

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

**1. PURPOSE**

- 1.1 At their meeting held on 14 October 2004, Cabinet approved the implementation of the Car Parking Strategy and the consequential amendments to car parking charges and changes in designations of car parks. New Orders under the Road Traffic Regulation Act 1984 now have been prepared and advertised in the local press. Copies of the Orders have been sent to the Town Councils of Huntingdon, St Neots, St Ives and Ramsey and other statutory bodies, as well as being displayed in the car parks.
- 1.2 Two Orders have been created to deal with the car parks. The first is for the paid and controlled car parks in the town centres, and the Order No 2 is for the free car parks in the town centres, parks, and leisure centres.
- 1.3 The Act allows a local authority to decide whether to convene a local inquiry before determining an Order. This report outlines the objections and requires the Cabinet to decide whether to determine the Orders without a local inquiry.

**2. CAR PARKING STRATEGY**

- 2.1 The approved car parking strategy generally is demand-led and contains proposals for meeting the forecast demand for parking in the district's town centres which are funded in the approved MTP. However, the strategy also recognises the need to promote alternative 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.
- 2.2 When they approved the strategy in October 2004 the Cabinet acknowledged that 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. Cabinet took the view that in setting the level of car parking charges they would seek to achieve a surplus of income over expenditure that makes a contribution to –

- (a) the Council's current commitments in respect of transportation projects; and/or
- (b) accessibility and transportation developments in future years.

### 3. PROPOSED NEW CHARGES

3.1 The proposed new charges approved by Cabinet in October 2004 are shown in the following table together with the existing level of charges –

	Current	Proposed
<b>Shoppers' Car Park</b>	(charges include VAT)	
0 to 60 minutes	£0.20	£0.30
1 to 2 hours	£0.50	£0.60
2 to 3 hours	£0.90	£1.50
3 to 4 hours	-----	£2.50
Maximum Stay	3 hours	4 hours
Excess / Penalty Charge	£20/£40	£30/£40
<b>Edge of Centre</b>	(charges include VAT)	
0 to 60 minutes	£0.70	£0.25
1 to 2 hours	£0.70	£0.50
2 to 3 hours	£0.70	£0.80
3 to 4 hours	£0.70	£1.00
over 4 hours	£0.70	£1.50
Pathfinder House/ Castle Hill House (Sats Only) (Barrier machine)	£0.70	£0.80
Maximum Stay	24 hours	23 hours
Excess /Penalty Charge	£20/£40	£30/£40
Season Ticket	£110	£175/£250
Residents' Permits	free	£40
<b>Out of Centre / Village / Leisure</b>		
Up to 23 Hours	No charge	No charge
Maximum Stay	24 hours	23 hours
Excess / Penalty Charge	£20/£40	£30/£40

3.2 Details of car park designation are included in Annex B.

3.3 The On Street Orders are being progressed by the County Council with an implementation of May / June for the existing areas and September for the new areas.

### 4. COMMENTS AND OBJECTIONS RECEIVED

4.1 As a result of the advertisement of the Orders, representations have been received on Order No 1(the charged town centre car parks) from:

Waitrose PLC  
 St Ives Chamber of Commerce  
 Huntingdon Town Council  
 Huntingdon Town centre Initiative  
 Tindalls Ltd  
 Residents of Huntingdon, Chatteris, St Ives and Lt Paxton

These are summarised on the attached Annex A together with Officers' comments on the points raised.

- 4.2 The main concerns raised are increase in costs of the all day long-term parking and the increase in costs for short term parking over 2 hours. The proposed level of charges reflects Cabinet's wish to provide funding to support the transportation policies and schemes that it is pursuing.
- 4.3 There has also been a request to allow residents parking permits to be valid in all other specific Edge of Centre car parks.
- 4.4 No objections have been received to Order No 2.

## **5. CONCLUSION**

- 5.1 The Act enables a local authority to decide whether to convene a local inquiry before determining an Order but, dependent upon any further representations received prior to the meeting, it is not considered that the scale and content of the objections to the first Order are sufficient to warrant this course of action. Order No. 2 received no objections.
- 5.2 The extension of the use of Resident Permits to other specific Edge of Centre car parks should be considered as this gives a better facility to our customers. The restrictions on the issuing of residents permits are as the previous Order. Resident Parking will now also be available in
- Huntingdon– Mill Common and St Germain Minor
  - St Ives – Cattle Market (EoC)
  - St Neots – Priory and TanYard

## **6. RECOMMENDATION**

- 6.1 Cabinet are recommended to
- (a) determine that a local inquiry to consider the objections received be not held; and
  - (b) confirm the Orders as advertised with the inclusion of the extra car parks for Resident Permits as para. 5.2

## **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. Environment and Transport files.
4. The District of Huntingdonshire (Off-street Parking Places) Order 2005 and Order No 2.

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## **ANNEX A – OBJECTIONS RECEIVED:**

### **NATURE OF OBJECTION**

### **COMMENT**

#### **St Ives Chamber of Commerce**

- |   |   |
|---|---|
| (1a) How can such a large increase from 70p to 150p be justified - £1-00 per day would be more acceptable. Alternative methods of travel must be encouraged, but no viable alternatives exist for most people | (1a) The cost increases were considered as part of the customer consultation and the Cabinet felt that in the context of its committed expenditure on transportation developments, it wished to secure the additional revenue income associated with the adoption of the parking charges. 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 |
| (1b) If Ramsey has been made free this shows that trading is difficult in towns and it is unjustifiable to pass on increase at this time  | (1b) The Council recognises that trading in the towns is important and has given more flexibility for short term parking in areas which were only long stay.  |

#### **Tindalls Ltd**

- |   |                     |
|---|---------------------|
| (2a) Workers in the town will have to pay £1.50 per day, which is more than double the existing. How can this be justified? | (2a) See 1(a) above |
|---|---------------------|

#### **Waitrose Plc**

- |   |  |
|---|--|
| (3a) Do not consider there should be a differentiation in cost between Shoppers car parks and Edge Of Centre car parks as they can be close together. | (3a) The Car Parking Strategy has been based on the fact that customers have to pay a premium to park nearest to the town centre. Good signing will be provided to make the situation clear.   |
| (3b) They feel that the Edge of Centre car parks should have the proposed 3-4 hour banding change to 3-5 hours to help part time workers.             | (3b) The time bands have been set to allow short term parking in the Edge of Centre car parks at a reasonable cost, but it is considered that 4-5 hours then becomes long term and should be priced accordingly.   |
| (3c) Waitrose agree to keep Sunday parking free   | (3c) Charges are made on car parks from Monday to Saturday for all year except Christmas Day. In discussions with Waitrose, Sunday charging was discussed and they do not wish to see it imposed at this time. This is as the Strategy and is not proposed at this time. |

## **NATURE OF OBJECTION**

## **COMMENT**

### **Resident of Lt Paxton**

- (4a) Considers that the increase of the long stay charge from 70p to £1-50 is excessive, as it is more than double the cost of a days parking
- (4a) See 1a above

### **Resident of Huntingdon**

- (5a) Requests that resident permits be available for use in all edge of Centre car parks
- (5a) This had been discussed previously but was not included in the Order as advertised. It is considered that this is an appropriate request and that the Order be amended to reflect this. Resident Parking will also be available in
- Huntingdon– Mill Common and St Germain Minor
  - St Ives – Cattle Market (EoC)
  - St Neots – Priory and TanYard

### **Resident of Chatteris**

- (6a) Why have prices risen by over 100%.
- (6a) See 1a above

### **Resident of St Ives**

- (7a) The increases in short term parking are considerable and long term is exorbitant. HDC already penalise businesses with considerable parking charges and too few parking spaces.
- (7a) See 1(a) above.  
Also the Order now allows for short term parking in the previous long stay car parks at a rate similar to the existing. Our surveys show that at the present time there is sufficient capacity on the average day. Extra parking will be provided as part of the Guided Bus scheme.
- (7b) People use St Ives to park and ride to Cambridge. The costs should not be increased until the County Council guided bus is in place.
- (7b) See 7(a) above
- (7c) Land on Meadow Lane should be provided as a free long term car park now as there is limited parking in the town.
- (7c) See 7(a) above

**NATURE OF OBJECTION**  
**Huntingdon Town Centre Initiative**

**COMMENT**

(8a) Long Stay – an change from 70p to £1.50 represents an increase of 115%. This is a substantial increase for those working in the town especially as Riverside is not sufficient to meet demands. £1.20 for all day would be more reasonable.

(8a) See 1(a) and 7(a) above. Extra parking is planned as part of the Chequers Court development.

8(b) Short stay – an increase of 90p to £1.50 is proposed with 4 hours for £2-50. This is a substantial leap and risks alienating shoppers. It also brings the charges the same as Peterborough. £1.20 for 3 hours and £1.80 for 4 hours would be more reasonable.

(b) The Order now allows for short term parking in the previous long stay car parks at a rate similar to the existing. The Car Parking Strategy has been based on the fact that customers have to pay a premium to park nearest to the town centre

**Huntingdon Town Council**

(9a) This Council is deeply concerned that the market towns of Huntingdon, St Ives and St Neots will have to sustain increases in parking charges to subsidise the proposal to remove car parking charges in Ramsey.

(9a) The car parking in Ramsey did not run at a surplus due to the costs of the machines and enforcement. The charges in the towns have not been increased since 1998.

(9b) In noting the District Council's intention to introduce these charges to fund transportation schemes, members sought further clarification on what these projects are, where they are to be introduced and when we can expect these initiatives to be delivered.

(9b) This Council contributes to the Market Towns Transport strategies in joint schemes with the County Council. These have included cycleways, community transport, new bridges, bus infrastructure and shelters, crossings etc.

**ANNEX B: DESIGNATION OF CAR PARKS 2005**

	<b>Shoppers' Car Park SH</b>	<b>Edge of Centre EC</b>	<b>Out of Centre OC</b>
<b>GODMANCHESTER</b>			Bridge Place
<b>HUNTINGDON</b>  (** Saturday Only)	Princes Street Sainsburys St Germain St (Disabled) Chequers Way (Disabled) Waitrose Trinity Place	Gt Northern St Mill Common St Germain Street Minor Pathfinder House ** Ingram Street	Riverside
<b>RAMSEY</b>			Mews Close New Road <i>(not charged)</i>
<b>ST IVES</b>	Cattle Market (part)	Cattle market (part) Darwoods Pond Globe Place	
<b>ST NEOTS</b>	Waitrose Brook Street Priory Lane	Priory Tan Yard Tebbutts Road	Cambridge St Riverside



**NAME OF PARKING PLACES INCLUDED IN ORDER NO 2:**

- (a) Church Street, Somersham**
- (b) High Street, Earith**
- (c) High Street, Warboys**
- (d) Mews Close, Ramsey**
- (e) New Road, Ramsey**
- (f) Bridge Place, Godmanchester**
- (g) Mill Yard, Post Street, Godmanchester**
- (h) Park Lane, Godmanchester**
- (i) Riverside Park, Huntingdon**
- (j) Church Lane, Hartford, Huntingdon**
- (k) Mayfield Road, Huntingdon**
- (l) Sapley Park, Stoney Close, Huntingdon**
- (m) Sapley park, Kings Ripton Rd, Huntingdon**
- (n) Priory Park, St Neots**
- (o) Riverside Park, St Neots**
- (p) Cambridge St, St Neots**
- (q) Coneygeare, St Neots**
- (r) Church Street, Fenstanton**
- (s) Little Paxton Nature Reserve**
- (t) Hinchingsbrooke Country Park**
- (u) Diddington Car Park**
- (v) Hill Rise Park, St Ives**
- (w) St Ivo Outdoor Leisure Centre, California Rd, St Ives**
- (x) St Ivo Indoor Leisure Centre, Westwood Rd, St Ives.**
- (y) Ramsey Leisure Centre, Hollow Lane, Ramsey**
- (z) Huntingdon Leisure Centre, St Peters Rd, Huntingdon**
- (aa) Huntingdon Swimming Pool, St Peters Rd, Huntingdon**