

Appendix 2 Parking Issues Discussion Paper

1. Aims

To outline options available to South Cambridgeshire District Council, Cambridgeshire County Council and Cambridgeshire Constabulary to mitigate impacts of illegal on-street parking, together with considerations on these options, in order to inform Cabinet as to action(s), if any, for the District Council.

2. Rationale

Cambridgeshire Constabulary has responsibility for policing parking in South Cambridgeshire. However, because parking is not a priority for the police, very little budget or resource is allocated to it, meaning there is almost no parking enforcement in the district (152 parking tickets issued in 2017-18; data from Cambridgeshire Police).

For some villages this has very little impact. However, for larger villages such as Great Shelford, Sawston and Cottenham which have growing populations and increasing numbers of visitors attracted by their shopping, recreational and leisure facilities, the lack of enforcement is adversely affecting quality of life and public safety for both residents and visitors (Parking issues in Gt Shelford and Sawston, Appendix 1).

The first step in trying to address the problem must be to consider and record in detail the possible parking models: their respective costs, advantages and disadvantages. This will then provide the basis for a rational decision about which model is likely to be most feasible and sustainable for our residents.

Consequently, South Cambs District Council has undertaken to draft this Discussion Paper. Note that the paper is an exercise in evidence-gathering and interpretation, and as such will lack the conclusiveness of reports drawn up by organisations with expertise in these matters. Nevertheless, our hope is the Paper will be sufficient to inform Cabinet discussions about the appropriate next steps to helping residents in our busier villages solve this growing problem.

The authority that is ultimately responsible for leading on a solution to this problem will depend on which parking control model is most feasible and sustainable for our residents, whether that is the current model or an alternative.

3. What we know about the nature of the problem?

Problem parking in South Cambs includes a range of issues including

Parking which is clearly illegal, eg

- parking on double yellow lines
- parking on zebra crossings and loading bays
- parking on junctions

Parking which, whilst unwelcome and often inconsiderate, may not be illegal, eg

- parking on pavements
- parking which obstructs driveways
- parking by commuters in residential streets (which may include above)

There has been no systematic appraisal of the extent of problem parking, or the extent to which it is of concern to residents. We know that it is of great concern to Great Shelford parish council who state, 'Complaints from residents are frequent... There have been accidents attributable to bad parking and reasonably frequent episodes of 'road rage'. Parking enforcement is the single most important issue for the village.' (Appendix 1) Concerns from Sawston have been raised through local Member Cllr Milnes, (Appendix 1). We know from a show of hands at the Cabinet and Parish Councils Liaison Meeting held on 27 November 2018 that many parishes are interested in tackling parking issues. And we know from a Cambridge News report in February 2017 following the introduction by the police on an online reporting facility for illegal parking that 100 reports were received in three days, mainly from Gamlingay, Willingham and Waterbeach (around the station).

The issue was last looked at by South Cambridgeshire District Council in August 2015. A report on Traffic Issues (Parking) was drafted for the purposes of updating the Portfolio for Environmental Services on issues raised via neighbourhood panel meetings relating to parking issues (Appendix 3). The report drew on verbal statements from the Police and complainants to the neighbourhood panel meetings, which at that time indicated that the bulk of the parking problems occurred around school/college opening and closing times and that any past enforcement was effective but only during the enforcement period, offenders quickly reverting to type once any enforcement ceased.

It should be noted that:

- (1) evidence upon which the report drew was limited, and this affects its conclusiveness (for example, it did not include consultation with parish councils)
- (2) the report was not published and is not publicly available, and therefore cannot be corroborated or challenged by parish councils or residents who continue to experience problems.

5. What do we know about the parking control options available to South Cambridgeshire?

Currently the parking control model in place in South Cambridgeshire is Police control, whereby the Police are responsible for setting the strategy for parking, monitoring and enforcing it.

The next two sections will consider in turn the alternative models of parking control that could be implemented in South Cambridgeshire, namely:

- Civil Parking Enforcement
- Improved enforcement by the police, funded externally

6. Civil Parking Enforcement

A local authority designated as a Highways Authority is able to apply to the Department of Transport (DfT) to take over responsibility for enforcing parking contraventions in their area (non-endorsable offences; police retain responsibility for endorsable offences. This is known as Civil Parking Enforcement (CPE) and is a legal process covered in the [Road Traffic Act 1991](#), the [Traffic Management Act 2004](#) and the [Road Traffic Regulation Act 1984](#). It is worth noting that the Highway Authority have no statutory responsibility to take on civil enforcement powers.

In two-tier authority areas such as Cambridgeshire the Highways Authority is the county council. CPE powers can be transferred to the County Council who may operate CPE directly or by delegation under an agency agreement with District Councils. The County Council carry out all enforcement in Cambridge City using civil enforcement powers. There is an agency agreement between the City Council and the County Council for County to carry out enforcement in the City Council off-street car parks.

There is no legal provision for reversing CPE.

Rules around financing of CPE

The policy framework on how to approach, carry out and review CPE is set out in [Statutory Guidance](#) to local authorities. This restates previous guidance that local authority parking enforcement should be self-financing as soon as practicable, but notes that “compliant applications for CPE will be granted without the scheme being self-financing. However, authorities will need to bear in mind that if their scheme is not self-financing, then they need to pay for it from within existing funding. The Secretary of State will not expect either national or local taxpayers to meet any deficit” (Section 2.9).

Set up costs – fixing ‘signs and lines’

The DfT need to be satisfied prior to making the designation order for CPE that, as well as other things, “Traffic Regulation Orders (TROs), traffic signs and road markings are in compliance with legal requirements and the traffic signs and road markings are consonant with the orders” (Section 3.1 of Statutory Guidance). Achieving full compliance can be costly. Although no figures are available for the likely cost of this work in South Cambridgeshire, information from Huntingdonshire sheds some light on the matter. A November 2017 study commissioned by Huntingdonshire District Council estimates costs of £153,612 for a review of TROs in Huntingdonshire including remedial work (see Appendix 4, p10). The study involved surveys of a sample of 220 restrictions in Huntingdonshire. 184 of these had more than one query resulting in 480 issues and defects being identified. (According to the report, the condition of TROs in Hunts was significantly worse than the national average, “potentially due to a lack of on-street signs and lines maintenance budget available in

Huntingdonshire”. Given that maintenance of these is a Cambridgeshire County Council responsibility, this might be expected to be the same in South Cambridgeshire.)

Set up costs – introduction of infrastructure for charging for parking (on-street or off-street)

It seems to be generally accepted that income from penalty charges is never reliable enough or sufficient to fully offset operational costs for CPE, and so is normally supplemented by income from on-street charging and charges for parking in public car parks. It is only possible to charge for on-street parking, and parking in public car parks where drivers are unable to find convenient free parking alternatives, which is mainly the case only in urban areas. No charges are currently made for on-street parking or parking in public car parks anywhere in South Cambridgeshire, as would be expected given its rural nature.

If charges for on-street and/or public car parks were to be introduced into South Cambridgeshire, this would require the creation of new infrastructure including parking bays, ticket machines, and the necessary IT for enforcement purposes. Staffing including Civil Enforcement Officers (CEOs), and a Parking Enforcement Manager would need to be recruited and equipped.

Operational Costs

The operational cost for CPE is made up of the costs of enforcement by CEOs and the costs of administration, including issuing of Fixed Penalty Notices (FPNs) and collection of debts.

Income from penalty charges received is used, alongside income from parking charges, to offset the operational costs. Charges under CPE are less than under police enforcement (£60, reduced to £40 if paid promptly with police enforcement; £50, reduced to £25 if paid promptly under CPE (see Appendix 5).

CPE in other English counties

A Civil Enforcement Area (CEA) is an area where responsibility for enforcing parking contraventions has been transferred to the local authority. (As noted above, this may be at county level or delegated to district level). Of the 327 districts in England, 94% (all but 21) are currently designated as CEAs, as can be seen in the [map and list of CEAs](#) published online by the DfT. Online sources indicate that of Councils in the 21 districts not currently designated as CEAs, at least two have decided against pursuing CPE at the present time (Wealden in East Sussex and Cherwell in Oxfordshire) whilst at least 10 are in the process of moving to, or actively exploring, Civil Parking Enforcement, (See Appendix 6).

CPE in Cambridgeshire

As noted above, Cambridgeshire County Council delegated CPE powers to Cambridge City Council in 2004. Serious consideration was given by the County Council to extending CPE into South and East Cambridgeshire in 2011.

[Minutes from the County Council Cabinet meeting](#) in March 2011 (Issue 351) note that Cabinet received a report to consider the financial implications and a potential implementation plan for extending CPE beyond Cambridge, recommending that the next phase of a countywide scheme should include East and South Cambridgeshire. Set-up costs would be funded by the £200,000 Local Transport Plan (LTP) capital budget allocation in 2011/12.

The financial model for a three-district operation (Cambridge and East and South Cambridgeshire) predicted an overall deficit of around £155,000 from on- and off-street operations. It was proposed that part of this deficit would be covered by Cambridge City and East Cambridgeshire from their off-street enforcement operations. Part would need to be met by on-street parking charges in East Cambs. The deficit for on-street enforcement in South Cambridgeshire was relatively modest (one full-time equivalent TEO was proposed and a deficit of £5,000 per year was anticipated) and it was proposed this could be managed within county parking budgets until such time as any on-street parking charges were applied in parking hotspots to generate income.

This compared with an operating deficit for the then current operation in Cambridge of around £182,000 for 2009/10. The off-street share of the deficit would depend on how costs were apportioned and this would be subject to further discussions with the district councils but it was expected that around a third of the deficit would be recovered.

It was agreed at the March 2011 Cabinet meeting to support an application to the DfT for powers to introduce CPE in East and South Cambridgeshire. However, following the district council elections in May 2011, the new East Cambridgeshire District Council revised its parking charge proposals and reviewed its earlier support for CPE. Furthermore, it was concluded on the basis of consultation that there was very little appetite for CPE in South Cambridgeshire, and so [a report to Cabinet in December 2011](#) recommended deferring a decision on extending CPE to East and South Cambridgeshire.

More recently, following a paper to their April 2018 meeting highlighting that Cambridgeshire is one of very few areas without CPE, Cambridgeshire & Peterborough Countywide Community Safety Strategic Board set up a working group to look at Civil Parking Enforcement with representation from Highways, District and City Councils supported by the Cambs Constabulary's Road Safety Officer. At the first and only meeting of this group on 4 June 2018 it was reported that 'Cambridgeshire County Council had previously engaged an independent expert to conduct a (parking) review of certain areas of Cambridgeshire. The Consultant has been re-engaged to review this work and develop. Findings are not anticipated until August/September time'.

Subsequent enquiries revealed that plans for this consultancy report had been shelved. There are no current plans for the working group to meet again.

CPE in South Cambridgeshire – some considerations:

City Fringe Development Areas

Cambridgeshire County Council is in the process of approaching the DfT with a view to expanding their CPE powers into new developments on the City's fringes and on some bus-only links. A key driver for this is that an extension of CPE is necessary to allow enforcement of bus-only lanes using cameras into South Cambridgeshire. However, this would also address a problem currently

emerging in Trumpington Meadows. (Note that the land for Eddington is owned by the University and parking is being enforced privately). In all these areas on-street parking restrictions are in force or planned. Such areas will be enforced by TEOs in streets falling within the City boundary. In South Cambridgeshire enforcement is the responsibility of the police, giving rise to the likelihood that enforcement will only in practice be undertaken in the City areas. Given that this will sometimes mean one end of a street is enforced and the other isn't, it is likely to lead to some frustration for the South Cambs residents.

Northstowe and Waterbeach New Town

As urban areas, both Northstowe and Waterbeach New Town may in due course need public car parks and on-street parking restrictions. If charging in public car parks and/or on-street is envisaged, then consideration will need to be given to how these charges will be enforced.

Residents Permits

As noted above, one of the parking-related issues raised in parts of South Cambridgeshire is that of parking by commuters in residential streets, leading to difficulties for residents in finding space to park. With CPE, one possible solution to this would be resident parking zones which restrict parking to non-residents between specified times, and require residents to purchase permits.

5. Improved enforcement by the police, funded externally

As stated in the Rationale above, Cambridgeshire Constabulary has responsibility for policing parking in South Cambridgeshire. However, Police Constable (PC) and Police Community Support Officer (PCSO) deployments are made on the basis of threat, risk and harm, meaning that parking enforcement is rarely a priority.

Previous police initiatives addressing problem parking

In February 2017, then Chief Inspector James Sutherland set up new online reporting tool for parking contraventions, and promised occasional 'crack-down' days with targeted patrols using volunteer Special Constables and local PCSOs to focus on parking 'hot spots' (see [South Cambs Cops](#)). The tool is no longer operating.

In April 2018 the police set up a working group on parking issues as a result of a report on CPE to the Cambridgeshire & Peterborough Countywide Community Safety Strategic Board. The group met once. However, during the meeting it became clear that, whilst there had been work undertaken to explore local authorities taking on responsibility for the civil enforcement of parking contraventions, for a variety of reasons, there was no appetite to move to this position. With no appetite for change there appeared little purpose for future meetings and there are no current plans for further meetings.

External funding for parking enforcement work by the police

Given police priorities, parking enforcement is not likely to be undertaken to any great degree from within existing resources. However, police forces can and do undertake additional work paid for externally. (Where this is the case, officers are available in urgent situations to be deployed where

needed but agreements are made that this only happens exceptionally). Such externally funded work is not usually for parking enforcement (since in 94% of districts the police are no longer responsible for parking enforcement). However there are some examples where PCSOs are funded by district or parish councils solely for parking enforcement duties or for duties which include parking enforcement as below:

PCSO overtime hours funded in Great Shelford

In early 2016, Great Shelford Parish Council and a small number of other parish councils funded PCSO overtime hours for parking enforcement in a scheme set up by then Chief Inspector James Sutherland. This was on the basis of parish councils buying units of 42 hours enforcement over a six month period at a cost of £1,000. The scheme ran for six months but was terminated by Chief Inspector Sutherland as he believed it was taking too many resources (see Appendix 7).

PCSOs funded by Bury St Edmunds Town Council and Cherwell District Council

Bury St Edmunds Town Council were reported in early 2017 to be funding a recently appointed PCSO. As part of her role she would help tackle parking until CPE was in place ([St Edmundsbury Borough Council Report to Cabinet 7 Feb 2017](#)).

Cherwell District Council were reported to have agreed to fund the equivalent of a PCSO, at a cost of around £60,000 over two years, to stop motorists parking on double yellow lines ([Banbury Guardian, 5 Sept 2017](#))

Parking enforcement using police volunteers

Under the [Police and Crime Act 2017](#), (Section 38), volunteers working for the police can be given police powers including the power to issue FPNs. Cambridgeshire Constabulary takes advantage of these powers and has a police support volunteer scheme. A list of roles offered to volunteers can be seen on the [relevant pages of Cambridge Constabulary's website](#). Parking enforcement is not currently included in the roles offered.

The possibility has been raised that parking enforcement could be undertaken by local residents volunteering for the police for this particular purpose. Management cost for such volunteers would need to be considered and could possibly be funded by the District Council and/or by parish councils. This was raised verbally by Mike Hill with the PCC Chief Executive Dorothy Gregson and followed up by email in September 2018.

It should be noted that whilst the police *may* deploy officers and/or police volunteers as above, they are under no obligation to do so. Current police strategy in Cambridgeshire is to reduce the number of PCSOs in order to increase the number of PCs.

Commentary

The aim of this paper is to outline options available to the South Cambridgeshire District Council, Cambridgeshire County Council and Cambridgeshire Constabulary to mitigate impacts of illegal on-

street parking, together with considerations on these options, in order to inform Cabinet as to action(s), if any, for the District Council.

The preceding discussion has highlighted that the following investigations would be helpful next steps:

- Developing a comprehensive understanding of the current parking problems being experienced across the District, building on the support demonstrated by Parish Councils in the November Liaison meeting for the issue to be addressed
- Carrying out a study into the financial feasibility of the parking control models, specific to South Cambs
- Developing a forum for consistent high-level engagement between South Cambs, the Police and the CCC in solving parking problems experienced by residents in our district.

Appendices – available on request

1. Parking issues in Great Shelford and Sawston, evidence from parish councils, October 2018
2. Report to PFH for Env Services on traffic issues (parking) 2015/16, August 2015
3. Huntingdonshire District Council TRO Survey Study November 2017
4. Notes from Cambs Community Safety Strategic Board (CCSSB) working group on CPE, June 2018
5. English districts without CPE, Dec 2018
6. Gt Shelford PC, Notes on CPE, May 2018
7. Hunts DC Feasibility Study 2017 final report
8. Report on CPE to CCSSB April 2018

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Please find below some of my observations to the papers that have been sent to the OPCC in relation to parking enforcement in South Cambridgeshire as well as some other documentation; notably, (i) a map highlighting where some road traffic collisions have taken place in Great Shelford, and, (ii) notes from a meeting held on 4th JUNE 2018 at which Local Authority colleagues from across the county were invited to Cambridgeshire Constabulary Headquarters to discuss the possible move to a situation where they [the Local Authorities] were responsible for the civil enforcement of parking enforcements.

I hope this is helpful and aids discussions at your forthcoming meeting.

1. Police-issued tickets issued in relation to parking offences reveals the following:-

Location	2015	2016	2017	2018
County (Cambridgeshire and Peterborough)	2353	2098	1651	1272
South Cambridgeshire	64	133	140	22

A breakdown of those police-issued tickets in South Cambridgeshire reveals the following:-

South Cambridgeshire Locations	2015	2016	2017	2018	Total
Arrington	2	0	0	0	2
Balsham	0	0	0	1	1
Bar Hill	1	1	1	1	4
Bassingbourn	0	0	2	0	2
Caldecote	0	0	2	0	2
Cambourne	5	8	17	1	31
Caxton	0	0	0	1	1

Caxton Gibbet	0	1	0	0	1
Clayhithe	0	0	1	0	1
Cottenham	3	0	1	0	4
Duxford	1	2	0	0	3
Fulbourn	0	0	0	1	1
Gamlingay	6	1	3	0	10
Girton	0	0	0	1	1
Granchester	1	2	0	0	3
Great Shelford	7	25	10	4	46
Hardwick	1	0	1	0	2
Haslingfield	1	0	0	0	1
Histon	3	4	10	0	17
Impington	1	3	2	0	6
Linton	0	14	3	0	17
Longstanton	1	0	0	0	1
Longstowe	0	1	0	0	1
Melbourn	3	2	4	0	9
Meldreth	0	1	1	1	3
Orchard Park	1	1	0	5	7
Papworth	0	1	7	1	9
Papworth Everard	1	0	0	0	1
Sawston	7	8	19	1	35
Shelford	2	5	2	0	9
Swaversey	0	0	6	1	7
Thriplow	1	0	0	0	1
Waterbeach	6	48	28	3	85

West Whittlesford	2	1	0	0	3
Weston	0	1	0	0	1
Whittlesford	6	4	20	0	30
Willingham	2	0	4	0	6

It is worthy of note, and contained within some of the supporting documents provided by colleagues at South Cambridgeshire District Council, that for six months in early 2016 there were some Parish Councils within South Cambridgeshire who funded PCSO activity; in essence, paying PCSOs overtime to undertake parking enforcement activity. The document entitled 'Great Shelford Parish Council (GSPC) notes on Decriminalisation of Parking Enforcement (DPE)' dated May 2018 sets out that *"GSPC and a small number of other Parish Councils reluctantly agreed to fund PCSO overtime as this was the only option on the table"*.

With regards to PCSOs, obviously you will know that there has been a reduction in the number that we employ within Cambridgeshire Constabulary; moving from a county-wide establishment of 195 to 82.7 (full-time equivalents).

2. In terms of the tickets issued, most commonly they have been for the following:-
 - Allowing a vehicle to wait on a road when waiting is prohibited;
 - Allowing a motor vehicle to wait on a road in excess of limited period;
 - Wilful obstruction of a highway;
 - Parking without displaying permit / disabled persons badge, and
 - Causing unnecessary obstruction by a motor vehicle.
3. The data as set out in the two tables (above) is provided because within the document entitled 'Parking Issues Discussion Paper: DRAFT V2' there is mention of *"152 parking tickets issued in 2017-18"* and whilst this is accurate given the 140 tickets issued in 2017 and the 22 issued in 2018, the more detailed data provides greater contextualisation, and, hopefully, can aid continued debate on this matter.
4. Alongside this 'ticket-issued' data, road traffic injury collision data should perhaps be considered. Unfortunately the statistics for 2018 are awaiting verification from the Department for Transport so this data is not available. For the period 2015-17 there were twelve (12) collisions; seven (7) slight and five (5) serious injury road traffic collisions. This is shown on the map attached (above). Regarding Woollards Lane and the High Street (mentioned within the document entitled 'Appendix 1: Parking Issues in Great Shelford and Sawston, evidence from Parish Councils') there were two serious road traffic collisions in the High Street; one in 2016 and one in 2017. One of these was at the junction with Woollards Lane.

No road traffic collisions have been reported on Woollards Lane itself.

The map highlights that at least half of the road traffic collisions occurred at junctions.

Of course, it is not always the case that a contributory cause to the collisions is / was inconsiderate / illegal car-parking but it is reasonable to deduce that it was a factor in some of these collisions.

5. It is unfortunate but very understandable that colleagues from South Cambridgeshire District Council (and others) were given the impression that the police would lead on activity that would identify a joined-up approach to the enforcement of parking contraventions. Certainly, the paper that was first aired at the Countrywide Community Safety Strategic Partnership in early 2018, recommending that a working group to consider such issues be established, very much gives that impression. As a consequence the police convened an initial meeting and it was at this partnership-based meeting that individuals sought to ascertain the exact and current nature of the issue; i.e., what were the approaches being taken across the districts with regards to the enforcement of car-parking.

From a police perspective, the objective was to understand whether there was any appetite to achieve the situation whereby across the entire county (Peterborough and Cambridgeshire), there was the same position as that adopted in Cambridge (since 2004) and Peterborough (since 2003) whereby the local authorities enforced parking. However, during the meeting it became very clear that whilst there had been work undertaken to explore local authorities taking in responsibility for the civil enforcement of parking contraventions, for a variety of reasons, there was no appetite to move to this position. With no appetite for change there appeared little purpose for future meetings and this viewpoint was verbalised at the meeting.

As outlined at the beginning of this e-mail, notes from this meeting are attached above.

There are some actions listed at the conclusion of the paper and some updates against these are also outlined.

6. As outlined within the discussion paper Civil Enforcement Areas (CEAs) exist in 94% of districts (306 out of 327). I wonder if there is any merit in identifying districts in the process of moving to, or actively exploring, CEA to ascertain exactly what is involved (including costs). Moreover, if a district can be identified with similarities (car-parking in residential areas because of insufficient car-parking arrangements close to shops, car-parking in residential areas by commuters making use of the nearby railway station, etc.) to see if there are any initiatives that have successfully addressed the car-parking issues that can be adopted within South Cambridgeshire; more specifically, Great Shelford.
7. I know that there have been a lot of discussions on this subject; during his tenure as the South Cambridgeshire Area Commander, then-Chief Inspector James SUTHERLAND (now Superintendent), had many discussions with representatives of South Cambridgeshire District and Parish Councils regarding car-parking enforcement. Several approaches that he considered and discussed include the following:-
 - PCSO overtime (as highlighted above);
 - A volunteering initiative with a parking version of SpeedWatch.
8. My – and I stress MY – observations about these options are as follows:-
 - PCSO overtime – My understanding that the six-month initiative was burdensome for the police: officers did not want the overtime; those who did volunteer to work extra hours were frequently not in the right part of South Cambridgeshire (i.e., where the car-parking problems were more acute) and it was logistically challenging to get them to the right places with the existing and no additional resources. Access

to vehicles was cited as one of the most problematic barriers to getting PCSOs to the right places.

It is also worthy of note that there has been a successful legal challenge regarding Special Police Services (SPS); i.e., the charging for police services and whilst this has centred on events policing, we [Cambridgeshire Constabulary] are now of the view that we do not routinely charge for traditional or core policing duties particularly when they [the duties] are to be undertaken on public land.

- A volunteering initiative – The Chief Constable can delegate police powers to volunteers as well as paid members of staff. SpeedWatch is widely supported within Cambridgeshire and there are some tremendous people giving up their time to keep our roads safe. There may be merit in something similar but we would have to seriously consider the amount of backroom demand this would cause (i.e., the demand caused through high numbers of photographs of cars parked illegally, or inconsiderately, being sent to the constabulary for the subsequent writing and sending-out of warning letters).

9. That stated, I wonder about the following options (some of which may have already been considered):-

- Residents-only parking (with the enforcement funded by residents paying a nominal yearly fee);
- Restricted parking (e.g., no return within a given period or no parking from 0800 and 1700 hours) but, of course, this has an enforcement element that would need to be considered;
- Restricting the time allowed to car-park in the Budgens car-park so that it cannot be used for all-day car-parking;
- Introduction of accredited personnel to undertake car-parking enforcement activity. The Chief Constable can designate others to have police powers. Already, there are examples within the county of the Community Safety Accreditation Scheme (CSAS); for instance, those employed (with designated powers) by Addenbrookes Hospital.
- Taking the matter to the Cambridgeshire and Peterborough Road Safety Partnership. There are five themes that have been adopted by the Tactical Group; namely, as below and I wonder what this group might recommend in order to address the issues (and, in so doing, aim to impact on Key Themes 4 and 5). The group is likely to have far more ideas than me!!

I spoke with PC Jon MORRIS (Road Safety Officer) and he made mention of initiatives such as school work. Making maybe an overly-simplistic analogy to speeding, we also know that most of the speeding in our villages is done by people who reside in that village. Therefore, can local newsletters and other local communications forums be used to raise-awareness of the issue and, hopefully, encourage more considerate and legal car-parking??

	Key Theme 1	Key Theme 2	Key Theme 3	Key Theme 4	Key Theme 5
CPRSP Tactical Group Objectives	Young Drivers Reduce the number of young drivers/passengers aged 17-25 years killed or seriously injured on the roads in the partnership area is a key theme for CPRSP.	Powered 2 Wheelers (P2Ws) Reduce the number of Motorcyclists killed or seriously injured	Speed & Rural Roads Collisions on rural road including inappropriate speed.	Cyclists & Pedestrians Reduce the number of cycling and pedestrian casualties on our roads.	Children and Young People (CYP) Reduce the number of children killed or seriously injured on our roads

I am probably raising a lot of issues that have already been explored but, again, I hope that some of the above assists.

Response from Sonia Hansen, Traffic Manager, Cambridgeshire County Council

I appreciate the issues raised in South Cambs of anti-social and illegal parking in some of the larger villages and I understand the frustration of residents when they see people parking illegally without any sign of police enforcement.

Civil parking enforcement has been raised a number of times in the past as a possible way forward to tackle parking issues outside Cambridge. In 2006 it was looked at in detail by a consultant but was not progressed at this time due to the model showing it would run at a deficit and therefore it would not meet the business case to proceed to application to the DfT. As you point out in the paper it was then revisited in 2011 but again ultimately was not progressed at this time.

Just to pick up a few specific points from your paper for comment and accuracy -

- Under the rationale section 2 - it is worth pointing out that the Highway Authority have no statutory responsibility to take on civil enforcement powers.
- Under section 6 – just to clarify that it is the County Council that carry out all enforcement in Cambridge City using civil enforcement powers – not Cambridge City Council. There is an agency agreement between the City Council and the County Council for County to carry out enforcement in the City Council off-street car parks.
- Under section 6 Rules around financing CPE – I would reiterate that previous modelling work has shown that CPE in South Cambs would run at a deficit and therefore it would not meet the requirements for being self-financing so would require funding from elsewhere but note

the guidance that says this should not be from taxpayers. Therefore charging for parking may be the only option to raise revenue to pay for the running costs of CPE. However charging in villages and small towns may not be supported politically and there are costs in managing the parking payment mechanism and without sufficient chargeable parking places for achieving economies of scale this could also run at a deficit.

Section 6 set up costs – the cost to get signs, lines and orders all correct could be quite significant. The cost model used for Huntingdonshire was not based on current target costs from our new Highways Service contract and therefore should be treated with some caution and could be higher.

Section 6 Operational Costs – ‘TEO’ I think you mean CEOs (Civil Enforcement Officers) these officers are employed by a company called Legion who are our current Contractors for civil enforcement in Cambridge City.

Operational Costs - FPN charges are currently £70/£35 for higher rate e.g. Double yellow lines and £50/£25 for lower rate offences e.g. overstays on p&d

CPE in other English Counties – we appreciate that many other areas have already moved to a CPE model however in the current economic climate and financial situation of the County Council moving to a new regime that will come at a significant capital set up costs and run year on year at a revenue deficit is not going to be easy to prove a business case for.

CPE in Cambridgeshire – the City Council did initially manage CPE enforcement from 2004 but this was transferred to the County Council in 2010

Consultancy work – County Council officers have looked into getting a consultant to update the figures on the business case for CPE if our members wish to peruse this again. We have approximate costs for this piece of work.

City Fringe areas – the land for Eddington is owned by the University and parking is being enforced privately and there are no plans to adopt it.

Great Shelford PC appendix 7 – Enforcement costs. A possible model proposed by Great Shelford PC of them carrying out the enforcement. This would need some further consideration to see if it is feasible. Obcioulst firstly CPE would need to be obtained for the areas. Then there would need to be an agency agreement setting out clearly how this was managed. Officers would require training, uniform, handhelds. There are strict rules about how Civil Enforcement is carried out. There would be set up costs and the account would most likely run at a deficit. Potentially we could consider an option of them paying for some hours of a Legion CEO. This would be similar to the model we run for Cambridge City where we enforce in their car parks. However due to the lack of charges for parking and the limited length of restrictions in the village that can be enforced this is likely to run at a deficit so there would be an ongoing revenue cost.

The options paper is a useful summary of the current position and we thank you for sharing it with us. Our current position is that whilst we support the aims of enhancing traffic management and enforcing parking restrictions we do have concerns about the financial viability of Civil Parking Enforcement in South Cambridgeshire. If this is something that you think can be overcome then we would be happy to discuss the possibility of moving forward to commission a business case study for CPE in South Cambridgeshire.

If you would like to discuss the matter in more detail please contact Sonia Hansen, Traffic Manager

