

ON-STREET PARKING POLICY

Policy 1: General application

On-street parking controls will be introduced where necessary to assist the flow of traffic, improve road safety, to manage demand or to meet strategic transport objectives.

Policy 2: Charges

Where designated parking spaces are provided, charges **may** be levied on motorised vehicle use. In areas where decriminalised parking enforcement operates, charges **shall** be levied for all designated parking spaces where demand is likely to generate a financial surplus to offset enforcement costs.

Any changes **must** be sufficient to cover administration, operation, review and enforcement costs and may generate a financial surplus for investment in parking or highway and environmental improvements.

The level of on-street charges will take account of the level of any off-street parking charges in the area. The relationship should normally encourage the use of off-street facilities in the wider interests of highway users. The level of on-street charges should also take into account the level of local bus service fares to encourage greater use of public transport.

Policy 3: Area basis

Within urban areas, on-street parking controls **shall** be introduced on an area basis taking in clearly defined blocks of streets to deter as far as reasonably practicable the migration of parking into surrounding streets. The boundaries of individual areas will be developed and agreed through consultation with local councillors. As part of this process local councillors will be encouraged to take into account the risks and consequences associated with the transfer of parking to neighbouring streets, understanding that should transfer take place, that there is no guarantee on the timescale for resource to be made available to address any problems associated with transfer. If it does not prove possible to reach an agreement on the extent of the area through consultation with local councillors, the matter will be referred to the Area Joint Committee for determination.

An area based approach should not preclude the provision of parking restrictions to address localised obstruction or safety issues or the provision of parking controls on major routes to meet strategic transport objectives as advocated in Policy 1.

Policy 4: Balance of provision

On-street parking controls **shall** secure a reasonable balance of all parking needs, for motorised and non-motorised vehicles, taking into account strategic transport objectives and the need to secure appropriate provision for local residents.

Policy 5: Residents' parking

Where reserved spaces are provided for residents, bona-fide residents **shall**, subject to any control on the number of permits available, be able to:

- (a) purchase permits allowing them to park in any reserved residents' space within their area; and
- (b) purchase visitors' permits which would provide access for visitors to any reserved residents' space within the area.

Where residents' permits are issued a charge **shall** be levied sufficient to cover administration, operation, review and enforcement costs and which may generate a financial surplus for investment in parking or highway and environmental improvements. The level of residents' permit charge will also take account of strategic parking and transport demand management objectives.

Where visitors' permits are issued a charge **shall** be levied to cover administration, operation, review and enforcement costs and which may generate a surplus for investment in parking or highway and environmental improvements. The level of visitor permit charge shall also take into account the level of local bus service fares to encourage greater use of public transport.

The costs associated with the installation of residents' only parking bays (i.e. signing and road marking costs) should be recovered by a one-off charge to residents when they first purchase a residents' permit. For simplicity the level of a one-off charge will be equivalent to the annual permit charge for a standard residents' permit scheme (Monday to Saturday, 9am-5pm).

Policy 6: Disabled parking

On-street blue badge parking bays **may** be provided where blue badge holders do not have access to suitable off-road parking, subject to the following criteria:

- the blue badge holder is either the driver of a vehicle or the driver is resident at the same address as the blue badge holder
- a suitable location for the blue badge bay can be found that is acceptable to the police
- that the need is supported by the local Member(s) and the Town/Parish Council.

Policy 7: Business parking

Where businesses have no access to off-street parking and a vehicle is essential to the operation of the business they **shall** be able to purchase permits to allow parking in any designated parking spaces within their area. A limit on the number of permits issued may be set where considered appropriate.

Where business permits are issued a charge **shall** be levied to cover administration, operation, review and enforcement costs and which may generate a financial surplus for investment in parking or highway and environmental improvements. The level of business permit charge shall also take into account the level of charge for any on-street long stay parking provided in the district and shall be at least twice the level of any residents' permit charge in the area.

Policy 8: Car clubs

To reduce car ownership in urban areas, designated parking bays may be provided on-street to provide parking for car club vehicles. Permits for car club bays shall only be issued to accredited car club operators authorised to operate within that area.

Where car club permits are issued a charge **shall** be levied sufficient to cover administration, operation, review and enforcement costs and which may generate a surplus for investment in parking or highway and environmental improvements.

However, during the initial year of operation of any car club scheme, permit charges may be waived to help establish commercial viability.

Policy 9: Heavy Commercial Vehicles

In urban areas, parking controls **may** be introduced to prohibit parking by heavy commercial vehicles (HCV) where it has not proved possible to manage HCV parking through the enforcement of HCV licensing conditions through the Traffic Commissioners.

GUIDANCE AND INTERPRETATION

The following guidance is intended to help interpret the on-street parking policies to ensure a consistent and equitable approach to parking management across the whole county. It also sets out the roles of Area Joint Committees and how surplus income from on-street parking will be utilised.

Policy 1: General application

This policy provides for the provision of all types of parking control including waiting and loading restrictions, designated parking bays and clearway restrictions. The need for such controls should take into account:

- The requirements of the Traffic Management Act 2004 which requires Highway Authorities to expedite the efficient movement of traffic on its road network and to work with neighbouring Highway Authorities
- The responsibility of the Highway Authority to improve the safety of road users
- Local Transport Plan (LTP) objectives to encourage greater use of sustainable transport
- Long Term Transport Strategy (LTTS) objectives for managing transport demand, within the context of the growth agenda in the county, particularly within Cambridge and the Market Towns
- Environmental aspects of highway management, particularly air quality
- The need to achieve a reasonable balance of parking demands and to provide an appropriate level of parking for local residents.

Whilst the policy facilitates the introduction of parking controls, their provision will need to take account of financial and staff resources which will need to be prioritised. Where

County Council financial resources are not available, third party funding of parking controls is permitted if the proposed measures are consistent with policy requirements. Parking should only be restricted or prohibited where there is a safety or access problem to be addressed. Restrictions or prohibitions of parking i.e. yellow lines or clearways should not be used as a way of meeting other strategic objectives. These objectives should be met by managing rather than prohibiting or restricting parking. This could include controlling the duration of stay, designating parking areas for specific use or by applying parking charges.

Policy 2: Charges

Income from parking needs to be managed efficiently to ensure that all the associated costs are met. This needs to include all administration, operation, review and enforcement costs and parking charges will need to be reviewed regularly to ensure they reflect any increased costs.

A key principle is that all parking charges may generate a surplus but the use of any surplus shall be restricted to investment in parking, public transport, highway or environmental improvements.

The cost of on and off-street parking needs to take account of the level of local bus service fares, as far as is practicable, to encourage greater use of public transport. However, it is recognised that the setting of public transport fares is not within the direct control of the County Council and consequently achieving a suitable relationship between the costs of parking and public transport may not always be possible.

The cost of on-street parking should normally be set higher than for any off-street parking in the area to make the use of off-street parking more financial attractive than on-street parking in the general interests of road safety and access.

Motorcycles are currently exempt from pay and display and residents' permit charges because of the difficulties of displaying a parking ticket or permit on the vehicle for enforcement purposes. However, following the introduction of any 'virtual' parking system whereby enforcement would be undertaken by way of the vehicle registration plate, charges may be levied on motorcycle parking.

Policy 3: Area basis

In urban areas parking controls should be developed on an area basis. This is particularly important in Cambridge and the Market Towns where there is a greater potential for parking problems to be transferred into neighbouring streets. Parking control areas should consist of a clearly defined block of streets avoiding, wherever possible, dividing individual streets, generally bounded by main roads or local distributor roads. In exceptional circumstances, isolated cul-de-sacs that lead directly off main roads or local distributor roads may be considered as an area.

Parking control areas will be developed for Cambridge and the Market Towns through consultation with local councillors to identify suitable sized zones for area wide controls.

It is recognised that gaining consensus on area wide parking controls is never easy as needs may vary from one street to the next within areas. Area wide parking proposals are

required to be the subject of a statutory consultation process with any objections being determined by councillors which gives an opportunity for all views to be taken into account.

Avoiding the need for consensus within an area by reducing the area of control is not considered an effective or efficient way of managing parking as experience has shown that the problem of transfer will result in any streets excluded in an area being adversely affected leading to an inevitable need to revisit and extend the original controls which is costly in resource and financial terms.

Whilst reaching a consensus on an area basis is always desirable, the ultimate decision on the implementation of area wide controls must rest with local councillors. It may not always be possible to achieve majority support in every street within areas, particularly for residents' only parking bays, but it is not reasonable to delay measures to address parking problems in some streets within the area where there is support for parking controls because of the lack of support in other streets in the area where the parking problems may not be as severe at that time.

In any streets within an area where it is not possible to establish a consensus on the implementation of residents' only parking bays, designated but uncontrolled parking bays should be provided as an alternative. Residents parking permits would only be issued to residents of those streets with residents' only parking bays. The designated but uncontrolled parking bays can be converted to residents only parking bays at a later date as demand arises or circumstances require. This approach will facilitate efficient and cost effective delivery of parking controls but with sufficient flexibility to respond effectively to the demand for residents' only parking bays over time.

The risks and consequences associated with parking transfer to neighbouring streets, particularly when residents' only parking bays are proposed, should be made clear to all residents in the area when consulting on area wide proposals. This will enable residents to take a balanced view on whether or not they wish to support the provision of residents' only parking bays in their streets and the consequences of their decision.

Policy 4: Balance of provision

Key to the success of area wide parking controls is achieving a reasonable balance of often conflicting needs. In formulating parking control proposals the following needs should be taken into account:

Residents: whilst reasonable provision needs to be made for residents' needs this should not be at the exclusion of other needs.

Cycle parking: the provision of cycle parking should form part of all parking proposals but for cycle parking to be used it needs to be reasonable close to the destination and to provide a reasonable level of security.

Blue badge holders: with an aging population more careful consideration needs to be given to the number and location of bays provided within an area. Bays need to be sited close to key destinations.

Car clubs: the level of parking provision for residents can be reduced by the provision of parking bays for car clubs. Once established as viable schemes, car club operators

should be expected to contribute towards administration, operation, review and enforcement costs.

Taxi ranks: may be required in central urban areas or where there is likely to be significant demand such as near railway or bus stations.

Bus stops: adequate provision should be made to accommodate any scheduled services stopping within the area. In urban area and suburban areas, all bus stops should be subject to a daytime bus stop clearway restriction.

Motorcycle parking: demand can generally be met by on-street parking bays where motorcycles are currently exempt from any charges. In areas of high demand such as in city and town centres, consideration should be given to designated bays solely for motorcycle parking.

Loading bays: adequate opportunities for loading and unloading should be provided to ensure the viability of shops and businesses. This is particularly important for local community shops that generally have no off-street loading provision and which rely on a degree of passing trade for commercial viability.

Short stay: some level of parking should be provided to facilitate access to the area for short stay visits. In residential streets where residents' parking bays are provided the need is likely to be limited. The provision of short stay bays can help ensure that some provision is available for visiting tradesmen.

Long stay: generally the provision of long stay parking, most probably for commuters is likely to be the lowest priority in most areas where parking controls are applied. In residential areas where there is limited demand for on-street parking by residents, there may be more opportunity to provide for longer stay parking.

Needs and demands will vary from area to area and it may not always prove possible to provide for all needs. To account for this, priorities will need to be set, within the local context. The use of dual purpose parking bays can increase overall parking capacity e.g. a parking bay might be used for a designated user during the working day but be available for general parking during the evening / night time.

Policy 5: Residents' parking

The level of development in the county is anticipated to increase parking pressures in urban areas and it is expected that there will be an increasing need for residents' parking schemes. The provision of residents' parking should form part of area wide proposals with the level of parking provided for residents balanced with other local needs.

The residents' permit charge structure may allow discounts for low emission vehicles or those with smaller engine capacity to help meet environmental objectives. It may also allow discounts in areas where the permit number to parking space ratio results in a lower level of service for residents. Any discounts shall be determined in the context of strategic transport and demand management objectives.

Within existing residents' permit scheme areas, any new development within an established residents' parking scheme will not qualify for the provision of residents' parking permits. The redevelopment of an existing dwelling or dwellings that results in an increase

in the number of dwellings will preclude the issuing of permits to any of the dwellings, including the existing dwelling or dwellings.

Where development takes place within the curtilage a property that does not involve any material change to the existing dwelling or dwellings but results in the provision of additional but separate dwellings, no permits will be issued to the new dwelling(s) but the existing dwelling(s) will retain the right to apply for residents' permits.

All dwellings whether existing or newly developed will be eligible to apply for visitors' permits.

Policy 6: Disabled parking

The application form for a blue badge parking bay is available on the following link: <http://www.cambridgeshire.gov.uk/transport/around/carjourneys/parking/bluebadge/>

Subject to the determination of any objections through the normal statutory traffic order process, blue badge parking bays will be provided. However, the use of these bays cannot be restricted to an individual blue badge holder and must be available for use by any blue badge holder.

To provide greater opportunities for blue badge holders to access disabled parking places, in areas of high demand, limits on the duration of stay may be introduced to achieve greater turnover of use. Where demand is high, typically in central urban locations or close to key destinations, access to disabled parking bays may be restricted to blue badge holders with severe disabilities that preclude or prevent access by public transport alternatives.

Policy 7: Business parking

Where businesses can show that they have a genuine need for operational parking they may apply for a permit to use designated parking bays within the area. Operational need does not include parking for staff but might include, for example, parking for a vehicle used periodically to deliver goods to customers. The need for the permit would be reviewed on a regular basis. New business premises developed within an existing parking control area would not be eligible to apply for a business permit.

The number of business permits issued will need to take account of the overall demand for parking in an area and may be limited if considered appropriate.

Policy 8: Car clubs

The establishment of car clubs has the potential to reduce residents parking levels thereby freeing up kerbside space for other parking needs. Within existing and new residential areas the use of car clubs should be encouraged and where off-street parking cannot be provided, designated on-street parking bays for car club vehicles may be provided to facilitate schemes.

Where car clubs become well established, consideration should be given to reducing the amount of residents' parking over time to encourage a continued shift towards the use of car clubs.

Policy 9: Heavy Commercial Vehicles

The general lack of parking facilities for heavy commercial vehicles (HCVs) in the County can lead to parking in residential areas. HCV parking controls should, wherever practical and possible, avoid simply relocating HCV parking to other neighbouring residential areas. This may involve the use of area wide HCV parking controls.

The Use of Surpluses

Any on-street surplus will be invested by the County Council in parking, public transport, highway or environmental improvements within the district in which the surplus was generated in accordance with County Council priorities.

In the event that decriminalised parking enforcement is introduced across the whole of the county, any operational surpluses in any district would be used collectively to meet the cost of the countywide operation. Any remaining surpluses would then be redistributed back to each district for investment by the County Council in parking, public transport, highway or environmental improvements in accordance with County Council priorities.

The Role of Area Joint Committees

The setting and reviewing of on-street parking charges will be undertaken through Cabinet with Area Joint Committees being consulted, taking into account County Council policies and transport strategies. This should ensure that the policy relationship between on and off-street charges are maintained. When setting on-street charges, Cabinet shall take note of strategic transport objectives and to ensure that all administration, operation, review and enforcement costs are met.

Area Joint Committees may be asked to comment on the priorities for the investment of any on-street parking surpluses.

New developments

Within new developments, developers may wish to provide on-street parking. Within urban areas where new roads that are being offered up for adoption as public highway, there will be an expectation that parking will only be permitted on-street in properly designed parking areas. The assumption will be that any other parking on-street will not be permitted and the County Council will introduce appropriate parking controls. Developers will be required to fund the traffic regulation order process to introduce suitable parking controls. This will avoid the need for public funds to be spent on resolving parking issues arising within development areas.