

CITY OF CAMBRIDGE AND SOUTH CAMBRIDGESHIRE OFF-STREET PARKING PLACES ORDER 2014

General principles

I object to charges being introduced for parking, as people already pay for buses. Additional charges will discourage motorists from using the sites, and encourage them to park elsewhere, causing negative impacts as follows:

1. extra parking in residential streets will oblige the Council to consider additional parking restrictions, costly in terms of time and resources;
2. extra traffic and parking in the city centre will cause extra congestion and air pollution.

There should have been consultation on the principle with the users of the service as well as with people who live near the Park & Ride sites and local employers and educational establishments. The responses would have enabled the Council to do some analysis of possible displacement as well as inform revenue potential.

Charging structure

The jump from £1 to £10 after 12 hours is disproportionate and will penalise people who experience public transport delays, often through no fault of their own. It is a strong deterrent to using the service, especially for low paid workers.

The season ticket for a week offers no saving for a person working an average 5-day week; it would make sense to make this less than £5 to encourage people to buy season tickets.

Corporate funding

The Council should consider offering corporate tickets — daily or season tickets — to major employers, to support their efforts to get staff using sustainable transport by using the corporate tickets to reduce the cost of travel for their staff, notably for the low paid.