

CAR PARKING ORDERS

(Report by Head of Administration)

1. INTRODUCTION

- 1.1 The purpose of this report is to enable the Cabinet to consider responses received following the advertisement of proposals to introduce new Orders governing the use of car parks operated by the Council.

2. BACKGROUND

- 2.1 At their meeting held on 13th March 2008, the Cabinet approved the implementation of the Car Parking Strategy and the consequential amendments to car parking charges and other matters. 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, the Council's Customer Service Centres and other bodies as prescribed in legislation. Notices also have been displayed in the car parks.
- 2.2 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. The Act allows a local authority to decide whether to convene a local enquiry before determining an Order. This report outlines the objections and other comments received in response to the consultation and requires the Cabinet to decide whether to determine the Orders without a local enquiry.

3. PROPOSED NEW ORDERS

- 3.1 The purpose of the first Order is to introduce a new three year pricing policy to manage car parking demand with the aim of keeping demand at the 2007 baseline. For this purpose a distinction has been made between Inner (Short Stay) Car Parks and Mid-Term Stay Car Parks:

<p>INNER CAR PARKS –</p> <ul style="list-style-type: none"> • Sainsbury's, Huntingdon • Princes Street, Huntingdon • Trinity Place, Huntingdon • Mill Common, Huntingdon • Priory Lane, St. Neots • Brook Street, St. Neots • Tan Yard, St. Neots • Cattle Market (Bus Station section), St. Ives 	<p>MID-TERM CAR PARKS –</p> <ul style="list-style-type: none"> • Great Northern Street, Huntingdon • Ingram Street, Huntingdon • St. Germain Street (Minor), Huntingdon • Cattle Market (Harrison Way section), St. Ives • Darwoods Pond, St. Ives • Globe Place, St. Ives • Priory Car Park, St. Neots • Tebbutts Road, St. Neots
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3.2 The proposed parking charges are as follows:

Parking Place	Period	Charge
Inner Car Parks	1-hour	50p
	2-hour	100p
	3-hour	200p
	4-hour	300p
Mid-Term Car Parks	1-hour	50p
	2-hour	100p
	3-hour	120p
	4-hour	150p
	23-hour	200p
Waitrose (St. Ives & St. Neots)	1-hour	50p
	2-hour	100p
Riverside, Huntingdon - Short- Stay Section	1-hour	20p
	2-hour	40p
Long-Stay at Riverside, Huntingdon and Bridge Place, Godmanchester (Monday to Friday)	1-hour	20p
	2-hour	40p
	3-hour	60p
	4-hour	80p
	4 to 10 hours	150p
	10 to 23 hours	480p
Long-Stay at Riverside, Huntingdon and Bridge Place, Godmanchester (Saturdays)	1-hour	20p
	2-hour	40p
	3-hour	60p
	4-hour	80p
	23 hour	150p

3.3 It is further proposed to introduce a low emission vehicle rate within the Season Ticket regime for employees working in town centre or residents living within designated zones. For residents living within designated town centre zones, Permits and Season tickets will continue to allow use of respective town car parks.

3.4 The purpose of the No. 2 Order is to ensure the car parks referred to are used for the purpose for which they are provided and to control any abuse of the car parks, which might otherwise arise.

4. OBJECTIONS AND COMMENTS RECEIVED

4.1 As a result of the advertisement of the Orders, representations have been received on Order No. 1. These, together with commentary, are summarised in the attached Appendix.

4.2 No objections have been received to Order No. 2.

5 ON-STREET CAR PARKING CHARGES

5.1 Current charges for on-street parking are set at 30p. Although these were to be altered in October 2005 in light of the 2007 Car Parking Review, the

changes were never implemented. Cambridgeshire County Council would have preferred the timescales and setting of charges for both on-street and off-street to compliment one another. Owing to issues associated with the 'Call-In' of the car parking recommendations during February / March 2008, however, it has not been possible to work with the County Council to deliver a co-ordinated approach to the on and off-street charges in accordance with County Council policy.

- 5.2 The County Council has expressed reservations regarding the likelihood that for a period of time the off-street charges will be greater than the on-street charges which is contrary to County Council policy. The statutory and political processes required of a Highway Authority to implement Traffic Regulation Orders to address this situation before the off-street charges might come into force are not achievable in this instance and also funding will have to be sought before these measures can be implemented.
- 5.3 County Council policy needs to be taken into account when setting the charges, to ensure it is not contrary to that policy. Current County Council parking policy recommends that on-street charges should be greater than off-street charges. While there will be a period while the County policy is compromised and the District Council has acknowledged that this is regrettable, a joint report has been submitted to the Hunts Traffic Management Area Joint Committee on 7th July 2008 recommending that a review of on-street arrangements, including an increase in charging levels, is endorsed and undertaken as soon as resources permit in order to rectify this situation.
- 5.4 The County Council has asked the District Council to consider the implications the off-Street Orders will have were they come into operation before changes to on-street charging have been made.

5. CONCLUSION

- 5.1 The Act enables a local authority to decide whether to convene a local inquiry before determining an Order but it is considered that the matters raised in respect of Order No. 1 have largely been addressed during the Cabinet's previous deliberations on the Car Parking Strategy and, therefore, are not sufficient to warrant this course of action. As has been stated Order No. 2 received no objections.

6. RECOMMENDATION

- 6.1 The 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.

BACKGROUND INFORMATION

The District of Huntingdonshire (Off Street Parking Places) Order 2008 and Order No. 2.

Report of the meeting of the Cabinet held on 13th March 2008.

Responses received to consultation.

Contact Officer: A Roberts, Central Services Manager 📞 (01480) 388004.

APPENDIX

Name/Organisation	Representations	Comments
<p>Mr Brian Luckham, Deputy Mayor, Huntingdon Town Council</p>	<p>I am disappointed to see that the consultation exercise, that we on Huntingdon Town Council entered into with Huntingdonshire District Council, has not borne the fruit that we were led to believe it would do. The scale of increases is beyond anything we envisaged and £3 to park in the Sainsburys car park for a half day of shopping is excessive by any standards.</p> <p>One of the core aims was to increase footfall through the town, not price them out of spending their money here.</p> <p>In addition, I refer to Schedule 1, Item 21 and the Scale of Charges Section; you appear to offer users 2 options for a stay of over 4 hours and less than 23 hours – either £1.50 or £4.80 since someone parking for 12 hours will use the last line in that section of the Schedule, and I quote, “for periods in excess of 4 hours and up to 23 hours or part thereof - £1.50” whereas immediately above it reads “for periods in excess of 10 hours and up to 23 hours or part thereof - £4.80”. I know which one I would go for.</p>	<p>The scale of increases has been fully considered by Cabinet in light of the Study undertaken and its recommendations.</p> <p>It is considered that the mixture of car parks and the different charges that will apply will encourage both usage and turnover.</p> <p>In considering the level of charge for Huntingdon, Cabinet considered the need to provide for both immediate short and long-term needs, which is reflected in the proposed charging levels and the recent completion of the new long-stay car park at Bridge Place, Godmanchester.</p> <p>The two options depend on the days of the week. On Monday to Friday, the charge in excess of 10 hours up to 23 hours will be £4.80. On Saturdays, the charge will be £1.50 for periods in excess of 4 hours up to 23 hours.</p>
<p>Mr Stan Taylor, External Relations Manager, Cambridgeshire Chambers of Commerce</p>	<p>On behalf of members of Huntingdonshire Chamber of Commerce and the wider business community, I would like to express my concerns at the proposed increase to car parking charges and introduction of new charges across Huntingdonshire.</p> <p>As I am sure you are aware, the current economic climate is already causing considerable difficulties for local businesses. The rising cost of energy, fuel and raw</p>	<p>Cabinet have considered the balance required between short and longer-term parking needs on a town-by-town basis.</p> <p>Those users at Riverside, Huntingdon and Bridge Place, Godmanchester, will</p>

	<p>materials, the weak Euro and low consumer spending are all contributing factors.</p> <p>As a Chamber, we want to do all we can to ensure that Huntingdonshire's market towns remain an attractive place to live, shop, work and relax. We understand that operating car parks costs money, however we would like the Council to pay careful consideration to the potential negative impact the proposed charges will have upon the District's businesses.</p> <p>However we are concerned that it is shoppers and other short-term visitors to the towns who are being forced to pay more to cover these costs while those who use the car parks for up to ten hours per day will continue to do so with no increase to the charge they face.</p> <p>While we understand that this will benefit employees who currently park within the Riverside and Bridge Place car parks, we would have preferred to see a more balanced proposal which did not focus on shoppers and short-term visitors who stay in our towns for less than four hours.</p> <p>As I am sure you will agree, encouraging shoppers and other visitors to our market towns is key if we are to compete with neighbouring towns and cities and ensure economic prosperity for our local businesses.</p>	<p>see an increase in the level of charge for up to 10 hours as it is proposed to change these car parks from being free of charge and introduce a charging regime.</p> <p>In considering the level of charge for Huntingdon, Cabinet considered the need to provide for both immediate short and long-term needs, which is reflected in the proposed charging levels and the recent completion of the new long-stay car park at Bridge Place, Godmanchester.</p>
<p>Mr Malcolm Lyons, Chairman, Huntingdonshire Branch, Federation of Small Businesses</p>	<p>From the Federation of Small Businesses (Huntingdonshire Branch), I would like to express our concerns of the excessively high charges that Huntingdonshire District Council are about to put on the car parks in Huntingdonshire.</p> <p>We want to see vibrant market towns that encourage, both visitors and residents, to shop in our towns. We want to support our shopkeepers so their businesses remain profitable, and viable concerns. High parking charges will not help their case. We see this as a discouragement to shoppers visiting our towns, especially with inadequate public transport.</p> <p>Despite the increased fuel costs, we must compete with our neighbouring large towns – Peterborough and Cambridge; for example, Peterborough charges £1.10 for 2</p>	<p>The two-hour charge proposed is £1.00, which is still less than that levied by Peterborough or Cambridge. There are also the associated costs, inc. fuel, incurred in travelling to Peterborough or Cambridge.</p> <p>In considering the level of charge for Huntingdon, Cabinet considered the need to provide for both immediate short and long-term needs, which is reflected in the proposed charging</p>

	<p>hours, this is more cost effective for shoppers.</p> <p>We wish you to consider reducing the charges for the first 2 hours to the present level. To encourage shoppers to our towns on Saturdays, please continue to make 'Long Stay' parking free.</p> <p>We do not want our towns to discourage shoppers, visitors, and business. Please consider the above suggestions; we would like to discuss these points at a meeting.</p>	<p>levels and the recent completion of the new long-stay car park at Bridge Place, Godmanchester.</p> <p>Saturday parking needs have been considered on a town by town basis. There is currently no free off-street parking in St. Ives. As part of the current exercise and the demand for spaces within Huntingdon, the strategy proposes the £1.50/day Saturday charge. In St. Neots, long-stay parking is to remain free of charge.</p>
<p>Mrs L M Watt, 26 Pathfinder Way, Warboys</p>	<p>I would however like to place my objection which is based on two major points.</p> <p>Firstly whilst I do not object to a rise in price related to inflation increases, I do object to the inordinate level of the increase proposed which works out to be 33% from £1.50 to £2 for over 4 hour stays and I would like to know how this can possibly be justified when there is no visible change in the environment or services provided by the car park. As a council tax payer I am already paying a higher charge for services and whilst I agree I should pay extra for the facility of using a car park, as it is a car park provided by the council the rises should be in line with other government increases and I feel that 33% is way too high.</p> <p>My second and most crucial objection is to the plan to abolish the Monday to Friday season ticket for parking. I cannot understand the logic behind this and if you visited the Harrison Way part of the Cattle Market car park in St. Ives you would see that I am amongst a high percentage of the long stay users who are employed in the town for the working week ie. Monday to Friday. I therefore do not need a pass that covers Saturdays and feel that cancelling the Monday to Friday pass and only offering people the much higher priced Monday to Saturday permit is just another way of attracting higher revenue by stealth, since nobody that works in town requires this sort of permit. As such I consider it most unfair</p>	<p>Cabinet have fully considered all the charging options available to them in selecting the suggested level of increase.</p> <p>The change in Season Ticket arrangements to offer a single Monday to Saturday ticket will benefit a wider range of workers. For employees using the existing 2005 Monday to Saturday arrangement, there will be no increase in the annual charge levied, which will remain unchanged at £250.</p> <p>The issue of on-street parking and overspill to adjacent residential streets is covered in the approved Action Plan 2008-2011.</p>

	<p>restricting people's choice in this way. A far more honest approach would be to leave the Monday to Friday option and increase the price in line with inflation. Your proposal leaves me and many others with having to pay an additional £40 for a 6 month season ticket, which equates to almost a 50% increase on the £90 I currently pay for a Monday to Friday permit – this is totally unfair.</p> <p>The only other alternative is to consider parking along the side of the streets and in residential areas, which a long of people already do, but I am reluctant to do this since I think this is unfair to residents.</p>																																	
<p>Mrs S Pedlar, 2 Devana Close, Godmanchester</p>	<p>I am writing to object to the proposed long term car park charges that are planned to increase from £1.50 per day to £2 for long stay users. I consider this level of increase is exceptionally high and for a daily user such as myself will have considerable financial implications. As a worker in St. Ives I only require to be able to park in the Waitrose cattle market car park from Monday to Friday and as I currently buy a 6 month season ticket for £90, the proposed increase of this to £130 is out of reach.</p> <p>I trust you will reconsider the increases and hope a more acceptable outcome is proposed.</p>	<p>The change in Season Ticket arrangements to offer a single Monday to Saturday ticket will benefit a wider range of workers. For employees using the existing 2005 Monday to Saturday arrangement, there will be no increase in the 6-monthly charge levied which will remain unchanged at £130.</p>																																
<p>Mr Adrian Taggart, 12 Hawkesford Way, St. Neots, Cambs</p>	<table border="1"> <thead> <tr> <th>%age increase</th> <th>Location</th> <th>Today</th> <th>Future</th> </tr> </thead> <tbody> <tr> <td>66</td> <td>Priory Lane</td> <td>30p</td> <td>50p</td> </tr> <tr> <td>66</td> <td>Brook Street</td> <td>30p</td> <td>50p</td> </tr> <tr> <td>66</td> <td>Waitrose</td> <td>30p</td> <td>50p</td> </tr> <tr> <td>100</td> <td>Tan Yard</td> <td>25p</td> <td>50p</td> </tr> <tr> <td>100</td> <td>Priory</td> <td>25p</td> <td>50p</td> </tr> <tr> <td>100</td> <td>Tebbutts Road</td> <td>25p</td> <td>50p</td> </tr> <tr> <td>0 (oversight?)</td> <td>Market Square</td> <td>30p</td> <td>30p</td> </tr> </tbody> </table> <p>I would like to object to these exorbitant percentage increases, for which I can see no justification, especially in the current harsh economic climate. As always, these will hit those least able to pay.</p>	%age increase	Location	Today	Future	66	Priory Lane	30p	50p	66	Brook Street	30p	50p	66	Waitrose	30p	50p	100	Tan Yard	25p	50p	100	Priory	25p	50p	100	Tebbutts Road	25p	50p	0 (oversight?)	Market Square	30p	30p	<p>Cabinet have fully considered all the charging options available to them in selecting the suggested level of increase.</p>
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	<p>I believe these will have a detrimental impact on the St. Neots town businesses and the Thursday market. People will now go to (a soon to be expanded) Tesco where</p>	<p>Free parking will still exist within walking distance of St. Neots town centre for those</p>																																

	<p>everything needed can be bought in one place with no parking fee, or alternatively to Bedford, Huntingdon, Peterborough or Cambridge, where there is a far greater selection of shops, even if the parking fee may be higher.</p> <p>Did the results of your consultation with the St. Neot's business, the market traders, the Town Council, raise no objections ?</p> <p>What justification do you have for these massive increases ? It does seem unbalanced to me, that where business is having to absorb as much as possible price increases, the Council does not seem constrained in any way to raise prices way beyond inflation (even if you take the past several years into account).</p>	<p>wishing to park free of charge.</p> <p>The charges proposed are still less than those levied by Bedford, Peterborough or Cambridge. There are also the associated costs, inc. fuel, incurred in travelling to these destinations.</p> <p>Consultation included a range of businesses, the Town Council and Town Centre Initiative with a range of feedback provided.</p>
<p>Mr Jonathan Kerby, Cambridge Interiors, Trinity Place, Huntingdon</p>	<p>As a retailer within Huntingdon, employer of local staff and user of the shops and services myself within Huntingdon town centre, I am very disappointed and frustrated at the proposed changes to the parking charges outlined in the documents on the HDC website.</p> <p>Whilst increases are expected from time to time, the increases proposed here – in many cases by two thirds – is absolutely what Huntingdon businesses, and shoppers, do not need in this current environment. For me, this is a clear indication of little support for the town centre businesses, and it will lead to more customers going to out of town shops and using those located in the centre far less.</p> <p>I have to state something very clearly. Retailers and service industries such as estate agents are seeing right now a decline in confidence, lower levels of trade, increased costs – my business rates this year went up by double the rate of inflation – and higher employment costs due to minimum wage increases. Businesses are already starting to feel the effects of the difficult economy.....a chat with the estate agents will confirm this as some have already gone out of business, others are shedding staff. My business and others like mine need help and encouragement from the council to bring shoppers into the town, and in return we can continue to trade, make the town centre vibrant, and employ local staff.</p>	<p>Cabinet have fully considered all the charging options available to them in selecting the suggested level of increase.</p> <p>The charges proposed are still less than those levied by other towns outside the District. There are also the associated costs, inc. fuel, incurred in travelling to those destinations.</p> <p>In considering the level of charge for Huntingdon, Cabinet considered the need to provide for both immediate short and long-term needs, which is reflected in the proposed charging levels, the recent completion of the new long-stay car park at Bridge Place, Godmanchester and the end of free car parking within Huntingdon to the pressures on overall parking provision.</p>

	<p>I believe raising the charges by these proposed amounts are just going to escalate the pressure on businesses within the town centre and this will lead to empty units, staff out of work, an unattractive town centre and, for HDC, less income from business rates.</p> <p>Ok, so what do I feel acceptable ?</p> <p>I guess increases are inevitable even in this climate, but please make 40 pence for 1 hour, 80 pence for 2 hours etc. the very limit. Provide more free spaces out of town for the long stay parking (the rail users who part in the Riverside will clog the streets around Hartford rather than pay), and introduce lower or free parking on Saturdays, traditionally a shopping/less commuting day.</p> <p>I also think fixing prices now for 4 years shows a lack of flexibility. I feel reviewing after 2 is preferable as the town centre might be able to sustain further increases then if the confidence amongst businesses has improved.</p> <p>Please remember we cannot compete with Cambridge and Peterborough as a shopping destination, and up until now our lower parking charges have compensated for the lesser breadth of shop and services here. Too much on the parking costs, and shoppers will just avoid our town centre to visit the above instead.</p> <p>I do hope you take my views into consideration. I really want to continue trading in and supporting Huntingdon town centre, but I cannot stress enough the importance of the help we need from HDC with issues like parking to allow us to make this possible.</p>	
<p>Dr Angela Owen-Smith, Chair and John Nunn, Vice-Chair, and the Directors of Huntingdon Town Partnership</p>	<p>To ensure the continued economic vitality of Huntingdon as a market town it is vital to encourage shoppers and visitors by keeping car parking charges “reasonable”.</p> <p>Huntingdon already suffers from the reputation of having too few parking spaces making it difficult to park in the first instance. Excessive car park charges will be a second reason for residents, shoppers and visitors to not venture in to the town.</p>	<p>Cabinet have fully considered all the charging options available to them in selecting the suggested level of increase.</p> <p>In considering the level of charge for Huntingdon, Cabinet considered the need to provide for both</p>

	<p>In the last three to six months the trading situation in Huntingdon has deteriorated in line with the impact of the “credit crunch” and this has shown itself with recent closures of the estate agents offices in the High Street, namely Bennett Saunders and Haart.</p> <p>In addition market traders at both the Traditional Market and Farmers’ market have ceased trading due to overhead costs and competition.</p> <p>Feedback on turnover from both independent and national retailers has not been good and follows a national trend of declining footfall figures.</p> <p>Following the consultation process for car park charges we write with the following observations and representations of the charges proposed under “The District Huntingdonshire (off-street parking places) Order 2008”.</p> <p>1) Riverside and Bridge Place should be FREE to park on Saturday</p> <p>This will assist the local economy of Huntingdon as shoppers and visitors will be able to enjoy the town on Saturdays, a traditional family day, without having to dash back to the car park before the ticket expires.</p> <p>In St. Neots the facility of the long stay Riverside car park will remain FREE all week.</p> <p>2) The cost of parking for periods in excess of 10 hours is £4.80 at Riverside (long stay) and Bridge Place. This charge should be in line with the cost of all day parking at the railway station.</p> <p>During the consultation period with Steer Davies Gleave the impact of the mainline railway station and commuters was acknowledged. The aim of the high, long stay charge was to deter rail commuters from using the town car parks and blocking spaces for shoppers and visitors.</p> <p>All day parking charges at the railway have increased at least twice, since the</p>	<p>immediate short and long-term needs, which is reflected in the proposed charging levels, the recent completion of the new long-stay car park at Bridge Place, Godmanchester and the end of free car parking within Huntingdon due to the pressures on overall parking provision.</p> <p>Saturday users will have the flexibility to be able to select the most appropriate charging level at Riverside and Bridge Place in which to undertake all their needs at a rate no higher than £1.50 per day.</p> <p>The charge to be levied in each town has been assessed on a town by town basis. The long-stay parking demand is less in St. Neots than it is in Huntingdon.</p> <p>The charge levied to deter rail commuters will be considered again when the next review commences in 2009.</p> <p>Ingram Street and St. Germain Street car parks do not currently suffer the effects of rail commuter car parking due to the high levels of residential parking, Season Ticket users and spaces generally not being available to early morning commuters. The level of charge has been set to avoid deterring residential users. Rail commuters would not</p>
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	<p>consultation started in the autumn 2006, and currently stand at £5.80 a day.</p> <p>3) Ingram Street, Gt Northern Street and St Germain Street (minor) will allow commuters to park up to 23 hours for £2.00</p> <p>These three car parks allow the opportunity to park in the town centre for up to 23 hours. The category of more than 10 hours and up to 23 hours at a charge of £4.80 (or more – see point 2) should be added to these car parks.</p> <p>Will the limitation of not buying a ticket until after 8am still apply in these car parks? See page 13 of the Order – 3(i) and 3(iii) state 7am to 6pm and then 8.10am and 6pm respectively.</p> <p>We would ask you to consider all the above points before the car park charges are confirmed for Huntingdon.</p>	<p>qualify for the purchase of Season Tickets, unless they were residents of Huntingdon. The use of these car parks will be monitored and considered further as part of the next review commencing in 2009.</p> <p>Gt. Northern Street car park is currently used by residents, town centre workers and rail commuters. While it the longer-term aim to restrict use by rail commuters, this is planned to be considered once additional, alternative long-term parking becomes available as part of development West of Town centre.</p>
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