

APPENDIX A

RESPONSES TO ON-STREET PARKING CONSULTATION FOR CAMBRIDGE CITY

Summary of Responses Total number of completed surveys – 40 The total number of responses for streets – 105 (Respondents could comment against more than one street)			
Respondent type	Business – 9 Resident – 23 Customer/Shopper – 2 Councillor – 1 Other – 3		
In relation to businesses: - What type of business do you provide? - What are your business working hours?	Retail – 4 Hospitality – 3 Charity – 1 Other – 1 Mon – Sat – Various from 8am Sunday – 7 respondents were open on a Sunday		
Summary of responses received in relation to specific streets:			
Did you select this location because it is a) a road close and most commonly used by your business users; or b) You use it to access local business and community facilities:	Close road – 20 Used by you – 85		
Do you consider the current maximum length of stay, current charges and chargeable duration to be appropriate to access local businesses and facilities during Monday to Saturday?	Yes – 53 No – 50 No View – 2		
If NO: - is the current length of stay - are the current charges - are the start and end times of the chargeable duration appropriate	Too long – 16 Too much – 34 Yes – 27	Too short – 24 Too little – 11 Shorten – 22	Just right – 21 Just right – 16 Extend – 10
On Sundays there are no restrictions and no charge. Would the introduction of charges and a maximum stay support local business and those using community facilities?	Yes – 50 No – 45 No view – 7		

<p>If YES:</p> <p>- what would you suggest as a maximum stay on a Sunday</p> <p>- Should charges on a Sunday be consistent with charges made during Monday to Saturday?</p> <p>- What would you consider as a suitable start time for Sunday charging?</p> <p>- What would you consider as a suitable end time for Sunday charging?</p>	<p>Less than 2 hours – 11 More than 2 hours – 18</p> <p>2 hours – 21 No limit – 2</p> <p>Yes: same – 20 No: higher – 0</p> <p>9am – 20 11am – 19</p> <p>4pm – 7 6pm – 5</p> <p>10am – 15 Other – 12</p> <p>5pm – 43 Other – 0</p>
Have you or your customers experienced difficulties in finding an available space close to these amenities?	<p>No – 21 Yes: less than once a month – 33 Yes: once a month – 12 Yes: weekly – 11 Yes: daily – 9</p>
<p>If YES:</p> <p>- is this during normal working hours?</p> <p>- during evenings</p> <p>- during Sundays</p>	<p>Yes – 51 Yes – 44 Yes – 43</p> <p>No – 13 No - 16 No – 17</p>
Summary of comments received	
Hours of operation	<p>- Restrictions/charging in residential areas should be from 8.00am - 10.00am only.</p> <p>- Street parking in a residential area would be improved if the hours were those to discourage commuters - e.g. 8.00 am - 10.00 am.</p>
Parking charges	<p>- Parking should be free for first 30 minutes.</p> <p>- The level of on-street parking should be commensurate to driving trade to local businesses.</p> <p>- Charges should potentially be aligned to off-street parking.</p> <p>- On-street parking charges are far too high.</p> <p>- Increase the cost of parking, although I'd prefer it if you took it away completely.</p>

Length of Stay	<ul style="list-style-type: none"> - On-street parking should be restricted to facilitate 'services' visits, thus pushing users towards off-street parking, if they require a longer stay. - The minimum paid period of 30 minutes is annoying. If you had 10 minute slots for 20p you could use meters to pop in for something.
Sunday Parking	<ul style="list-style-type: none"> - In key shopping areas such as King Street, Sunday parking charges would allow visitors the opportunity to use those spaces, instead of them being taken up all day by employees. - Sunday parking chargeable durations could be in line with shop opening hours, e.g. 11 – 5. - Sunday charges would be preferred to be less than the car parks who charge approx £2 ph. - Charging on a Sunday would be disastrous for local traders. Worrying about getting back to a car before the meter expires is stressful and ruins the shopping experience.
Frequency of Charges Review	<ul style="list-style-type: none"> - There is a strong preference for smaller annual increases instead of less frequent but greater increases. - Annual increases to these charges are better than leaving for several years - if this is practical.
Reduce the need for cars to be bought into the City	<ul style="list-style-type: none"> - Charges for on-street parking should be high to deter people from bringing cars into Cambridge - A congestion charge and improved public transport would reduce the need for cars to come into the City.
Cycle Parking	<ul style="list-style-type: none"> - Some car parking spaces should be replaced with four Sheffield stands at all major pubs and shopping locations. - More cycle parking needed - Regularly hear from businesses complaining they don't have enough cycle parking.
Residents Parking	<ul style="list-style-type: none"> - The pay and display bay at the eastern end of King Street is little used in the week by paying customers whilst there is a serious shortage of bays in the Kite residents' parking zone. - On Sundays and in evenings when residents most need spaces, they are full of free parkers. - Convert under used bays to residents' use.

Parking for Businesses	<ul style="list-style-type: none"> - Shop/Service staff should be entitled to some sort of parking discount and should be able to park outside for the whole duration of the day without having to keep moving their car to different roads. - Businesses should be able to apply for reduction/exemption from on street parking.
Others comments	<ul style="list-style-type: none"> - I am a pedestrian with dual sensory impairments i.e. hearing and sight loss. Vehicles parked on the pavement mean that I have to walk on the very busy road to bypass them and I am unable to assess fully the safety/dangers of bypassing these parked vehicles. - Access to businesses is regularly disrupted by people parking. Stop allowing people to take up a vast amount of space that is known to produce less value for businesses than other forms of transport. - There is a need for a central congestion charge.