

**HUNTINGDONSHIRE CAR PARKING STRATEGY 2007**

**APPROVED ACTION PLAN – 2008-2011**

**HUNTINGDON**

<b>Timescale</b>	<b>Issues</b>	<b>Recommendations</b>	<b>2009 REVIEW MONITORING</b>
SHORT	Demand to meet immediate capacity issues	Provision of new long-stay car park at Bridge Place, Godmanchester	Complete Summer 2008
	Long and short stay parking imbalance	Mill Common to become all short-stay	Implemented 1 <sup>st</sup> October 2008
	Free parking encourages car use and discourages other modes of travel where appropriate. Free parking also encourages rail commuters to park for free to avoid rail station car parking charges	Introduce appropriately targeted charges for long-stay car parking at Riverside and Bridge Place	Implemented 1 <sup>st</sup> October 2008
	Encouraging leisure activities and use of Riverside Park	Introduce designated short-stay car parking at Riverside	Implemented 1 <sup>st</sup> October 2008
	Managing car parking demand	Introduce new 3-year pricing policy and amend charges to keep demand at 2007 baseline	Implemented 1 <sup>st</sup> October 2008
		Review Off-Street Parking Places Order including removal of employment-based Season ticket permits which currently allow parking inside ring-road by reallocating to long-stay charge car parks outside ring-road. For residents living within designated town centre zone, Permits and Season tickets will continue to allow use of certain car parks within ring-road	Implemented 1 <sup>st</sup> October 2008. Existing Season Ticket holders expired 30.9.09 and all Season Ticket holders now park outside the ring-road (except St. Germain Street Minor).
		Introduce low emission vehicle rate within Season Ticket regime for employees working in town centre or residents living within	Implemented 1 <sup>st</sup> October 2008

		designated zone	
		Work with CCC to review all one-hour on-street parking charges	Approved by Hunts AJC July 2008. Review to be undertaken by CCC - awaited.
		Undertake trial of new ticket machine technology at Riverside and Bridge Place including alternative payment options to cash i.e. credit/debit cards/mobile phone	Implemented 1 <sup>st</sup> October 2008 (Credit Card facilities from Summer 2009).
MEDIUM	Demand to meet immediate capacity issues	Investigate leasing options for land for long-stay car parking at Brampton Road	Car parking implemented by private developer and opened April 2009. Planning related issues on-going.
	Managing car parking demand	Monitor effect of new ticket machine trial and investigate roll-out to other car parks including hand-held data capture technology	Trial results reported as part of 2009 review. Hand-held data capture now in operation as part of Street Ranger service.
	Ineffective signage/distribution of vehicles across parking spaces	Investigate fixed or variable message signing	Scheme agreed with CCC to provide fixed signing and space Nos. around ring-road. Awaiting implementation by CCC as part of wider signing project.
	Town Centre development requiring additional car parking	To continue to work with developers such as Chequers Court and West of Town Centre to secure additional car parking	On-going. Lead Officer – Director of Environmental and Community Services.
	Promoting travel choice. Free parking encourages car use and discourages other modes of travel where appropriate	Begin scaling long-stay charging levels upwards to reflect local bus journey fare levels	Commenced as part of pricing changes implemented 1 <sup>st</sup> October 2008.
LONG	Decriminalised parking	Continue to work with partners to explore the issues arising from decriminalisation	County Council undertaking further countywide negotiations and financial modelling.
LONG (plus)	Economic growth, town centre parking supply and managed demand	Explore the possibility of Park & Ride but only when a business case can justify such provision	No progress

## ST. NEOTS

<b>Timescale</b>	<b>Issues</b>	<b>Recommendations</b>	<b>2009 REVIEW MONITORING</b>
SHORT	Market Day demand to meet immediate short-term capacity	Tan Yard to become all short-stay	Implemented 1 <sup>st</sup> October 2008
	Managing car parking demand	Introduce new 3-year pricing policy and amend charges to keep demand at 2007 baseline	Implemented 1 <sup>st</sup> October 2008
		Review Off-Street Parking Places Order to reflect pricing and regime changes including removal of employment-based Season ticket use in Tan Yard and The Priory Car Park	Implemented 1 <sup>st</sup> October 2008
		Introduce low emission vehicle rate within Season Ticket regime for employees working in town centre or residents living within the town	Implemented 1 <sup>st</sup> October 2008
		Work with CCC to review all one-hour on-street parking charges	Approved by Hunts AJC July 2008. Review to be undertaken by CCC - awaited.
MEDIUM	Long and short stay parking imbalance	Investigate; a) expansion of Cambridge Road long-stay to replace parking lost at Tan Yard, b) improved pedestrian access to Huntingdon Street following any relocation of HWRC and c) consider appropriately targeted charges for long-stay car parking at Cambridge Road	(a) & (b) being considered as part of Huntingdon Street former HWRC site redevelopment. (c) recommendations as part of 2009 review.
	Managing car parking demand	Monitor effect of new ticket machine trial in Huntingdon and investigate roll-out to other car parks including hand-held data capture technology	Trial results reported as part of 2009 review. Hand-held data capture now in operation as part of Street Ranger service.
	Town Centre development requiring additional car parking	To continue to work with partners to secure additional parking in association with new development	On-going. Likely to emerge from Core Strategy recommendations.
	Promoting travel choice. Free parking encourages car use and discourages other modes of travel where appropriate	Begin scaling long-stay charging levels upwards to reflect local bus journey fare levels	Commenced as part of pricing changes implemented 1 <sup>st</sup> October 2008.
	Free parking encourages car use and discourages other modes of	Continue to evaluate whether the introduction of targeted long-stay parking charges at	Recommendations made as part of 2009 review.

	travel where appropriate	Cambridge Road would be appropriate	
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LONG	Meeting car parking demand	Work with partners to explore the possibility of additional car parking on the south side of the town centre	No progress. Likely to emerge from Core Strategy recommendations.
	Decriminalised parking	Continue to work with partners to explore the issues arising from decriminalisation	County Council undertaking further countywide negotiations and financial modelling.
LONG (plus)	Economic growth, town centre parking supply and managed demand	Explore the possibility of Park & Ride but only when a business case can justify such provision	No progress

### ST. IVES

Timescale	Issues	Recommendations	2009 REVIEW MONITORING
SHORT	Managing car parking demand	Introduce new 3-year pricing policy and amend charges to keep demand at 2007 baseline	Implemented 1 <sup>st</sup> October 2008
		Review Off-Street Parking Places Order to reflect pricing and regime changes	Implemented 1 <sup>st</sup> October 2008
		Introduce low emission vehicle rate within Season Ticket regime for employees working in town centre or residents living within designated zone	Implemented 1 <sup>st</sup> October 2008
		Work with CCC to review all one-hour on-street parking charges	Approved by Hunts AJC July 2008. Review to be undertaken by CCC - awaited.
MEDIUM	Managing car parking demand	Monitor parking levels on London Road Flood Arches to ensure parking demand needs continue to be met	On-going.
		Assess car parking needs in Market Hill as part of future Environmental Improvement scheme	In abeyance as part of wider decision relating to Environmental Improvement scheme.
		Monitor effect of new ticket machine trial in Huntingdon and investigate roll-out to other car parks including hand-held data capture technology	Trial results reported as part of 2009 review. Hand-held data capture now in operation as part of Street Ranger service.
	Promoting travel choice.	Begin scaling long-stay charging levels	Commenced as part of pricing

	Free parking encourages car use and discourages other modes of travel where appropriate	upwards to reflect local bus journey fare levels	changes implemented 1 <sup>st</sup> October 2008.
LONG	Economic growth, town centre parking supply and managed demand	Monitor effects of Guided Bus Park & Ride car park when open from early 2009 and effects on town centre car parking	Guided Bus opening delayed to late 2009. Effects will be monitored from that date.
	Decriminalised parking	Continue to work with partners to explore the issues arising from decriminalisation	County Council undertaking further countywide negotiations and financial modelling.

**RAMSEY**

<b>Timescale</b>	<b>Issues</b>	<b>Recommendations</b>	<b>2009 REVIEW MONITORING</b>
SHORT	Managing car parking demand	Investigate the introduction of short-stay parking areas within Mews Close car park to control long-stay parking levels. Possible 'Disc Parking' permit, subject to revenue costs	Recommendations made as part of 2009 review.
		Review Off-Street Parking Places Order where necessary	Recommendations made as part of 2009 review.
MEDIUM	Loss of off-street parking at New Road with resultant loss of capacity	Investigate replacement provision on District Council land at Mews Close. Possible 50/50 scheme with residential provision. Proven area of demand	Recommendations made as part of 2009 review.
LONG	Removal of High Street parking	Work with County Council to investigate removal of on-street parking to improve safety and traffic flow	Traffic Orders currently being advertised by County Council for public consultation. Also included as part of Ramsey Market Town Transport strategy public consultation.
	Decriminalised parking	Continue to work with partners to explore the issues arising from decriminalisation	County Council undertaking further countywide negotiations and financial modelling.