

**ROYSTON URBAN TRANSPORT PLAN**

**Draft Stage 2 Report**

**APPENDIX 2E – PARKING SCHEME PROFORMAS**

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**THE TRANSPORTATION CONSULTANCY**

## APPENDIX 2E – PARKING SCHEMES

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<b>Reference</b>	<b>Description</b>
E1	Review and Adjustments to On-Street Parking Regulations
E2	Assessment of off-street parking needs and provision in relation to the redevelopment of town centre opportunity sites

<b>Scheme Name</b>	Adjustments to On-Street Parking Regulations	
<b>Scheme Reference</b>	E1	
<b>Problem Reference(s)</b>	P2	Royston town centre is all controlled. People park in residential areas to avoid rates, which upsets the residents
	P5	Commuter parking is a problem. People circle the town looking for a parking space
	P8	Melbourn Street – yellow lines on one side only, which leads to thoughtless parking on the other side, causing backing up along the street. Parking by the cave for cash machines and Chinese restaurant – ignoring the car park available around the back.
	P11	Car parking is being utilised by local workers rather than visitors to the Town. In that, as some Town centre streets like Kneesworth Street provide up to 2 hours parking free, people can move their cars around the town and park free all day
	P14	People park along Kneesworth Street and block the road
	P15	On Market days vendors arrive in their white vans and block the roads
	P18	Waiting and loading restrictions vary in type in similar areas and add to enforcement difficulties
	P19	Free town centre street parking compromises the public realm, suffers from weak enforcement and represents a loss of income
<b>Scheme Status</b>	This scheme is included in the UTP	

**Description**

This proposal is to review the effectiveness of the current town centre on-street parking control regime and to develop detailed changes to address the identified problems and issues. The review should include an evidence base of current on-street parking characteristics on weekdays (including market days) and Saturdays focusing on the extent of illegal and overstay parking. An assessment of the impacts of introducing charging for town centre on-street parking would be undertaken together with the option of removing or reducing the free parking currently available there. Spare off street parking is normally available in the town where charges are applicable. Best practice in parking management advocates that central area on-street time-based parking should be priced at or above the price of off street parking. Pricing set in this manner usually results in a lower occupancy of on-street parking (with the consequent benefit of reducing “searching” for vacant spaces) and better use of the off street facilities. Parking revenues would increase if on-street charging were to be introduced. Within the overall review, the subject of charging will be considered for possible introduction in the longer term.

The proposal includes a number of minor specific changes to the regulations applying in the town centre - Melbourn Street, Kneesworth Street, Upper King Street, Lower King Street and Fish Hill. These involve extending yellow lining, making permitting

parking time limits more consistent (20, 60 and 120 minutes free parking are all currently set in the centre) and re-locating taxi bays. The ending time of the town centre controls varies with both 5.30 and 6.30 pm applying and a simpler, consistent end time of 5.30pm is considered to be more appropriate.

### Supporting Photographs



Current Fish Hill Parking Restrictions.



Current Kneesworth Street Parking Restrictions

<b>Design Considerations</b>	<b>Proposed Solutions</b>	
Standard signing and lining		
Details of changes to be confirmed after the review stage		
<b>Contribution to Objectives / Targets</b>	UTP Objectives	1 – Address town centre parking provision and pricing to reduce traffic circulation and congestion 2 – Enhance and consolidate public off street parking within the context of the town centre Opportunity Sites
<b>Links to other UTP Schemes</b>	E2 - Assessment of off street parking needs D9 - Plan and safeguard access provision for new development	

<b>Outline Cost Analysis</b>		
<b>Works Element</b>	<b>Est. Cost</b>	<b>Notes</b>
Surveys & Review	£5,000	
Implementation	£5,000	
<b>Total Cost For Delivery</b>	<b>£10,000</b>	

<b>Deliverability Assessment</b>	
Can the scheme be delivered within the highway boundary?	Yes
Can the scheme be delivered without third party involvement?	No
Do all elements of the scheme involve standard work processes?	Yes
Can the scheme be delivered in the short term?	Yes/No
<b>Where 'N' details for overcoming deliverability risk:</b> Consultation required for changes in regulations The review can be delivered in the short term but the full implementation would be deliverable in the medium term	

<b>Scheme Name</b>	Assessment of off-street parking needs and provision in relation to the redevelopment of town centre opportunity sites, including assessment of price differentiation between short and long stay parking	
<b>Scheme Reference</b>	E2	
<b>Problem Reference(s)</b>	P2	Royston town centre is all controlled. People park in residential areas to avoid rates, which upsets the residents
	P3	The District has differential parking rates – different rates for different car parks – but Royston does not
	P5	Commuter parking is a problem. People circle the town looking for a parking space
	P14	People park along Kneesworth Street and block the road
	P17	Adequacy of public parking supply threatened by development of Opportunity Sites combined with development growth
	D1	Due to the severance of the town, people opt for free parking at Tesco's or Cambridge where even though there is a charge there is the perception of better value
<b>Scheme Status</b>	This scheme is included in the UTP	

<p><b>Description</b></p> <p>This initiative is to prepare a detailed strategy and preferred set of site - specific proposals for the future supply and distribution of public off street parking to serve the town centre in the future. The assessment will build on previous studies including those carried out for Royston Town Centre Strategy and for this UTP. The assessment should ideally be carried out in parallel with or immediately after the on-street parking review under E1.</p> <p>The principal steps of the assessment are;</p> <ol style="list-style-type: none"> <li>1. Preparation of current and forecast parking demands for the town centre taking into account possible changes to town centre on-street and surface parking provision and pricing together with growth factors derived from envisaged developments in the town as a whole.</li> <li>2. Review of status of the town centre Opportunity Sites development concepts</li> <li>3. Preparation of future parking supply needs on consolidated sites on the town centre periphery.</li> <li>4. Parking, access and traffic impact inputs into the Opportunity Site development briefs</li> <li>5. Preparation of future car park allocations and access arrangements</li> <li>6. Optional car park asset management plan and business case to deliver the parking strategy</li> </ol>
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<b>Design Considerations</b>	<b>Proposed Solutions</b>	
Development briefs for the Opportunity Sites	Study Output	
Traffic impacts of increased concentrations of parking	Study Output	
<b>Contribution to Objectives / Targets</b>	UTP Objectives	1 – Address town centre parking provision and pricing to reduce traffic circulation and congestion 2 – Enhance and consolidate public off street parking within the context of the town centre Opportunity Sites
	LTP Indicator	<ul style="list-style-type: none"> <li>• Congestion / Mileage</li> <li>• Accessibility</li> </ul>
<b>Links to other UTP Schemes</b>	D9 - Plan and safeguard access provision for new development	

<b>Outline Cost Analysis</b>		
<b>Works Element</b>	<b>Est. Cost</b>	<b>Notes</b>
Main study	£7,500	
Optional parking asset management plan and business case	£2,500	
<b>Total Cost For Delivery</b>	<b>£10,000</b>	

<b>Deliverability Assessment</b>	
Can the scheme be delivered within the highway boundary?	No
Can the scheme be delivered without third party involvement?	No
Do all elements of the scheme involve standard work processes?	No
Can the scheme be delivered in the short term?	Yes
<p><b>Where 'N' details for overcoming deliverability risk:</b>  Each site to be considered borders the highway boundary and will probably require modified access to the highway.  Two of the larger sites are entirely owned by NHDC but the smaller site may need to be extended or exchanged for a larger site.</p>	

