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CABINET **23 OCTOBER 2003**

**CAR PARKING STRATEGY – CONSULTATION DRAFT
(Report by the Head of Environment & Transport)**

1. PURPOSE

1.1 A draft car parking strategy has been prepared following the completion of a comprehensive car parking study. This report describes the draft strategy, its financial implications and outlines arrangements for consulting on the strategy.

1.2 Cabinet are requested to approve the draft strategy and the consultation arrangements.

2. BACKGROUND

2.1 The last review of car parking was undertaken in 1995. Since that time inflation has been low and growth in car parking demand has substantially maintained income levels.

2.2 The decision to undertake a review at this time was informed by:-

- recognition that growth in demand is still strong;
- a desire to ensure that future provision is properly planned having regard to development, particularly in town centres;
- an awareness that current charging policies may not best reflect how existing public car parks are used; and
- a need to better integrate car parking provision within the council's broader land use and transportation planning agenda

3. THE STUDY

3.1 Transport Planning (International) were retained to undertake the study and a copy of their final report 'Huntingdonshire Car Parking Study' is a background paper to this report. The fieldwork, which underpins the study, was completed in September/October 2002.

3.2 The study considered various approaches for predicting future growth in car parking demand and tested these against national models. A model based on demographic growth and growth in households owning a car for the first time was considered to best reflect local circumstances.

3.3 Existing car parking demand was assessed by surveys of peak car park usage and length-of-stay in town centres on a weekday and on a Saturday. The survey included public off-street car parks, on-street charged and free parking, and private non-residential parking (i.e. spaces provided by businesses for their staff and/or customers).

3.4 In addition to assessing supply and demand for public car parking the study considered future charging (including comparison with other retail centres), residents' parking, season tickets, parking at railway stations, parking standards and decriminalisation of parking enforcement.

3.5 Key findings from the study are that:-

- town centre weekday demand is greater than demand on a Saturday;
- in the period to 2016 demand will exceed supply in Huntingdon, St Ives and St Neots;
- the lack of available town centre land makes it likely that additional capacity will have to be made in single deck or multi-story car parks.

4. DRAFT STRATEGY

4.1 The strategy, reproduced at Annex A, has been drafted initially to provide for a supply of public car parking to meet the forecast demand to 2016. The strategy has been prepared, however, to be integral to the land use and transport planning process both of which seek to reduce usage of private cars during this period. It is proposed, therefore, that the strategy is extensively reviewed in 2009/10 and 2014/15 to adjust the demand forecast and supply proposals in the light of transport usage at those times.

4.2 The strategy has been prepared having regard to the following principles:-

- that car parking charging structure should reflect people's usage of car parks — e.g. people should not have to pay for long stay parking when their need is to park for one or two hours;
- that parking in the less convenient edge of centre car parks will be charged at a lower rate than the centrally located 'shoppers' car parks;
- that 'out of centre' car parking will not be charged;
- that it is equitable for people to pay for town centre on-street parking and that the rate should reflect the convenience of this type of parking;
- to provide for very short stay parking (e.g. associated with visits to banks) the first 20 minutes of town centre on-street parking should be free of charge;
- that as a contribution to current partnership working to regenerate Ramsey all car parking charges in the town be suspended until the first review of the strategy;
- that the strategy can be delivered generally in line with existing revenue budget provision, including bids yet to be confirmed in the MTP, for the period 2004/05 to 2008/09

4.3 The initial 2004/05 designation of car parks to 'shopper', 'edge of centre' and 'out of centre' categories is given in Table 1.1 of the draft strategy. The mix of future public car parking spaces and its relationship to forecast demand is described in Table 1.2 of the draft strategy.

4.4 Meeting growth in demand for town centre off street spaces will be achieved principally by the following changes to provision:-

- seeking to secure a management agreement in respect of Dolphin Car Park, St Ives (2004/05)
- parking associated with the redevelopment of Chequers Court, Huntingdon (2006/2007)
- parking associated with the Rapid Transport System interchange at St Ives (2006/07)
- extension to Cambridge Street Car Park, St Neots, into the area currently occupied by the Household Waste Recycling Site (2006/07)
- provision of decking to Globe Place Car Park, St Ives (2009/10)
- new car park southeast of St Neots town centre (2011/12)
- provision of decking to Prince's Street Car Park (2012/13)
- parking associated with transport interchanges adjacent to Huntingdon and St Neots proposed in the Cambridgeshire Local Transport Plan (2012/13)

4.5 In addition to the disposal of Trinity Place Car Park, Huntingdon (05/06), to accommodate the Chequers Court redevelopment, it is proposed also that St Germain Street Minor, Huntingdon , be sold following the completion of the development in 2007/08. These disposals will provide capital receipts that can be offset against any capital contribution to the car parking provided in the redevelopment.

4.6 The introduction of charges for on street parking will have greatest impact in St Ives where a significant proportion of the parking provision is on street. Accordingly, its implementation is proposed for 2005/06 when there is greater certainty about the contribution that the Dolphin car park can make to public parking provision in the town.

5. CONSULTATION

5.1 A comprehensive public consultation exercise is planned to explain the strategy proposals and secure support for the proposed charging arrangements. In addition to public exhibitions during mid-November the following organisations will be specifically invited to comment:-

- Town and Parish Councils
- Cambridgeshire County Council
- Chambers of Commerce
- Town Centre Management Groups
- Civic/Conservation Societies
- Cambridgeshire Constabulary
- Huntingdonshire Environment and Transport Area Joint Committee

5.2 The proposals will be presented to Members' seminar prior to the November meeting of the Overview and Scrutiny Panel (Planning and Finance) which will be invited to comment on the Strategy. The results of the consultation and the final strategy proposals will be presented to the December meeting of the Panel before they are further considered by Cabinet in January 2004.

5.3 The draft strategy will be available on the council's web site, together with the opportunity for the public to submit comments.

6 FINANCIAL IMPLICATIONS

6.1 An extensive financial evaluation has been prepared which is available as a background document to this report. To facilitate cost comparisons three revenue estimates for the period 2004/05 to 2008/09 have been prepared as follows:-

Estimate 1 This updates 2003/04 actual income, budget outturn and approved MTP bids for forecast annual inflation only. The potential loss of income from Waitrose CP, St Neots, has been included as an unavoidable item. No specific growth in demand has been modelled other than that allowed for in the approved MTP bids and there is no provision of additional car parking capacity to meet growth in demand or future repairs.

Estimate 2 The growth forecast from the study has been fully applied and the impact of unavoidable changes in provision incorporated. Increase to charges at 12.5% and 7.5% have been included for 2004/05 and 2007/08 respectively based on current charging policy. The cost of new provision secured by a contribution to the Chequers Court re-development is fully costed together with future repairs to existing car parks.

Estimate 3 All strategy proposals and includes (in addition to those included in Estimate 2) the introduction of on-street charges, a potential management agreement in respect of the Dolphin Car Park, St Ives, and creates the post of Rural Transport Officer to promote alternative transport options.

6.2 A summary of the three revenue estimates is included at Annex B. The table that follows shows the variation between the status quo position (Estimate 1) and Estimates 2 and 3 i.e. the forecast change in the surplus on the car parks' revenue budget for the period 2004/05 to 2008/09. The associated change in capital expenditure is given also.

Revenue Surplus - Variation from Estimate 1

	04/05 £000	05/06 £000	06/07 £000	07/08 £000	08/09 £000
Estimate 2	**187**	**51**	**-39**	**100**	**112**
Estimate 3	**179**	**45**	**-38**	**107**	**143**

Capital Variation from Estimate 1

	03/04 £000	04/05 £000	05/06 £000	06/07 £000	07/08 £000	08/09 £000
Estimate 2	**0**	**0**	**-150**	**2,627**	**0**	**61**

Estimate 3	**30**	**0**	**-111**	**2,627**	**-230**	**61**

6.3 The council already has a commitment to transport related schemes in its MTP. Over the period of the MTP the strategy will deliver a revenue surplus greater than that derived from the status quo position and it is proposed that this is used to increase expenditure on transport schemes, including further promotion of community/rural transport and the investigation of decriminalisation of parking.

7 RECOMMENDATION

7.1 Cabinet are recommended to –

(a) approve the draft strategy for consultation purposes;

(b) approve the proposed consultation arrangements; and

(c) note that the outcome of the consultation will be reported to their meeting on 8 January 2004.

BACKGROUND INFORMATION:-

1. 'Huntingdonshire Car Parking Study; Final Report' prepared by Transportation Planning (International) on behalf of the District Council
2. 'Huntingdonshire Car Parking Strategy 2004 to 2016: Initial Identification of strategy statements, objectives and performance measures' – Head of Environment and Transport
3. Financial Model – Head of Environment & Transport

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ANNEX A

HUNTINGDONSHIRE CAR PARKING STRATEGY
2004 to 2016

Version 1.1

consultation draft

PRINCIPAL DRIVERS AND INFLUENCES ON THE STRATEGY

The Huntingdonshire Car Parking Strategy ('the strategy') is informed by and will contribute to the achievement of the council's transportation and land use planning policies and objectives. It seeks to —

- establish an appropriate balance between economic, transportation and environmental policies
- be compatible with relevant national, regional, sub-regional, county-wide and district strategies and plans
- contribute to sustaining the vitality of the local economy
- encourage modal shift and contribute to the development of sustainable travel choices
- recognise the contribution that proposed transport interchanges at St Ives, Huntingdon/Godmanchester and St Neots will have on local travel
- recognise the influence of Cambridge to Huntingdon Rapid Transit System on travel to and from Cambridge and between Huntingdon and St Ives
- recognise the importance of Huntingdon and St Neots railway stations and the associated demand for car parking
- recognise the high levels of car ownership in the district
- provide an appropriate mix of public car parking including charged and free on-street and off-street provision
- meet the parking the needs of existing and planned development
- promote the enforcement of parking and waiting orders and regulations to ensure best use of the parking provision

Performance Measures and Targets

Where no specific target is included in any performance measure a baseline will be established in 2004 and targets published having regard to that baseline.

	Issue	Objective	Performance Measure
1	The council recognises that the essentially rural nature of the district makes use of private cars unavoidable in the short/medium term. It acknowledges also that failure to ensure that there is appropriate parking provision in residential areas, at places of employment, retail activity and leisure and recreational facilities will detract from the local economy, exacerbate rural isolation and social exclusion.	The provision and operation of public, private non-residential and residential car parking supports the local economy and encourages local people to consider the travel choices available to them	**1.1** Percentage of local people who consider that car parking provision is adequate having regard to the travel choices available to them. **1.2** Percentage of local employers who consider that car parking provision is adequate for their customers/clients.
2	The council will support measures to promote integrated, sustainable and accessible transport and will direct surplus income derived from car parking charges to the furtherance of these objectives.	Increased proportion of income derived from car parks hypothecated for non-car based transport projects.	**2.1** Annual percentage increase in car parking income employed on promoting integrated, sustainable and accessible transport.
3	The council will support the development of car parking provision in villages on transport corridors where these will facilitate use of public transport and support the economy of the village.	Promote modal interchange and improve access to services by providing car parks in villages, identified through the planning process, which are appropriately located on public transport corridors.	**3.1** Off-street parking spaces available in villages in transport corridors
4	The council will seek to maximise the benefit for its market towns from future transport interchanges provided in their vicinity.	Long-stay visitors to market towns make use of transport interchanges for the parking of private cars and coaches	**4.1** Number of passenger using public transport routes between transport interchanges and town centres.
5	Future unrestrained demand for public car parking has been assessed by reference to observed peak parking levels (2002), predicted demographic growth and increase in households with access to a first car. ***See Table 1 for summary of supply and demand.***	Future arrangements for the provision of public car parks and the management of public car parking demand initially will have regard to the demand figures given in 'Huntingdonshire Car Parking Study – Final Report' published in July 2003.	**5.1** By 2011 mix of parking provision meets 4266 weekday demand and 4043 weekend demand available to users of market towns **5.2** By 2016 mix of parking provision meets 4729 weekday demand and 4505 weekend demand available to users of market towns

	Issue	Objective	Performance Measure
6	The council will seek to manage public car parking most conveniently situated to town centres to secure its primary use by shoppers.	Mix of available car parking and charging policy encourages stays of not more than two hours in 'shoppers' car parks most conveniently situated for town centres.	**6.1** 85% of shoppers are very satisfied/satisfied that public car parks are conveniently located and easy to use. **62** 90% of users of 'shoppers' car parks stay less than 2 hours duration.
7	The council will seek to secure a combination of car parks peripheral to town centres and at transport interchanges which meet the needs of long-stay car parkers.	Mix of available car parking and charging policy encourages people wishing to park in excess of two hours to park in 'edge of centre' and 'out of centre' car parks, or at interchanges offering quality public transport links to the town centres.	**7.1** People employed in the towns, tourists and business visitors who do not have access to private non-residential parking very satisfied/satisfied with available public parking.
8	The level of car parking charges will be reviewed at intervals not exceeding three years to restore levels to that which would have resulted had annual RPI been applied in each year following the last review. Any change in price will be a multiple of five pence or ten pence.	Car park charges revised at three-yearly intervals to adjust levels in line with movements in RPI in the period since the last review.	**8.1** Review of charges completed and new charges introduced in 2004/05, 2007/08 etc. ***Charging proposals from 2004/05 are shown in Table 2***
9	Pending the outcome of the various initiatives to regenerate the Ramsey area all existing car parking charges should be removed and the re-introduction of charges be deferred until the first review of charges.	Contribute to the regeneration of Ramsey town centre by the removal of car parking charges for a minimum period of three years.	**9.1** Parking demand in Ramsey maintained above 2002 levels.
10	People should be provided with the opportunity to park for longer periods in off-street car parks close to town centres only if they are prepared to pay a premium for the convenience. The maximum permitted stay should be 4 hours i.e. half the working day.	Facility provided to stay up to four hours in shoppers' car parks subject to third and fourth hour being significantly more expensive than the first two.	**10.1** Income from ticket sales for periods in excess of 2 hours not more than 15% annually of total value of sales in shoppers' car parks.

	Issue	Objective	Performance Measure
11	People should be provided with the opportunity to park for short periods in off-street car parks away from the town centres as it reduces the need to penetrate town centre to find short stay parking. The cost of staying one or two hours should be set at not more than 80% of the cost in a town-centre shoppers' car park.	Discourage vehicle movements in town centres by offering lower cost short stay parking in edge of centre off-street car parks.	**11.1** Ticket sold for less than two hours in edge of centre car parks make up at least 70% of annual ticket sales
12	Until parking becomes available at transport interchanges with associated public transport links to town centres the council will continue to make available free of charge some out of centre off street parking to meet the needs of long stay parkers in Huntingdon and St Neots.	Provide free of charge off street parking to discourage long-stay parkers from entering town centres where possible.	**12.1** 80% of vehicles parked for in excess of three hours.
13	To encourage uniformity of enforcement all town centre on-street car parking (excluding Ramsey) should be brought within the charging regime. However, to facilitate very short business and shopping trips the first 20 minutes of any visit should be free of charge. The charge for periods in excess of 20 minutes, up to a maximum of one hour, should be greater than that for one hour in a shoppers' car park.	(a) Charges introduced all town centre on-street parking (excluding Ramsey) (b) Parking needs for very short stay visits to town centres met by 20 minute free-of-charge period in on-street provision.	**13.1** Occupancy (based on ticket sales) of on-street spaces exceeds 150% per working day. **13.2** Users very satisfied/satisfied with availability of on-street parking.
14	Season tickets provide town centre residents and employees of local businesses with convenient access to nominated edge of centre car parks. Purchasers will need to demonstrate that they are employed in the town centre or are resident at a town centre address. Purchasers will have a choice between a 5 day and 6 day season tickets i.e. Monday to Friday or Monday to Saturday	Sale of season tickets decline as alternative out of centre facilities become more attractive to regular parkers.	**14.1** Based on 2004/05 season ticket sales fall by 30% by 2011/12 and 70% by 2015/16.

	Issue	Objective	Performance Measure
15	Residents' permits for use in edge of centre and residents' car parks will be available to qualifying households. Generally those households will have no parking within their curtilage and will not be eligible for a residents' on-street permit. Only one off street permit will be issued per address. The cost of the off street residents' permit will be in the order of 80% of the cost of the on street permit.	Parking needs of residents in town centre homes met by a combination of on street and off street residents' permits issued by the district council.	**15.1** Users very satisfied/satisfied with provision made for residents' parking.
16	The council recognise the need to make adequate public parking provision for 'blue badge' holders. Specific parking spaces will be made in shoppers and edge of centre public car parks for people with disabilities. The council will work in partnership with appropriate organisations to achieve 'shop mobility' schemes in the town centres of Huntingdon, St Neots and St Ives.	Develop standards for the provision of parking in public car parks for people with disabilities in partnership with appropriate local representative groups.	**16.1** Parking standards for people with disabilities adopted by July 2004. **16.2** Parking standards for people with disabilities, including shop mobility schemes, implemented by July 2006.
17	Excessive levels of private non-residential parking in town centres encourages increased vehicle movements and sterilises land that could potentially be used for development. Businesses will be encourage to review the need for parking within their sites and to reduce demand by the adoption of 'green travel plans'.	Private non-residential parking reduced to conform to current parking standards.	**17.1** Number of private non-residential spaces taken out of use. **17.2** Number of businesses with green travel plans. **17.3** Huntingdonshire District Council adopts staff green travel plan in 2004/05.
18	The council will provide cycle stands in town and village centres to encourage the use of cycles as an alternative to the car.	Cycle stands available in town centres and at transport interchanges.	**18.1** Percentage of potential users very satisfied/satisfied with provision made for cycle parking.

	Issue	Objective	Performance Measure
19	Train operating companies and Network Rail have responsibility for providing adequate car parking for train users. The council will work with them to minimise demand for parking by encouraging the integration of bus and train services. The council will support the introduction of parking restrictions on residential roads in the vicinity of railway stations.	Support measures to improve access to railway stations by bus, taxi, cycle and on foot to reduce the demand for car parking.	**19.1** Annual increase in the percentage of peak time rail travellers not using private cars to travel to/from the railway station.
20	The design, construction and maintenance of public car parks must be such that they are safe, attractive and convenient to use.	(a) All shoppers and edge of centre car parks have 'Secure Car Park' status awarded by Cambridgeshire Constabulary. (b) Public car parks maintained to a high standard.	**20.1** 100% of shoppers and edge of centre car parks owned/operated by the council have 'Secure Car Park' status. **20.2** Public car park users very satisfied/satisfied with condition of car parks. **20.3** Zero claims for loss resulting from injury/damage attributable to physical condition of public car parks.
21	Car parking orders provide the enforcement framework for the operation of public car parking. The council will seek through the orders to ensure that use of public car parks is as intended by this strategy and that car park users have due regard to the safety and convenience of other users.	Public car parks are safe and convenient to use and appropriate enforcement action is taken against breaches of the car parking orders.	**21.1** Percentage of users very satisfied/satisfied that use of public car parks is adequately controlled.

	Issue	Objective	Performance Measure
22	The opportunity provided by the Road Traffic Act 1991 for local authorities to take over parking enforcement from the Police needs to be kept under review.	Review at regular intervals the level of enforcement being delivered by the Police and evaluate the implications of seeking decriminalisation under the RTA 1991 if appropriate.	**22.1** Town centre users and businesses very satisfied/satisfied with enforcement of waiting restrictions.
23	The Council will adopt parking standards for development that have regard both for national standards and which recognise the nature of the area. The District Council has recently produced interim standards but recognise that further work needs to be done. However these will remain in force until they are revised as part of work on the new local plan.	The Council will adopt parking standards for development that have regard both for national standards and which recognise the nature of the area.	**23.1** Parking standards for development adopted as Supplementary Planning Guidance.

TABLE 1.1: DESIGNATION OF CAR PARKS 2004

	Shoppers' Car Park SH	Edge of Centre EC	Out of Centre OC	On Street Charged CH	On Street Free FR	Residents R/RO
GODMANCHESTER			Bridge Place			
HUNTINGDON	Princes Street Sainsburys St Germain St (Disabled) Waitrose	Gt Northern St Mill Common St Germain Street Minor Pathfinder House (Saturday Only) Anglian Water (Saturday Only)	Riverside	Ambury Road High Street (North) Ferrars Road St Mary's Street Chequers Way Princes Street	Hartford Road High Street (South)	Ingram Street
RAMSEY			Mews Close New Road		Great Whyte High Street Little Whyte New Road	
SAINT IVES	Cattle Market (part)	Cattle market (part) Darwoods Pond Globe Place Dolphin Hotel		East Street Market Hill (centre) Market Hill (edge) Station Road The Quarant The Broadway	Bridge Street (loading/disabled)	Cromwell Place (on-street)

	Shoppers' Car Park SH	Edge of Centre EC	Out of Centre OC	On Street Charged CH	On Street Free FR	Residents R/RO
SAINT NEOTS	Waitrose Brook Street Priory Lane	Priory Tan Yard Tebbutts Road Westgate House	Cambridge St Riverside	Market Square High Street New Street		Avenue Road (on street) East Street (on street)

TABLE 1.2: CAPACITY AND DEMAND ANALYSIS

HUNTINGDON & GODMANCHESTER

		2002			2004			2006			2011			2016	
		Weekday	Saturday		Weekday	Saturday		Weekday	Saturday		Weekday	Saturday		Weekday	Saturday
Parking Spaces:-															
Long Stay/Out of Centre	L	400	726	OC	278	278	OC	278	278	OC	278	278	OC	278	278
Edge of Centre				EC	204	530	EC	125	375	EC	225	225	EC	225	225
Short Stay/Shoppers	S	821	821	SH	739	739	SH	1159	1159	SH	1159	1159	SH	1215	1215
Residents Only	R	0	0	R	0	0	R	45	45	R	45	45	R	45	45
Off-Street Total		**1221**	**1547**		**1221**	**1547**		**1607**	**1857**		**1707**	**1707**		**1763**	**1763**
On Street Total		**162**	**162**		**159**	**159**		**110**	**110**		**110**	**110**		**110**	**110**
GRAND TOTAL		**1383**	**1709**		**1380**	**1706**		**1717**	**1967**		**1817**	**1817**		**1873**	**1873**
PUBLIC DEMAND		**1287**	**1334**		**1351**	**1401**		**1403**	**1454**		**1544**	**1601**		**1815**	**1881**
SURPLUS/SHORTFALL		**96**	**375**		**29**	**305**		**314**	**513**		**273**	**216**		**58**	**-8**

ST NEOTS

		2002			2004			2006			2011			2016	
		Weekday	Saturday		Weekday	Saturday		Weekday	Saturday		Weekday	Saturday		Weekday	Saturday
Parking Spaces:															
Long Stay/Out of Centre	L	627	627	OC	351	351	OC	351	351	OC	351	351	OC	351	351
Edge of Centre				EC	433	433	EC	433	433	EC	339	339	EC	339	339
Short Stay/Shoppers	S	463	463	SH	256	256	SH	256	256	SH	565	565	SH	565	565
Residents Only	R	0	0	R	0	0	R	0	0	R	0	0	R	0	0
Interchange	I	0	0	I	0	0	I	0	0	I	0	0	I	0	0
Off-Street Total		**1090**	**1090**		**1040**	**1040**		**1040**	**1040**		**1255**	**1255**		**1255**	**1255**
On Street Total		**82**	**82**		**132**	**132**		**132**	**132**		**132**	**132**		**132**	**132**
GRAND TOTAL		**1172**	**1172**		**1172**	**1172**		**1172**	**1172**		**1387**	**1387**		**1387**	**1387**
PUBLIC DEMAND		**942**	**811**		**1036**	**892**		**1130**	**973**		**1356**	**1168**		**1422**	**1225**
SURPLUS/SHORTFALL		**230**	**361**		**136**	**280**		**42**	**199**		**31**	**219**		**-35**	**162**

ST IVES

		2002			2004			2006			2011			2016	
		Weekday	Saturday		Weekday	Saturday		Weekday	Saturday		Weekday	Saturday		Weekday	Saturday
Off Street Sub Totals															
Long Stay/Out of Centre	L	624	624	OC	0	0	OC	0	0	OC	?	?	OC	?	?
Edge of Centre				EC	708	708	EC	708	708	EC	839	839	EC	839	839
Short Stay/Shoppers	S	370	370	SH	286	286	SH	286	286	SH	228	228	SH	228	228
Residents Only	R	0	0	R	0	0	R	0	0	R	0	0	R	0	0
Off-Street Total		**994**	**994**		**994**	**994**		**994**	**994**		**1067**	**1067**		**1067**	**1067**
On Street Total		**237**	**237**		**237**	**237**		**90**	**90**		**90**	**90**		**90**	**90**
GRAND TOTAL		**1231**	**1231**		**1231**	**1231**		**1084**	**1084**		**1157**	**1157**		**1157**	**1157**
PUBLIC DEMAND		**911**	**855**		**938**	**881**		**975**	**915**		**1039**	**975**		**1121**	**1052**
SURPLUS/SHORTFALL		**320**	**376**		**293**	**350**	**0**	**109**	**169**	**0**	**118**	**182**	**0**	**36**	**105**

RAMSEY

		2002			2004			2006			2011			2016	
		Weekday	Saturday		Weekday	Saturday		Weekday	Saturday		Weekday	Saturday		Weekday	Saturday
Off Street Sub Totals															
Long Stay/Out of Centre	L	0	0	OC	82	82	OC	82	82	OC	82	82	OC	82	82
Edge of Centre				EC	0	0	EC	0	0	EC	0	0	EC	0	0
Short Stay/Shoppers	S	82	82	SH	0	0	SH	0	0	SH	0	0	SH	0	0
Residents Only	R	0	0	R	0	0	R	0	0	R	0	0	R	0	0
Off-Street Total		**82**	**82**		**82**	**82**		**82**	**82**		**82**	**82**		**82**	**82**
On Street Total		**341**	**341**		**341**	**341**		**341**	**341**		**341**	**341**		**341**	**341**
GRAND TOTAL		**423**	**423**		**423**	**423**		**423**	**423**		**423**	**423**		**423**	**423**
PUBLIC DEMAND		**260**	**242**		**276**	**257**		**289**	**269**		**328**	**305**		**361**	**336**
SURPLUS/SHORTFALL		**163**	**181**		**147**	**166**		**134**	**154**		**95**	**118**		**62**	**87**

TABLE 2: CHARGING PROPOSALS FOR MARKET TOWN CAR PARKS (2004/05)

	Shoppers' Car Park (includes VAT)	**Edge of Centre (includes VAT)**	**Out of Centre**	**On Street (VAT exempt)**
0 to 20 minutes	60 minute minimum charge	60 minute minimum charge	free of charge	free of charge (but ticket must be displayed)
0 to 60 minutes	30 pence	25 pence	free of charge	40 pence (over 20 minutes)
1 to 2 hours	60 pence	50 pence	free of charge	
2 to 3 hours	120 pence	80 pence	free of charge	
3 to 4 hours	240 pence	80 pence	free of charge	
over 4 hours		80 pence	free of charge	
Maximum Stay	4 hours	23 hours	23 hours	60 minutes
Excess Charge (expressed as percentage of Fixed Penalty for on-street offence)	early payment £27 full charge £40	early payment £27 full charge £40	not applicable	early payment £27 full charge £40
Season Ticket	not available	Mon-Fri = £160 Mon-Sat = £224	not required	not available
Residents' Permits	not available	same as On-Street	not required	not available

ANNEX B REVENUE IMPLICATIONS

	03/04 £	04/05 £	05/06 £	06/07 £	07/08 £	08/09 £
ESTIMATE 1 - Status quo in budget/MTP + unavoidable changes						
Income	-827,100	-847,778	-868,972	-890,696	-912,964	-935,788
Surplus before approved MTP	-216,731	-215,106	-213,148	-210,836	-208,148	-205,062
Approved MTP	0	-8,775	-16,655	-12,789	-228,244	-11,742
Unavoidable:-						
Car Park Income - additional growth	-45,000	-46,125	-47,278	-48,432	-49,586	-50,740
Waitrose Car Park, St Neots - loss of income		56,375	57,784	59,195	60,605	62,015
Revenue available in MTP	**-261,731**	**-213,631**	**-219,297**	**-212,863**	**-208,410**	**-205,529**
ESTIMATE 2 - Existing Base Revenue Budget/MTP + unavoidable changes + growth + price changes using existing policy + inflation						
Income		-1,058,514	-930,285	-927,423	-1,174,293	-1,181,659
Revenue Budget ***		**-401,093**	**-270,391**	**-173,953**	**-308,777**	**-317,978**
Increase in revenue budget surplus compared with Estimate 1		187,462	51,094	-38,909	100,366	112,448
ESTIMATE 3 - Full Strategy Implementation						
Income		-1,089,058	-976,210	-996,339	-1,238,514	-1,259,252
Revenue Budget ***		**-392,212**	**-263,989**	**-174,802**	**-315,530**	**-348,959**
Increase in revenue budget surplus compared with Estimate 1		178,580	44,692	-38,060	107,120	143,430

Note:-

*** Revenue budget requirement in Estimates 2 and 3 includes revenue effects of £60,710 capital in 2008/09 for car park repairs.