provide what NG describe as "a range of credible futures" in the energy sector but are not intended to be a forecast of future electricity demand. The reports cover demand from different sectors, such as electric vehicles (as part of transport) but also industrial, commercial, and residential demand for both electricity and gas.

The 2019 FES had four scenarios; Community Renewables and Two Degrees (which both meet the Government's 2050 net zero decarbonisation target[102]) and Steady Progression and Consumer Evolution (which do not meet the 2050 target).[103] The scenarios differ in the speed of decarbonisation and level of decentralisation.

On electric vehicles adding to electricity demand, the 2019 FES found that total energy demand for road transport fell across all scenarios:

> Total energy demand is similar across scenarios, but the speed at which vehicles shift from petrol and diesel to electricity, natural gas or hydrogen varies across scenarios. Total annual energy demand for road transport is currently around 500 TWh. By 2050 it has reduced, in all scenarios, to below 200 TWh. This is due to the shift from petrol/diesel vehicles to electric vehicles, which use less energy per mile; causing a significant drop in total energy used for transport.[104]

Despite a fall in overall energy demand, the shift to electric vehicles clearly results in increases in electricity demand in all scenarios. This is shown in the figure below from the 2019 FES:



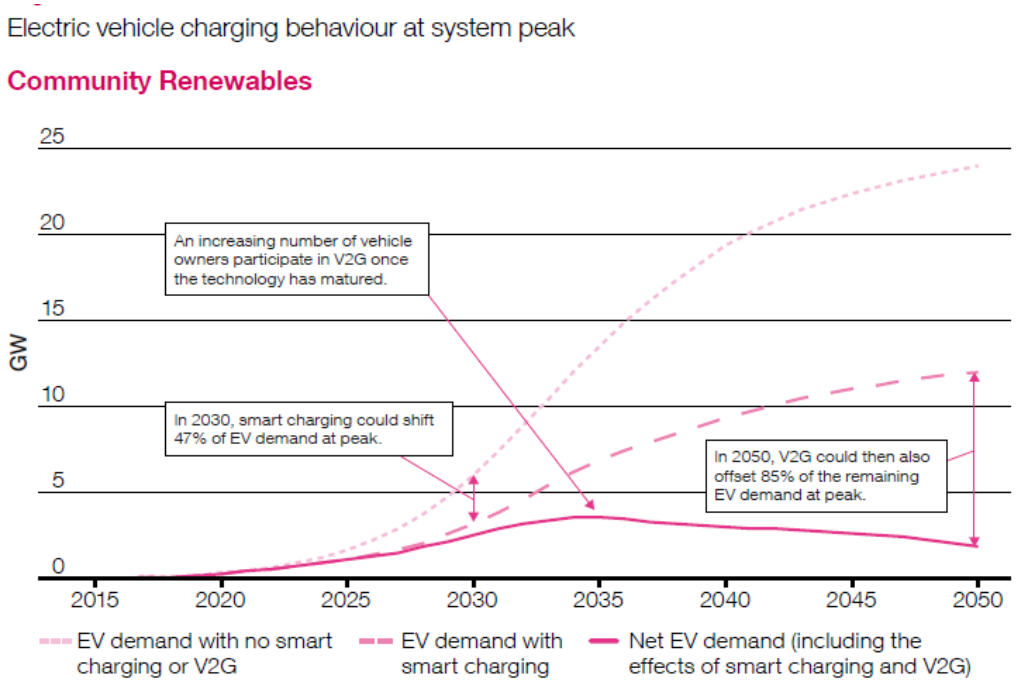
National Grid: System operator

National Grid owns the transmission network (the high voltage power infrastructure in England and Wales) and separately manages the transmission network to ensure the grid remains balanced and supply meets demand at all times. More information can be found on these roles on the NG website.

[102] House of Commons Library, *Net Zero in the UK*, 16 December 2019
[103] National Grid, *Future Energy Scenarios*, July 2019
[104] National Grid, *Future Energy Scenarios*, July 2019, p77.

Source: National Grid, Future Energy Scenarios 2019

However, there are possible changes that could address this increase in demand. For example, if electric vehicle owners used "smart charging" or vehicle to grid (see section 4.2) the scale of the demand reduced significantly as the graph below for one scenario from FES shows:



Source: National Grid, Future Energy Scenarios 2019

National Grid found that investment for EV infrastructure was needed, but that smart charging of electric vehicles, as a mechanism to help balance supply and demand on the grid (see section 4.2 below), would have benefits. For example, smart charging vehicles "could enable the storage of roughly one fifth of GB's solar generation for when this energy is needed". National Grid concluded:

> The investment in infrastructure to support increasing numbers of electric vehicles indirectly benefits all energy consumers through lower prices and lower carbon generation intensity, as smart charging of EVs can support increased renewable generation.[105]

Box 5: Concern over Government target and NG response

Following the Government's announcement in July 2017 of plans to ban sales of "all new conventional petrol and diesel cars and vans" from 2040[106], concerns were raised by the media that this policy would require significantly more capacity in the power sector and present challenges for balancing the electricity grid. For example, a Telegraph article[107] suggested 10 new power stations would be required.

105 National Grid, *Future Energy Scenarios*, July 2019, p 4.
106 Defra, *Plan for roadside NO2 concentrations published*, Jul 2017
107 *Diesel and petrol car ban: Plan for 2040 unravels as 10 new power stations needed to cope with electric revolution*, *The Daily Telegraph*, 27 July 2017

Many of the estimates, and media reports, on future energy demand with electric vehicles are based on NG's Future Energy Scenarios 2017 (FES).[108] Due to the publicity around the issue, NG published a myth-buster explaining the range of scenarios and stating that they believed their figures had been misused.[109] NG said that some media projections had used a more "extreme" scenario which they believed was unlikely to occur. Under the scenario reported in the media, by 2046 NG's analysis estimated that peak demand as a result of EVs charging would be 30 GW. By contrast, the most likely scenario in NG's analysis saw peak demand from electric vehicles alone being around 5 GW, about an 8% increase on today's peak demand value. This is because NG believe the switch to EVs will not be as extreme, and consumer behaviour will change to avoid charging at peak times, therefore resulting in a less significant increase to peak demand.[110]

The House of Commons Business, Energy and Industrial Strategy Committee's October 2018 report on Electric vehicles said that media concern about additional electricity demand were "overblown" and concluded that the electric vehicle transition is "unlikely to present a risk to the security of national electricity supply" and that any increased electricity demand would "necessitate investment in new generation.[111] The Committee also made recommendations on managing higher demand including that charge points should have smart capacity, and that the Government should look further into the opportunity of vehicle to grid technology.

4.1 The Capacity Market

The UK operates a Capacity Market to ensure there is sufficient power as the UK replaces older power stations with alternatives such as intermittent renewables. The Capacity Market is not just for EVs but covers all demands for electricity with the purpose of securing capacity to cover any potential shortfall in demand during peak periods.

The market works as an auction where capacity providers bid to offer a service to help balance the grid. The providers range between large power stations and smaller storage units that can supply power (which would not normally be generated due to high costs or inefficiencies), to industries that can reduce demand if there is a lack of supply in a process known as demand side response.[112] The market is paid for by consumers through their energy bills.

Ahead of the auction, the Secretary of State for Business, Energy and Industrial Strategy (BEIS) must decide the amount of capacity needed, following a recommendation from National Grid – which administers the capacity market auctions. This is a set amount of power that is required to keep the grid secure.

[108] National Grid, *Future Energy Scenarios 2017*, July 2017
[109] National Grid, *Our Energy Insights, Electric vehicle announcement and what the papers say*, August 2017
[110] National Grid, *Our Energy Insights, Electric vehicle announcement and what the papers say*, August 2017
[111] BEIS committee, *Electric vehicles: driving the transition*, Fourteenth report of session 2017-19, Oct 2018
[112] Engie, *Understanding the Capacity Market*, 2016

The capacity market began again in October 2019 following a suspension since November 2018. This suspension was due to a ruling from the General Court of the European Union which annulled the European Commission's 2014 approval of the UK's capacity market under state aid rules. The ruling effectively rendered the capacity market illegal as the Court decided that the Commission's original approval process was too short, and that the EU should have done further investigations into the scheme. In October 2019, the Commission approved the Capacity Marker under EU State aid rules and the Government gave notice of the market's reinstatement.

4.2 Balancing the Grid

National Grid are the Transmission System Operator. They ensure that supply and demand always match on the electricity grid to prevent power cuts or increases in network frequency that could damage electrical equipment. This process is known as 'balancing'.

For more information on grids and V2G, see the Library briefing paper on Electricity grids

Balancing is an increasing challenge for National Grid due to the changing electricity mix. Previously, generation was predominantly provided by large, centralised power stations. However, electricity in the UK is now supplied by a greater variety of generators, including fossil fuels, nuclear power, and large and small-scale renewables. In July 2017, the Government and Ofgem, the energy regulator, published a report on upgrading the energy system: it outlined plans for transforming the grid with smart and flexible technologies.[113]

Smart charging and Vehicle to Grid (V2G) technology

As shown above, wider proliferation of electric vehicles will add demand to the grid. However, smart charging can reduce charging at peak times, and the batteries in the vehicles could become an asset to National Grid, as they have the potential to be used for grid balancing.

'Smart' use of the electricity system involves using power at times when demand, and prices, are low. Consumers can benefit from cheaper power, and operators benefit from an easier to balance system and avoiding all cars being charged simultaneously, such as at the end of rush hour. Smart meters, which are currently being rolled out,[114] have the potential to allow more detailed information on consumption to be sent to energy suppliers, and more reactive use of power for customers. For example, 'Time-of-use' tariffs are already available from some energy suppliers,[115] rewarding customers with smart meters for using power at times of low demand. Integrating smart devices, such as smart charging electric cars, into this mechanism could mean that additional

[113] HMG/Ofgem, *Upgrading our energy system, Smart systems and flexibility plan*, July 2017
[114] House of Commons Library, *Energy Smart Meters*, 7 October 2019
[115] Andrew Ward, *Households offered first time-of-use energy tariff*, Financial Times, 2 January 2017

demand for electric cars is significantly reduced (as section 4 above shows).[116]

An extension of smart charging, the concept of 'Vehicle to Grid' (V2G), is that when supply is low and demand high, EVs connected to the grid to charge can instead release power back into the grid. Owners of the vehicles can then be paid for this balancing service in a similar way to electricity storage unit operators. In theory, if a vehicle is needed to be charged for a certain time the owner could register that time and this would override the use of the car as a power source.

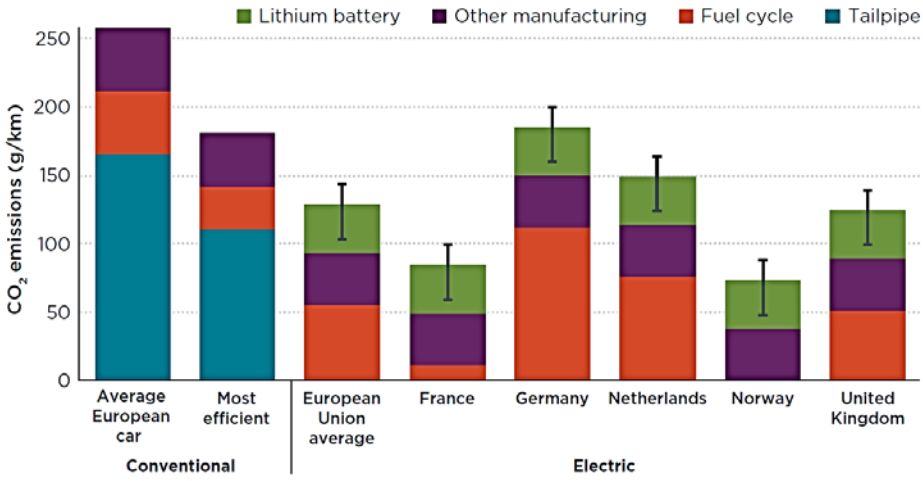
In July 2017, the Government launched a V2G competition with £20 million of funding to develop the technology.[117] As indicated in section 2.2. above, in February 2018 the Government announced a further £30 million investment in V2G.[118]

116 More information is available in the Library briefing paper on Electricity Grids (Section 5 – smart grids).
117 DfT press notice, *Innovative vehicle to grid technology to receive £20 million*, 8 July 2017
118 DfT, *£30 million investment in revolutionary V2G technologies*, Feb 2018

5. Emissions comparison: EVs and conventional vehicles

The total emissions from an EV are known as the "lifecycle emissions" and combine the emissions from manufacturing the vehicle, powering it through its life, and decommissioning. Several studies have been conducted on EV lifecycle emissions with varying conclusions based on the methodology and assumptions used by the researchers. These include factors such as the size of the car, driving and efficiency assumptions, and where the car is manufactured and charged.[119]

The International Council on Clean Transportation (ICCT - an independent non-profit research and analysis organisation) published in 2018 a review of research on lifecycle emissions of EVs in Europe. This found that while EVs can have higher emissions at the manufacturing stage, these can be recovered over the lifetime of the car from reduced fuel emissions in relation to conventional vehicles, resulting in a lower overall lifecycle emission for EVs relative to average conventional cars.[120] However, as electric vehicle production and charging emissions are based on the energy mix where the EV is charged and used (e.g. the proportion of fossil fuel and low carbon sources), the lifecycle emissions of EVs vary between countries, and even locally. This national variation of the different lifecycle emissions is summarised below in a graph from the ICCT analysis:[121]



[119] An overview of various studies is available from the environmental analysis website Carbon Brief, Factcheck: How electric vehicles help to tackle climate change, 13 May 2019

[120] The International Council on Clean Transportation, *Effects of battery manufacturing on electric vehicle life-cycle greenhouse gas emissions*, February 2019

[121] The International Council on Clean Transportation, *Effects of battery manufacturing on electric vehicle life-cycle greenhouse gas emissions*, February 2019. Based on 2015 data and over 150,000km.

5.1 Vehicle manufacturing greenhouse gas emissions

The ICCT analysis said that the energy intensive production of batteries meant that EVs have higher manufacturing emissions than conventional cars and went on to conclude there was potential for manufacturing emissions to either increase or decrease in future:

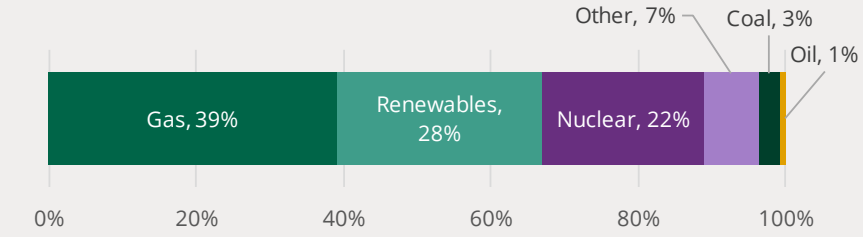
> Electric vehicle manufacturing requires more energy and produces more emissions than manufacturing a conventional car because of the electric vehicles' batteries. Lithium-ion battery production requires extracting and refining rare earth metals, and is energy intensive because of the high heat and sterile conditions involved. Most lithium-ion batteries in electric vehicles in Europe in 2016 were produced in Japan and South Korea, where approximately 25%–40% of electricity generation is from coal.
>
> […]
>
> although the manufacturing of batteries does not outweigh the life-cycle environmental benefits of electric vehicles, these emissions are nonetheless substantial. These emissions could become more substantial as longer-range electric vehicles with larger batteries become more common. However, a number of trends point to reduced emissions from battery production in the future, further increasing the greenhouse gas savings offered by electric cars.[122]

5.2 Fuel cycle greenhouse gas emissions

The emissions from the use of an EV can only be as clean as the charging power supply. In the UK, power is supplied from a variety of sources:

Electricity generation during 2019 in the UK

% of UK total generated



Source: DBEIS, Digest of UK Energy Statistics, 2020

EVs produce fewer air pollutants than conventional vehicles when driven, as they have no exhaust emissions. More information on air pollution is available in HC Library briefing paper CBP 8179.

The power sector was previously (until 2016) the largest sector of emissions, accounting for just under a quarter of UK emissions. According to the Committee on Climate Change's 2019 progress report to Parliament, power sector emissions reductions have seen "sustained progress" and are now 68% below 1990 levels. The transport sector is now the largest source of UK emissions, though after increases in recent years, transport emissions fell for the first time in 2018.[123] Increases in

[122] The International Council on Clean Transportation, *Effects of battery manufacturing on electric vehicle life-cycle greenhouse gas emissions*, February 2019
[123] Committee on Climate Change, *2019 Progress report to Parliament*, July 2019

EVs will help to decarbonise the transport sector provided that there is also enough low carbon power to ensure that emissions from electricity production are lower than those of conventional diesel or petrol.

The Government has committed to decarbonising power through planning to phase out coal by 2025, and supporting the expansion of low-carbon power sources.[124] These and other actions are expected to continue to drive down the carbon intensity of the grid.[125]

A June 2017 study for the power company Drax conducted by researchers at Imperial College London and the Open University found that EVs are causing fewer emissions over time due to decarbonisation of the power sector:

> Producing the electricity to charge a Tesla Model S back in 2012 would have created 124 g per km driven – the same as a 180 horsepower Range Rover. Nowadays that has halved to 74 g/km in winter and 41 g/km in summer. Smaller cars like the Nissan Leaf and BMW i3 can be charged for less than half the CO2 of the cleanest non-electric car on the market – the Toyota Prius hybrid.[126]

As such, while EVs are not technically 'zero emission', research suggests that in the UK are likely to have fewer emissions than the average conventional vehicle. EVs emissions have the potential to be reduced further in future as the power sector decarbonises and if manufacturing emissions are reduced.

Other impacts of EV production

Batteries for EVs can require rare elements such as lithium and cobalt, which has raised environmental and ethical issues in countries where these elements are mined[127] as well as questions over sustainable supply as demand for batteries grows.[128] For further information see POSTnote, Access to Critical Materials, September 2019.

In addition, EV batteries can be difficult to recycle due to the multiple components. Government rules on waste batteries mean producers of batteries are responsible for their disposal.[129] In an October 2018 report, Electric vehicles: driving the transition, the Business, Energy and Industrial Strategy Committee said that further recycling facilities for lithium batteries will be required as the number of retired electric vehicles increases and highlighted calls for waste disposal options to be addressed by policy:

> 92. Materials recycling may be important in the longer term, as the stockpile of batteries requiring disposal increases and particularly if anticipated materials shortages come to fruition. The risk of cobalt shortages has been identified as a major threat to global EV growth over the 2020s; according to the IEA, cobalt demand for EV batteries could

124 BEIS, *Implementing the end of unabated coal by 2025: Government response to unabated coal closure consultation*, 5 January 2018
125 Committee on Climate Change, *2019 Progress report to Parliament*, July 2019
126 Drax, *Electric Insights Quarterly*, April-June 2017
127 e.g. "Children as young as seven mining cobalt used in smartphones, says Amnesty", *The Guardian,* 19 January 2016 and "Electric car growth sparks environmental concerns", *Financial Times,* 7 July 2017
128 Could a lithium shortage derail electric car boom?, *USA Today*, 26 Aug 2016
129 GOV.UK, *Waste Batteries: producer responsibility,* Last updated 25 September 2018

> increase by between 10 and 25 times by 2030. There are currently no UK treatment plants for disposal of batteries and only a single plant for processing lithium-ion batteries in continental Europe. The plant owners, Umicore, have invested £25 million in the plant and are piloting a process for the recycling of electric vehicle batteries in anticipation of a sizable market by 2025. Further facilities will be required as the number of EVs being retired increases. Witnesses agreed that disposal options for batteries needed to be addressed by policy, but had mixed views on whether the Government should seek to gain a lead in the development of second-life and battery recycling industries in the near-term. Nissan cautioned that timing would be important, to avoid scaling-up new industries before a steady supply of retired batteries is available.
>
> 93. Second life battery applications, EV end of life disposal and battery recycling are nascent areas that could offer significant industrial opportunities. We recommend that the Government explores the potential value of these to the UK and take a lead in developing those that are promising, before other countries gain a competitive edge.[130]

The (then) Government's response to the Committee's report, published on 11 January 2019, set out work underway to improve battery recycling:

> The Government agrees with the Committee that these areas offer significant industrial opportunities for the UK. One of the objectives of the Industrial Strategy Challenge Fund's Faraday Battery Challenge is: "A thriving UK industry in battery re-cycling / materials recovery/ reconditioning - enabling a circular economy and feeding a UK supply chain". In 2018 Birmingham University, as part of the Faraday programme, has led several collaborative Research & Development projects involving leading UK recovery and recycling companies and events to bring science and industry together to identify what is required in order to realise this potential.
>
> Among the collaborative R&D projects funded by InnovateUK includes a project that will look at reusing, remanufacturing or recycling end-of-life, automotive lithium-ion batteries. It will support the building of a complete supply chain network, and the development of legal and regulatory knowledge on end-of-life batteries in the UK. This will help to optimise battery design and increase use in second-life applications, improve recyclability and whole-life environmental impact, whilst building UK capabilities.
>
> A further project will aim to create a safe, economically sustainable battery recycling supply chain in the UK, which allows industrial batteries from vehicles to be recycled into base components and materials and then reused.[131]

EV battery longevity varies between manufacturers but warranties are offered for between five and ten years and although capacity will decline over time, the battery will likely continue working beyond the warranty.[132] The average age of a vehicle on the road has increased, from 6.8 years in 2003 to 7.8 recorded in 2015.[133] This suggests that battery disposal rates are likely to be similar to normal vehicle disposal

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130 House of Commons Business, Energy and Industrial Strategy Committee, Electric vehicles: driving the transition, Fourteenth Report of Session 2017–19, HC 383, October 2018

131 House of Commons Business, Energy and Industrial Strategy Committee, Electric vehicles: driving the transition: Government Response to the Committee's Fourteenth Report of Session 2017-19, HC 1881, 11 January 2019, p21

132 EECA Business, *Electric vehicle battery life*, 11 May 2017

133 SMMT, *Average Vehicle Age* [accessed 19 February 2018]

rates. Some car manufacturers have announced plans for reusing or recycling batteries,[134] and in November 2017 the Government announced £40 million as part of the Industrial Strategy Challenge fund for 27 projects to make EV batteries longer lasting and cleaner.[135]

[134] "Nissan launches British-made home battery to rival Tesla's Powewall", *The Guardian,* 4 May 2017

[135] Innovate UK press notice, "Future electric vehicle batteries: long-lasting, cleaner, better", 29 November 2017

BRIEFING PAPER
Number CBP07480, 4 December 2020

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Overview and Scrutiny Work Programme 2020/21

Performance and Growth

In Progress

Topic	Membership & Scope	Lead Officer	Progress
Transport Strategy	Councillor S J Criswell Councillor I D Gardener Councillor P L R Gaskin Councillor M S Grice	Nigel McCurdy/David Edwards	Study has not commenced.
Asset Management Strategy	Councillor I D Gardener Councillor D A Giles	Jackie Goldby/Justin Andrews	**Next Step** Members are to meet with the Interim Commercial Estates Manager on 1st February 2021 with the purpose of providing input and feedback into the Strategy.

Completed

Topic	Membership & Scope	Lead Officer	Progress
Housing Strategy to 2025	Councillor A Roberts Councillor S Wakeford Councillor D Wells Councillor Mrs S R Wilson • Comment and make suggestions on the emerging Housing Strategy.	David Edwards/Liz Bisset	**6th August 2020** – A meeting took place with Members; the Interim Corporate Director (Place), David Edwards and Liz Bisset. The vision for the strategy was outlined and Members had an opportunity to comment and make suggestions. **7th October 2020** – The Housing Strategy was presented to Overview and Scrutiny.

			22nd October 2020 – The Cabinet approved the Housing Strategy and the accompanying one year action plan.

Customers and Partnerships

In Progress

Topic	Membership & Scope	Lead Officer	Progress
Digital Strategy	Councillor D M Tysoe Councillor R J West	Tony Evans	**Next Step** The Digital Strategy won't be presented until the Core Service Strategy is produced.
Climate Change Strategy	Councillor T D Alban Councillor Mrs J Tavener Councillor Mrs S R Wilson	Neil Sloper	**18th October 2020** – The Democratic Services Officer (Scrutiny) attended the Centre for Public Scrutiny and Local Government Association Scrutinising Climate Action Webinar on 18th September. **Next Step** The remit for strategy development has not been established.
(New) Flooding Review	Councillor Mrs S J Conboy Councillor S J Corney Councillor I D Gardener Councillor D M Tysoe Councillor R J West Compile and review evidence (quantitative and qualitative) relating to the December 2020 flooding events, to: 1) Understand what happened. 2) Review the response. 3) Consider future prevention/mitigation.	Nigel McCurdy	**Next Step** The Task and Finish Group will meet, on 28th January 2021, to begin the review into the flooding events that occurred throughout the District during December 2020.

Strategic Review of Markets	Councillor B S Banks Councillor S J Corney Councillor J W Davies Councillor Mrs A Diaz Councillor Ms A Dickinson (also the Executive Councillor for Operations and Environment, Councillor Mrs M L Beuttell) To conduct a Strategic Review of HDC Markets and produce a Vision statement and a Strategy.	George McDowell	**5th November 2020** – The Panel received a report and suggested scoping document for the Strategic Review of Markets. Members agreed to endorse the approach and aims as set out in the scoping document and appointed five O&S Members to join the Executive Councillor for Operations and Environment in conducting the Strategic Review. **Next Step** The review will commence in January 2021.
Waste Strategy	Councillor Ms A Dickinson Councillor D A Giles Councillor Mrs S Smith Councillor Mrs S R Wilson	Neil Sloper	Study has not commenced. **Update (provided on 24th November 2020)** – The delivery of HDC's Waste Strategy is linked to two other strategies. The first is DEFRA's Resources and Waste Strategy. This strategy determines any changes to waste collection practices and the options available for the collection of household waste. This has been delayed until spring 2021. The second is the RECAP (Cambridgeshire and Peterborough Waste Partnership) Waste Strategy, which is the parent strategy to HDC's Waste Strategy. The partnership has conducted modelling work with DEFRA to

			look at the impacts and alternatives of different approaches to waste and recycling collection models but is unable to continue the work until DEFRA's strategy is clear. The delay in the delivery of DEFRA's Strategy has had a knock-on effect for the expected date of RECAP's Strategy, meaning that the delivery of HDC's Strategy has been delayed until January 2022.
Lifelong Health – Part Two	Councillor S J Criswell Councillor Mrs A Dickinson Councillor K P Gulson Councillor Mrs S Smith Councillor Mrs J Tavener Councillor Mrs S R Wilson • Identify ways of developing better health outcomes for residents. • Identify the benefits of a whole system approach for the Council.	Oliver Morley	**12th September 2019** – The Panel received the final report of Part One and agreed to continue the study under the guise of 'Part Two'. **14th October 2019** – The Task and Finish Group met with Liz Robin, Public Health. **10th December 2019** – Following the presentation of the Part One report to Cabinet and the meeting with the Director of Public Health, the Task and Finish Group met to refocus the scope of the study. The study will now focus primarily on collaboration with Parish & Town Councils and community groups in order to improve residents' physical activity and well-being.

			13th January 2020 – The Task and Finish Group received a presentation from Active Lifestyles and assessed the interaction the service has with Parish & Town Councils and community groups. **28th January 2020** – Alyce Barber, Community Development Officer, attended and informed Members of her work with projects that helps build social contact, builds support networks and addresses mental health issues. Members will also discuss the evidence that links an individual's mental health with physical health. **12th February 2020** – The Task and Finish Group received and discussed a number of case studies. **26th November 2020** – The Group met and conducted an evidence review. Members recognised that the health issues discussed were around before the pandemic, however they have been affected by it. Despite this, it was decided that any health plan for the District should look beyond the pandemic and be a post Covid-19 plan. The Group decided that the recommendations should be focused on the following themes: access to

			healthy food, mental well-being and physical health. **Next Step** – A final report is in the process of being drafted.

Completed

Topic	Membership & Scope	Lead Officer	Progress
Healthy Open Spaces and Play Strategy	Councillor Mrs A Dickinson Councillor K P Gulson Councillor Mrs S Smith Councillor Mrs J Tavener Councillor Mrs S R Wilson	Helen Lack	**11th March 2020** – A meeting took place with Working Group Members, the relevant Executive Councillors, Helen Lack and Sarah Wheale-Smith of PleydellSmithyman so that Members could give their views on the draft Strategy. **29th July 2020** – A second meeting took place with Working Group Members, Helen Lack and Sarah Wheale-Smith of PleydellSmithyman. Members were shown the executive summary and a full draft of the Strategy. **8th October 2020** – The Healthy Open Spaces Strategy was presented to Overview and Scrutiny. **22nd October 2020** – The Cabinet endorsed the Healthy Open Spaces Strategy and 10 year action plan.

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