

## **ANNEX A – STAKEHOLDER MEETING FEEDBACK**

### **Huntingdon –**

- Off-Street car parking is above effective capacity at peak hours with market day peak demand. Saturday not as big an issue
- Demand will continue to grow over next 20 years and capacity is likely to be reached around 2015. Figures do not take account of town centre development
- General agreement expressed that the town is not yet ready for a demand management option from a practical point of view. Recognition that it works in Cambridge but not yet appropriate for Huntingdon
- While having the wish to see more parking space, acceptance that future site options are extremely limited and other options must be explored. Also recognise that new spaces would have to be linked to development
- Some form of Park & Ride was a very popular idea, possibly Racecourse or RAF Wyton. While acknowledging the difficulty of making this work without the type of demand management system operating in Cambridge i.e. increased pricing within Huntingdon, and making people use it, various stakeholders felt this is an important option. A P&R trial as part of HDC loss of parking at Pathfinder House was seen as a useful way to gauge effectiveness. Park & walk was also seen as a real possibility as part of new development
- General feeling that because parking space is at a premium, priority should be given to shoppers/short stay including some support for moving all long stay to edge of town sites and using a P&R system. If long stay remains in the town, fairly strong support was expressed to introduce charging, including as a mechanism to control parking. It was felt that people who work in the town should be expected to pay or use edge of town/P&R
- Enforcement is seen as a primary issue, particularly if charging were to cause an increase in illegal/on-street parking. Many felt that there cannot be a solution by whatever is introduced if enforcement is not sorted out. Police representatives present confirmed that there are insufficient resources to deal with the problem. Misuse of disabled bays and parking on yellow lines in St. Mary's Street and High Street and general parking in residential areas are seen as particular problems
- Commuter overspill into residential streets and even Riverside/other long stay car parks, from Rail Station seen as

another problem. Some concern that Hospital parking may also be being abused

- General view expressed that people don't know where spaces are available. It was felt that additional Saturday parking is not known about i.e. the majority head to Sainsbury's. Real support for a new signing strategy round the ring-road and better information, perhaps through leaflets and advertising
- The Fair at Riverside car park is considered to be a big problem. Given overall pressures, it was felt that this should be moved elsewhere

### **St. Neots –**

- Off-Street car parking is above effective capacity with market day peak demand. Saturday not a big issue
- Demand will continue to grow over next 20 years and capacity is likely to be reached around 2015. Figures do not take account of town centre development
- Clear number of themes raised at the meeting – park & ride, growth of St. Neots, the rail station and enforcement
- Recognising difficulty of finding new sites for car parking due to space, support for park & ride to be developed. Rail station could be used as a transport interchange inc. bus & coach terminal, park & ride and feeder buses to all parts of St. Neots
- Retailers consider that possible large increase in population may result in greater retail development increasing parking needs over that predicted by SDG
- Recycling site could provide additional parking
- Parking at rail station is a serious issue. Charges are high, little capacity and overspill to nearby streets
- Some concern that too much town centre parking being used for long-stay parking to the detriment of spaces for shoppers. Poor use of space. Town centre spaces should focus on short-stay provision
- Support for long-stay parking out of town centre. Ten minute walk in seen as generally acceptable

- Parking solutions need to increase appeal of the town. Could Market Square be better used with no parking ? This might have a detrimental effect on businesses to the south of Market Square
- No public parking to the south side of town a problem
- Better cycle parking required
- Good enforcement within car parks but on-street arrangements are very poor. Specific issues in town centre locations, such as High Street/New Street
- Little support for using pricing to manage demand, especially for short-stay parking. There was support for changing the long-stay regime to include pricing and to introduce mechanisms for parking outside the town centre
- Signage was considered to be a definite problem and support for improvements was stressed

### **St. Ives –**

- Off-Street car parking is above effective capacity with market day peak demand. Saturday not a big issue
- Demand will continue to grow over next 20 years and capacity is likely to be reached around 2020. Figures do not take account of town centre development or the impact of guided bus
- Parking not a major issue although Market days are busy but spaces can be found. More specific issues to certain areas i.e. Market Hill. Could this area be used differently ? Taking spaces away completely might be unpopular
- Parking on London Road and the Dolphin Hotel important to meet overall demand. Would restrictions to the Flood Arches create overall supply problems ?
- Could new Park & Ride site provide new parking options ?
- Population demographic – are more disabled spaces required ?
- Difficult to navigate the town and to find car parks. Also walking routes poorly signed. Better overall signage required
- Tourism very important for the town and must be accounted for
- Overflow parking to address busy times – St. Ivo car park with walking improvements and on-street parking considered ?

## Ramsey –

- Off-Street car parking is above capacity but on-street considerably under-utilised
- Demand will continue to grow over next 20 years but capacity will continue to be available as a combination of on and off-street provision
- Not enough disabled parking
- Loss of New Road parking associated with development at The Grand
- Long-stay parking outside the shops, within Mews Close and New Road car parks and under-used parking on areas of Gt. Whyte
- General hazards and congestion
- Uncertainty regarding Northern Gateway development

### Suggested solutions –

- HDC owned land at Mews Close/Health Centre should be used for parking
- Spaces being used in the wrong way i.e. too much long-stay parking in on and off-street car parks in town centre and under-use of Gt. Whyte
- Illegal parking – little enforcement
- Resistance to reintroduction of charging but support for time controls on off-street car parks to prevent all day parking