

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

**1. PURPOSE**

- 1.1 Cabinet deferred approval of the car parking strategy at their meeting on 8 January 2004 pending further consultation on the proposed level of charges. The consultation on budgets and priorities has been completed and the results, insofar as they relate to car parking charges, are summarised in this report.
- 1.2 Cabinet are requested to approve the implementation of the car parking strategy, agree the level of car parking charges and release the required Medium Term Plan (MTP) funds.

**2. CONSULTATION RESULTS**

- 2.1 Recent consultation on the Council's spending proposals and council tax levels has indicated that current levels of car parking charges are supported. There is no suggestion from the consultation that charges should be increased and the research points to a high level of potential dissatisfaction if charges were reduced or completely removed as this might affect the level of other services.
- 2.2 The consultation demonstrated also that there is support for extending the concessionary fares scheme to reduce the cost of bus travel for young people, etc, provided that the additional costs can be met from reductions in other services and/or increased council tax. Maintaining current investment in the delivery of Market Town Transport Strategies (MTTS) was supported and increasing spending in such improvements and in community transport schemes were given a relatively high priority for additional spending – after other service improvements were achieved.

**3. ISSUES ARISING FOLLOWING THE APPROVAL OF THE STRATEGY**

- 3.1 The strategy generally is demand-led and contains proposals for meeting the forecast demand for parking in the district's town centres. It does, however, recognise the need to promote alternatives modes to the car and includes the following objectives:-
- The Council will assist in securing measures to promote integrated, sustainable and accessible transport and will direct surplus income derived from car parking charges to the furtherance of these objectives.
  - The Council will support the development of car parking provision serving villages on transport corridors where these will facilitate use of public transport and support the economy of villages.

- 3.2 Guidance now has been issued by Government on the preparation, during 2005, of new Local Transport Plans (LTP). These new plans will be required to include accessibility audits and action plans produced in partnership between the County Council, District Councils, Primary Care Trusts and the Police. Specific guidance will be provided for each of the named agencies.
- 3.3 Local Strategic Partnerships will be a key vehicle for achieving the delivery of the accessibility action plans and the local multi-agency Transport and Access Thematic Group consider that it will provide a focus for their activity in delivering a number of the outcomes already identified in Huntingdonshire's Community Strategy.
- 3.4 The MTP funding identified for the delivery of the Car Parking Strategy already includes provision for the creation of a post of Rural Transport Officer to support initiatives associated with improving access in rural areas i.e those which achieved a high level of support in the public consultation.
- 3.5 In setting the level of charges for car parking the Council has the opportunity to raise further income and the strategy provides for this to be hypothecated to promote integrated, sustainable and accessible transport. The recently adopted Financial Strategy emphasised the need to achieve revenue savings. Cabinet may take the view, therefore, in setting the level of car parking charges that they seek to achieve a surplus of income over expenditure that makes a significant contribution to –
- (a) the Council's current commitments in respect of transportation projects; and/or
  - (b) accessibility and transportation developments in future years.
- 3.6 In terms of future expenditure on accessibility and transportation developments, bids already have been made for MTP funding for improvements to Huntingdon Bus Station and further support for community transport schemes. In the latter case this will be critical to their survival as central government funding is withdrawn. The Council currently is undertaking a study into an expansion of the concessionary fares scheme to encompass groups other than pensioners to improve accessibility to employment etc. Further potential funding requirements will flow from studies such as this and the accessibility audit.
- 3.7 In setting car parking charges the Council will need to have regard to the competitiveness of the market towns. There is a balance to be achieved between supporting the local economy and delivering improvements in transport and access.

#### **4. IMPLEMENTING THE STRATEGY – ACTIONS 2004/05 and 2005/06**

- 4.1 The table reproduced at Annex A confirms the initial designation of car parks proposed in the car parking strategy. Subject to Cabinet's decision on the implementation of parking orders (see para 5.4 below) the intention would be to –
- implement changes to the designation and charges in respect of off-street car parks at the earliest possible date (February 2005)

- implement changes to the charges in respect of existing areas of on-street parking at the earliest possible date (April 2005)
  - implement new areas of charged on-street parking in October 2005.
- 4.2 The car parking strategy proposed the removal of charges in the car park in Ramsey. This could be given immediate effect by withdrawing the routine enforcement of the existing order insofar as it relates to charges.
- 4.3 The changes at existing car parks will require signage to be replaced and pay machines to be re-programmed.
- 4.4 Informal discussions with the proprietor of the Dolphin Hotel, St Ives, have confirmed his willingness for the hotel car park to be signed for public use. He has declined to enter into a management agreement with the District Council for the car park to be operated as a public car park. Priority will be given to signing the car park from the southern approaches to St Ives concurrently with the introduction of the new charging arrangements in the off-street public car parks. The opportunity will be taken to review the advisory signage associated with all public car parks during 2005/06.
- 4.5 Huntingdon has the most pressing need for a significant increase in parking provision. A substantial part of the additional capacity will be provided by the construction of roof-top/multi-storey parking associated with the redevelopment of Chequers Court. Negotiations are ongoing with the developer in respect of the transfer of land in the District Council's ownership and contributions to the capital and operational costs of the car park. The developer currently is expecting to start construction in 2006.
- 4.6 It is possible that the development referred to above and the development of County Council land at Princes Street will result in the closure of the Trinity Place and Library car parks respectively during 2005/06. To accommodate the displaced parking consideration will be given to creating additional parking and the Riverside Park, Huntingdon, has been identified as the most likely location for this.
- 4.7 Other commitments include environmental improvements to car parks at Mews Close, Ramsey, (2004/05) and at Somersham (2005/06).
- 4.8 Proposals to provide car park attendants with hand-held equipment for the recording and issue of fixed penalty notices have been deferred and the funding provided in the MTP will be deleted from the MTP in this year's review. However, the latest generation of this equipment now integrates with debt recovery and legal process systems and offer significant operational and administrative savings. A self-financing scheme will be advanced in 2005/06.
- 4.9 The demands associated with the new LTP and access audit/action plan and preparing a response to Council's own study into expanding the coverage of concessionary fares and other rural transport issues makes the appointment of the Rural Transport Officer an imperative. Funding for this post is included in the overall MTP provision for the delivery of the car parking strategy and the intention is to start the recruitment immediately if supported by Cabinet.

- 4.10 The strategy has an objective to seek to reduce town-centre private non-residential parking to conform to current parking standards. Adoption of travel plans by major employers will contribute to reducing the demand for such parking and the strategy sets a target for the District Council to adopt its own travel plan in 2004/05.

## 5. CAR PARKING ORDERS

- 5.1 Changes to car parking charges and any variations to the arrangements relating to the operation of car parks require new orders to be adopted. The process for this is prescribed by statute and requires draft orders to be advertised and any objections to be considered by the relevant Council.
- 5.2 The District Council is competent to deal with off-street orders but cannot make on-street orders. The latter are prepared by Cambridgeshire County Council and are subject to the ultimate approval of the Huntingdonshire Environment and Transport Area Joint Committee (AJC). The proposed extension of areas of charged on-street parking also will require the approval of the County Council's Cabinet.
- 5.3 The order making process is such that it is anticipated that the earliest that off-street orders could be implemented would be February 2005. Draft on-street orders could be approved for consultation by the AJC at their December 2004 meeting with any objections determined at the February 2005 meeting. Implementation of the on-street orders, therefore, is unlikely to be before 1 April 2005.
- 5.4 In the circumstances Cabinet will need to take a view on the separate or concurrent introduction of new orders in respect of off-street and on-street car parking.
- 5.5 The council has entered into agreements with both Waitrose (St Neots and St Ives) and Sainsbury (Huntingdon) concerning the operation of car parks associated with the supermarkets. Those agreements require the charging arrangements to be agreed with the supermarket operators and they will be consulted on the proposed charging policy.

## 6 FINANCIAL IMPLICATIONS

- 6.1 The table at Annex B compares three possible levels of revised car parking charges to the current levels. The options are as follows:-
- Option A = proposals contained in approved strategy
  - Option B = revised proposals by Cabinet in January 2004
  - Option C = further increase to cost (compared with option A) for stays in excess of 2 hours
- 6.2 The table below shows the forecast revenue surplus (the amount by which income exceeds expenditure) if all measure in the car parking strategy are implemented.

	04/05	05/06	06/07	07/08	08/09
	£k	£k	£k	£k	£k
<b>Option A</b>	-19	-162	-69	-219	-223
<b>Option B</b>	-18	-147	-57	-206	-212
<b>Option C</b>	-31	-239	-149	-318	-324

- 6.3 The deferred implementation of new charges (from April 2004 to February 2005) is substantially responsible for the significantly reduced surplus in 2004/05. The approved budget forecast the surplus as £118k for 2004/05 based on the April 2004 implementation of new charges. Other changes from the approved budget are dealt with in paragraphs 6.7 and 6.8 below.
- 6.4 In 2004/05 the MTP revenue budget provided for Transportation Strategy and Public Transport amounts to £1,060k. This included more than £400k in contributions to assets created on behalf of the County Council, through partnership schemes e.g. cycleways.
- 6.5 Developments in the approved MTP will increase the net revenue expenditure by a further £60k in 2005/06. Future unavoidable schemes to maintain the condition of the Council's assets (e.g. bus stations) and to protect current levels of services (e.g. support for community transport) will further increase the budget requirement in future years.
- 6.6 The Cabinet may, in the context of its committed expenditure on transportation developments, wish to secure the additional revenue income associated with the adoption of the parking charges proposed in Option C. The additional income comes from the increased charges for staying over two hours and will not, therefore, impact on the shorter shopping trips that form the vast majority of the car park usage.
- 6.7 The forecasts at 6.2 assume the implementation of all car parking service developments currently included in the MTP. Where necessary the approved funding has been reprogrammed to reflect the later start on the implementation of the strategy than was initially planned.
- 6.8 Cabinet are requested to approve the release of funding in 2004/05 for the items listed below and for which release forms detailing the financial implications of each are included at Annex C:-
- New off-street car parking charges – increased income (C1, C2 & C3)
  - Cessation of Ramsey car parking charges – loss of income (C4)
  - Signage and promotional activity – changes to off-street car park designations and new charges (C5)
  - Rural Transport Officer (C6)
- 6.9 The financial implications from the requested release of funds are summarised in the table at Annex D

## **7. CONCLUSIONS**

- 7.1 The car parking strategy, considered by Cabinet in January 2004, was developed through public consultation. Further consultation, on levels of charges, has been undertaken as requested by Cabinet and this has shown broad support for current levels of charges.
- 7.2 With regard to charges the strategy contains the following objective –

“Car park charges revised at three-yearly intervals to adjust levels, as a minimum, in line with movements in RPI in the period since the last review.”

- 7.3 The strategy also recognises the opportunity that exists to support the council's broader transportation objectives from income derived from car parking (see paragraph 3.1 above). These transportation objectives appear, from the results of the recent consultation, to be well supported by the public.
- 7.4 The level of charges initially proposed in the strategy (Option A) were intended to recoup the effect of inflation since the last increase. Cabinet proposed changes to rationalise the charges to better reflect coinage making the charges more convenient for car park users, resulting in a smaller forecast increase of income (Option B).
- 7.5 Option C is now also proposed for Cabinet's consideration. This retains the charges proposed in Option A for stays up to two hours in 'Shoppers' Car Parks' and up to three hours in 'Edge of Centre Car Parks' but then proposes increased charges for longer stays. The principal impact of this will be on people employed in the town centres – most shopping trips are less than two hours. It should not, therefore, have an impact on shopping trips and will not adversely affect the economy of the town centres.
- 7.6 The Council already spends substantially more on transportation initiatives than the budgetary contribution made by car parking charges. This investment in the delivery of the MTTs and the broader LTP supports improved road safety and the promotion of schemes to encourage modal shift.
- 7.7 Adopting car parking charges that help to encourage the shift from private cars to other modes of transport, for people working in town centres, is wholly compatible with both the MTTs and LTP and will help to secure the benefits of the transportation investment the council is making.

## **8 RECOMMENDATION**

- 8.1 Cabinet are recommended to –
- (a) determine the initial level of car parking charges to be adopted and their implementation dates;
  - (b) approve the removal of car parking charges in Ramsey and the immediate cessation of enforcement (insofar as it relates to charges) pending the car parking order being revised;
  - (c) approve the advertisement of new car parking orders in respect of off-street car parks;
  - (d) authorise the Head of Environment & Transport to seek approval from the Huntingdonshire Environment & Transport Area Joint Committee to the making of new on-street car parking orders based on the charges approved by Cabinet;
  - (e) authorise the Head of Environment & Transport to seek approval from Cambridgeshire County Council to the extension of charges to further areas of town centre on-street parking during 2005/06;
  - (f) authorise the Director of Operational Services, in consultation with the Leader of the Council, to seek agreement with the developer of Chequers Court with regard to the provision and operation of additional public car parking in Huntingdon town centre and to report to a future meeting of the Cabinet;

- (g) authorise the Head of Environment & Transport to conduct a study into the provision of additional free long stay car parking at Riverside/Hartford Road Playing Fields and to report to a future meeting of the Cabinet;
- (h) approve the release of funds for the actions detailed in Annex C required for the implementation of the strategy;
- (i) subject to their decision in respect of recommendation (h) approve the appointment of a Rural Transport Officer (Grade 9); and
- (j) approve subject to their decision in respect of recommendations (a) to (i) the implementation of the car parking strategy previously considered at their meeting in January 2004.

**BACKGROUND INFORMATION:-**

1. 'Huntingdonshire Car Parking Study; Final Report' prepared by Transportation Planning (International) on behalf of the District Council
2. Consultation on priorities and budgets
3. Financial Model – Head of Environment & Transport

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**ANNEX A: DESIGNATION OF CAR PARKS 2004**

	<b>Shoppers' Car Park SH</b>	<b>Edge of Centre EC</b>	<b>Out of Centre OC</b>	<b>On Street Charged CH</b>	<b>On Street Free FR</b>	<b>Residents R/RO</b>
<b>GODMANCHESTER</b>			Bridge Place			
<b>HUNTINGDON</b>  (* Saturday Only)	Princes Street Sainsburys St Germain St (Disabled) Waitrose Trinity Place	Gt Northern St Mill Common St Germain Street Minor Pathfinder House ** Ingram Street Anglian Water **	Riverside	Ambury Road High Street (North) Ferrars Road St Mary's Street Chequers Way Princes Street	Hartford Road High Street (South)	
<b>RAMSEY</b>			Mews Close New Road <i>(not charged)</i>		Great Whyte High Street Little Whyte New Road	
<b>SAINT IVES</b>	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)
<b>SAINT NEOTS</b>	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)



## ANNEX B: CHARGING PROPOSALS OPTIONS

**Key** Current = nearest equivalent existing charge  
Option A = proposals contained in approved strategy  
Option B = revised proposals by Cabinet in January 2004  
Option C = further increase to cost for longer stays

	Current	Option A	Option B	Option C
<b>Shoppers' Car Park</b> (charges include VAT)				
0 to 60 minutes	£0.20	£0.30	£0.30	£0.30
1 to 2 hours	£0.50	£0.60	£0.60	£0.60
2 to 3 hours	£0.90	£1.20	£1.00	£1.50
3 to 4 hours	-----	£2.40	£2.00	£2.50
Maximum Stay	3 hours	4 hours	4 hours	4 hours
Excess Charge (see Note 1)	£20/£40	£27/£40	£27/£40	£30/£40
<b>Edge of Centre</b> (charges include VAT)				
0 to 60 minutes	£0.70	£0.25	£0.20	£0.25
1 to 2 hours	£0.70	£0.50	£0.50	£0.50
2 to 3 hours	£0.70	£0.80	£0.80	£0.80
3 to 4 hours	£0.70	£0.80	£0.80	£1.00
over 4 hours	£0.70	£0.80	£0.80	£1.50
Maximum Stay	24 hours	23 hours	23 hours	23 hours
Excess Charge (see Note 1)	£20/£40	£27/£40	£27/£40	£30/£40
Season Ticket (see Note 2)	£110	£160/£224	£160/£224	£175/£250
Residents' Permits	free	£26	£26	£40
<b>Out of Centre</b>				
Up to 23 Hours	No charge	No charge	No charge	No charge
Maximum Stay	24 hours	23 hours	23 hours	23 hours
Excess Charge (see Note 1)	£20/£40	£27/£40	£27/£40	£30/£40
<b>On Street</b> (VAT exempt)				
0 to 20 minutes	£0.30	No charge	No charge	No charge
20 to 60 minutes		£0.40	£0.50	£0.50
Maximum Stay	60 minutes	60 minutes	60 minutes	60 minutes
Excess Charge (see Note 1)	£20/£40	£27/£40		£30/£40
Residents Permit (see Note 3)	£26	£26	£26	£26

### Notes:-

- Excess charge** – The first figure shown is the discounted cost for early payment and the second is the full penalty.
- Season Ticket** – The first figure shown is the cost of a 5-day (Monday to Friday) season ticket and the second is for a 6-day (Monday to Saturday) season ticket.
- Residents Permit** – The level of charge for on-street residents' permits is determined by CCC

## Annex C1 - Justification for Release of Funds

### 480 Implementation of Car Parking Strategy – Revised Charges Option A Income Richard Preston

#### Financial Impact

	Net Revenue Impact						Net Capital					
	2003/ 2004	2004/ 2005	2005/ 2006	2006/ 2007	2007/ 2008	2008/ 2009	2003/ 2004	2004/ 2005	2005/ 2006	2006/ 2007	2007/ 2008	2008/ 2009
	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000
Approved Budget	0	-142	-89	-88	-299	-289	0	0	0	0	0	0
Already Committed	0	0	0	0	0	0	0	0	0	0	0	0
<b>Amount for which release now requested</b>	<b>0</b>	<b>-43</b>	<b>-104</b>	<b>-100</b>	<b>-312</b>	<b>-300</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Additional Impact on MTP	0	+99	-15	-12	-13	-11	0	0	0	0	0	0

#### Justification

The Approved Budget assumed implementation from October 2004 of the car parking charges approved by Cabinet in January 2004 (Option B). The release of funding assumes the introduction of the new off-street charges proposed in Option A from February 2005 and the on-street charges in respect of areas that are already charged from April 2005.

The loss of income arising from the delayed introduction of the increased charges gives rise to a +£99k budget requirement in 2004/05. In subsequent years there is a small increase in the income.

## Annex C2 - Justification for release of funds

### 480 Implementation of Car Parking Strategy – Revised Charges Option B Income Richard Preston

#### Financial Impact

	Net Revenue Impact						Net Capital					
	2003/ 2004	2004/ 2005	2005/ 2006	2006/ 2007	2007/ 2008	2008/ 2009	2003/ 2004	2004/ 2005	2005/ 2006	2006/ 2007	2007/ 2008	2008/ 2009
	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000
Approved Budget	0	-142	-89	-88	-299	-289	0	0	0	0	0	0
Already Committed	0	0	0	0	0	0	0	0	0	0	0	0
<b>Amount for which release now requested</b>	<b>0</b>	<b>-42</b>	<b>-89</b>	<b>-88</b>	<b>-299</b>	<b>-289</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Additional Impact on MTP	0	+100	0	0	0	0	0	0	0	0	0	0

#### Justification

The Approved Budget assumed implementation from October 2004 of the car parking charges approved by Cabinet in January 2004 (Option B). The release of funding assumes the introduction of the new off-street charges in Option B from February 2005 and the on-street charges in respect of areas that are already charged from April 2005.

The loss of income arising from the delayed introduction of the increased charges gives rise to a +£100k budget requirement in 2004/05. In subsequent years income is as forecast in the approved budget.

## Annex C3 - Justification for release of funds

### 480 Implementation of Car Parking Strategy – Revised Charges Option C Income Richard Preston

#### Financial Impact

	Net Revenue Impact						Net Capital					
	2003/ 2004	2004/ 2005	2005/ 2006	2006/ 2007	2007/ 2008	2008/ 2009	2003/ 2004	2004/ 2005	2005/ 2006	2006/ 2007	2007/ 2008	2008/ 2009
	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000
Approved Budget	0	-142	-89	-88	-299	-289	0	0	0	0	0	0
Already Committed	0	0	0	0	0	0	0	0	0	0	0	0
<b>Amount for which release now requested</b>	<b>0</b>	<b>-55</b>	<b>-181</b>	<b>-180</b>	<b>-411</b>	<b>-401</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Additional Impact on MTP	0	+87	-92	-92	-112	-112	0	0	0	0	0	0

#### Justification

The Approved Budget assumed implementation from October 2004 of the car parking charges approved by Cabinet in January 2004 (Option B). The release of funding assumes the introduction of the new off-street charges in Option C from February 2005 and the on-street charges in respect of areas that are already charged from April 2005.

The loss of income arising from the delayed introduction of the increased charges gives rise to a +£87k budget requirement in 2004/05. In subsequent years there is a significant increase in the income compared to the approved budget.

## Annex C4 - Justification for release of funds

### 480 Implementation of Car Parking Strategy – Ramsey: Removal of Parking Charges Richard Preston

#### Financial Impact

	Net Revenue Impact						Net Capital					
	2003/ 2004	2004/ 2005	2005/ 2006	2006/ 2007	2007/ 2008	2008/ 2009	2003/ 2004	2004/ 2005	2005/ 2006	2006/ 2007	2007/ 2008	2008/ 2009
	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000
Approved Budget	0	10	10	10	10	10	0	0	0	0	0	0
Already Committed	0	0	0	0	0	0	0	0	0	0	0	0
<b>Amount for which release now requested</b>	<b>0</b>	<b>3</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

#### Justification

The Approved Budget assumed implementation from April 2004 of the removal of car parking charges in Ramsey. The release of funding assumes their removal from November 2004.

The retention of charges from April to October has reduced the loss of income by £7k in 2004/05. In subsequent years it remains at £10k as forecast in the approved budget.

## Annex C5 - Justification for release of funds

### 480 Implementation of Car Parking Strategy – Signage and Promotional Activity Richard Preston

#### Financial Impact

	Net Revenue Impact						Net Capital					
	2003/ 2004	2004/ 2005	2005/ 2006	2006/ 2007	2007/ 2008	2008/ 2009	2003/ 2004	2004/ 2005	2005/ 2006	2006/ 2007	2007/ 2008	2008/ 2009
	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000
Approved Budget	0	10	10	10	10	10	0	0	0	0	0	0
Already Committed	0	0	0	0	0	0	0	0	0	0	0	0
<b>Amount for which release now requested</b>	<b>0</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

#### Justification

This is an unavoidable cost associated with changes to the regime of car parking charges. The Approved Budget provides for the changing of signage and the re-programming of pay machines to accept the new charges. Funding in 2004/05 also will be used to sign the Dolphin Car Park, St Ives.

The release of the £5k of the 2005/06 funding is sought to support the changes to signs/pay machines associated with the change of on-street parking charges in April 2005.

## Annex C6 - Justification for release of funds

### 480 Implementation of Car Parking Strategy – Rural Transport Officer Richard Preston

#### Financial Impact

	Net Revenue Impact						Net Capital					
	2003/ 2004	2004/ 2005	2005/ 2006	2006/ 2007	2007/ 2008	2008/ 2009	2003/ 2004	2004/ 2005	2005/ 2006	2006/ 2007	2007/ 2008	2008/ 2009
	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000
Approved Budget	0	27	24	24	24	24	0	0	0	0	0	0
Already Committed	0	0	0	0	0	0	0	0	0	0	0	0
<b>Amount for which release now requested</b>	<b>0</b>	<b>9</b>	<b>24</b>	<b>24</b>	<b>24</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

#### Justification

The Car Parking Strategy seeks to meet parking demand to 2016 and will require the provision of decked/multi-storey car parks in Huntingdon, and St Ives. If a new car parking site cannot be found in St Neots consideration will need to be given similarly to providing a decked/multi-storey car park at an existing site. The Council also is investing in other transport measures that should encourage modal shift from the private car to other means of travel. The more effective are the approaches to encouraging modal shift the lower will be the demand for car parking. Typically non-surface car parking spaces cost £5k-£8k each to provide at current prices.

The council is supporting a study into the scope of concessionary fares, is supporting improved bus passenger provision in west Huntingdonshire and has an extensive programme of bus shelter provision. All of these are in addition to the substantial investment in supporting the LTP and market town transport strategies. The purpose of the Rural Transport Officer is to promote the benefits of this investment to rural communities and to act as an advocate for those communities on transportation matters. If successful the salary cost will be saved many-fold in reduced need for future car parking provision.

**ANNEX D: Impact of Requested Release of Funds on Approved MTP**

<b>Net Revenue Impact</b>					
2003/ 2004	2004/ 2005	2005/ 2006	2006/ 2007	2007/ 2008	2008/ 2009
£000	£000	£000	£000	£000	£000

<b>Impact on income of increased charges – one option only can be implemented.</b>							
C1	Revised Charges Option A Income	0	+99	-15	-12	-13	-11
C2	Revised Charges Option B Income	0	+100	0	0	0	0
C3	Revised Charges Option C Income	0	+87	-92	-92	-112	-112
<b>Loss of income from removal of charges</b>							
C4	Ramsey: Removal of Parking Charges	0	+7	0	0	0	0
<b>Unavoidable changes to signage/pay machines if any of the charging options adopted</b>							
C5	Signage and Promotional Activity	0	0	0	0	0	0
<b>Appointment of Rural Transport Officer to support access and transport initiatives.</b>							
C6	Rural Transport Officer	0	-18	0	0	0	0