

HEADLY STREET, EAGLE STREET AND HAZELL STREET, CAMBRIDGE - WRITTEN RESPONSES RECEIVED

| Response | No. | What it means |
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| Wholly Object | 14 (15%) | (I wholly object to this proposal) |
| Partly Object | 4 (4%) | (I object to part of the proposal, but support or am neutral to other elements of it) |
| Neutral | 7 (7%) | (I neither support or object, but would like the Council to consider another related matter) |
| Partly Support | 14 (15%) | (I support this proposal, but would like the Council to consider additional or alternative measures) |
| Wholly Support | 57 (59%) | (I wholly support this proposal) |
| TOTAL | 96 | |

| Responder Type | Order Support | Feedback Text |
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| Resident | Wholly Object | As a resident of Hazell Street, I have read the statement of reasons for the enforcement of the order The City of Cambridge (Civil Enforcement Area) (Waiting Restrictions and Street Parking Places) Order 2022 (Amendment No.46) Order 202. I believe this order to be unnecessary for Hazell Street, Eagle street and Heady street, as the roads do not lead to anywhere else and the parked cars are not obstructing traffic or people. I believe preventing residents from parking here is making it impossible for people like myself from owning a car, as I live in a council flat on Hazell Street and I simply cannot afford the £20 a week for the underground parking for both mine and my partners cars. Enforcing parking restrictions down this road will greatly disrupt the lives of those of us who actually live down the road, forcing us out of our homes, which I simply cannot afford to lose. I would suggest residents permits for those of us who live here and still need street parking, and visitors permits for those who wish to visit us. I hope you will appreciate what I have to say and take this into consideration when making this decision, as a small decision for you will have such a huge effect on our lives. |
| Resident | Wholly Object | As someone who lives in the council flats on Hazell Street, I cannot afford the £20 a week for the underground parking and I imagine I am not the only one. Me and my partner rely on this parking as there is no where else available. I suggest permits for residents? It's unfair to force us to pay for parking as we cannot afford to live anywhere else and this would force us to give up our flat due to no where to park our cars! |
| Visitor | Wholly Object | I regularly visit my daughter, but with an autistic son, I cannot be parking miles away as he has no sense of danger around roads. She was also told when she moved in that parking would be available. She spent alot of money passing her test and buying a car, if she cannot park it safely, she will have to sell it then won't be able to get to work. |
| Resident | Wholly Object | As a resident of this road, without on street parking, I have nowhere to park my car (neither do any of my visitors). I live in a council rental property and have no money to afford the underground parking. I wholly object to the double yellow lines |
| Visitor | Wholly Object | I total disagree with this proposal. Make more parking not less! |
| Resident | Wholly Object | I don't agree |
| Other | Wholly Object | There is no problem with parking here |
| Resident | Wholly Object | where are residents meant to park? |
| Resident | Wholly Object | Large group of leaseholders weren't allowed to purchase an underground parking space. Hill was not very straightforward about it, they promised to come back on this later, but when I inquired they said all the parking spaces were gone. There's a lot of space especially between the eagle and headly buildings that could allow residents park their cars without obstructing the traffic. |
| Resident | Wholly Object | Loss of Convenience and Accessibility: The lack of readily available on-street parking is already a significant inconvenience for residents in our area. Removing these spaces altogether would create a logistical nightmare. Imagine having to park several blocks away after a long day at work, then carrying heavy groceries or other essential items all that distance. This isn't just a minor annoyance; it becomes a barrier to daily living and significantly affects our quality of life. Furthermore, double yellow lines would create an obstacle for anyone visiting our apartments. Guests, delivery workers, and even moving companies would struggle to find parking. This could discourage visitors, impacting social connections, and make essential tasks like furniture deliveries or home repairs nearly impossible to schedule without incurring additional costs or delays. Economic Impact: Limited parking options in our area already pose a challenge for local establishments. Double yellow lines would be a devastating blow, turning away potential customers who rely on quick errands and easily accessible parking. Small cafes, local shops, and service businesses thrive on foot traffic, and restricting parking would severely undermine their success. This has long-term implications, potentially leading to job losses and economic harm to our community. Additionally, the ripple effect extends far beyond retail businesses. Delivery services and tradespeople who service our area would struggle to find parking, causing delays and disruptions for residents. This creates additional inefficiencies in their work, potentially leading to increased costs for residents and ultimately harming the flow of essential services throughout the neighborhood. Safety and Traffic Flow Concerns: While well-intentioned, the goal of improving traffic flow by removing on-street parking could backfire spectacularly. Wider lanes often encourage drivers to increase their speed, posing a significant safety risk in a residential area. Pedestrians, cyclists, and children playing in the neighborhood could be at greater risk of accidents, especially considering factors like narrow sidewalks, blind corners, or proximity to schools and parks. We cannot sacrifice safety for the illusion of smoother traffic flow. Displaced vehicles wouldn't simply disappear. The parking problem would likely shift to surrounding streets, potentially causing congestion and parking issues throughout adjacent neighborhoods. This domino effect could spread frustration and inconvenience far beyond the immediate vicinity of the double yellow lines, creating a wide-reaching problem with no real solution. Environmental Concerns: The removal of on-street parking encourages reliance on private vehicles for even short errands. This translates to increased traffic congestion, leading to higher emissions and a larger carbon footprint. This contradicts our community's growing efforts towards sustainability and environmental responsibility. Aesthetic Impact: The presence of parked cars, while seemingly mundane, contributes to the character and vibrancy of our street. Double yellow lines would create a sterile, empty feel, transforming a previously lively streetscape into a monotonous stretch of asphalt. This visual change would negatively impact the overall aesthetic appeal of our neighborhood. |
| Visitor | Wholly Object | This is the area immediately around Mill Road community centre, where I regularly volunteer. The centre is a lifeline for many vulnerable families who would otherwise be isolated. At present, there is not even a disabled space outside the community centre. I do not myself drive, and am generally in favour of pedestrianisation, but in this specific case, I am certain that the proposal will undoubtedly be damaging to the community if it is allowed to go through. |
| Business | Wholly Object | No parking around this area makes use of the Community Centre very difficult, especially as there is no formal activity provider provision or disabled space allocation for the Centre. So allocated space at the very least for these 2 provisions would be extremely welcome & most helpful. Thank you |
| Resident | Wholly Object | 50% of the development is social housing therefore the cost of the car park does not reflect that which is reasonably affordable to tenants. Other council parking is considerably cheaper and affordable with the availability to have a guest pass and overnight stay, for example the one off Ainsworth street, 2 roads from the iron works also in the city centre. The argument proposed for the iron works is its supposed to be a car free zone so why then is there any visitor spaces being implemented for a measly half hour? 3 spaces for the whole complex seems a little under calculated for the amount of houses and people living here. Where are overnight guests supposed to park given the extortionate priced car park ticket is only for the one vehicle? The parking is socially isolating all of us with no parking space and further more those that are on a low income that will not be able to afford the car park. As far as I'm aware blue badge holders can park on double yellow lines so why even make a disabled space when that could be needed for the much needed visitor/resident that cant afford the car park? Even with a car park space, how is one supposed to get a child's buggy or mobility scooter up the stairs? Or realistically a toddler and some shopping? Baby and pram? Using the ramp to go down into the car park is dangerous should on coming vehicles be exiting. Double yellow lining the remaining spaces on these streets will inevitably push more traffic and tight free parking spaces around the area to above maximum capacity which also poses the same problem as exiting the car park, how do you carry a baby/toddler together with any goods streets away from your home? As a single mother these are real concerns that I propose you carry out yourself as an experiment to see what we are being asked to face. Go park over the bridge, if you can find a space, 6 streets down, carrying a baby and your weekly shop on a rainy day. Only allow yourself to have visitors for half a hour. Have no partner/friends for overnight stays and see how your wellbeing is effected. This proposal is social isolating. Stretching a city centres free car park spaces to beyond breaking point. The cost of running and keeping my car on the road is cheaper per year than the cost of 1 year in the car park; which could be avoided if the council were to implement equality to its tenants and only charge what other social housing tenants are for the car park. |
| Resident | Wholly Object | Where are the residents supposed to park? |
| Resident | Partly Object | I live on the Ironworks development in Cambridge and currently have issues with parking. It is causing me great stress that there is nowhere to park. I would never have bought here if I knew this was the case. When I bought my flat I was told there were plenty of parking spaces in the underground car park to buy. I just couldn't buy one at the time of buying my flat as I had to wait until all the 2 bed flats had bought first (I have a 1 bed) but I was told I'd be able to get one. I waited over a year. When all the 2 beds had sold they contacted me to say they could release me a space. I was planning to add it to my mortgage but they said they couldn't wait for that to go through and they wanted cash (which was annoying when I'd waited a year!). I got a loan only for them to turn around and say they were going to take the parking space back. They now want to wait for all the commercial units to be sold before giving it to me. This was never the case before. It was very frustrating. I was told I am first on the list for a space when released. I've emailed a number of times and they have said they still haven't sold them all. I emailed again a month ago to chase up and they have now stopped replying. I'm really upset and annoyed about this as it feels I was just lied to and I now don't know whether I will get a space. I have heard from neighbours that the car park is very empty. Furthermore, there are 10 guest spaces that anyone can book for 4 hours on an app. Surely resident parking should be prioritised before random people visiting the area. Hill have let down the residents that bought with having somewhere to park. Consequently, there needs to be somewhere for residents like me to park. I understand a lot of people are currently parking inappropriately on pavements and blocking paths which is not acceptable. We need some street parking. Most of the surrounding streets have parking, why can't ours have the same? Would it be at all possible to consider this? |

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| Business | Party Object | <p>I am writing to express my concerns on the proposed parking restrictions around our community centre on Hazel Street.</p> <p>I run a play group on a Thursday morning at the centre and one of our volunteers is disabled. She currently uses her car to get to us and parks outside. I can see that there isn't a disabled space in the proposal outside the centre which is a big concern. We would lose this volunteer as she cannot walk long distances. This is one of the only times every week that this woman socialises with others and gets out of the house. It seems a huge shame to discriminate her by allowing no disabled space.</p> <p>Some parents/carers come to us by car and can park in the few available bays outside the centre for free or in a pay & display space around the side of the building. The proposal doesn't allow either of these options. As it is all double yellow lines. This is going to affect the families that visit us weekly. As the only bus that comes close to the centre is the no.2 and it isn't well connected to the city and is extremely unreliable.</p> <p>The nearest pay & display car park is Gwydir street. And half of the bays have now been changed into electric car charging bays which is restricting. And you can't always get a space in there.</p> <p>I would urge you to reconsider the parking restrictions around our community centre. Ensuring that we are not excluding people who are disabled or don't have access to public transport that brings them to Mill Road. Our community centre is finally starting to thrive after lots of hardwork from volunteers such as myself and not offering ANY parking free or pay & display around it is a huge concern to all as our aim is to include not exclude.</p> |
| Resident | Party Object | <p>Many leaseholders weren't able to purchase parking spaces with the apartments and were lied to by hill (some mysterious waitlist that never materialised). Therefore more onstreet parking places should be made available where it's safe to park. There's a lot of wide and straight stretches of road which should be made available and not just small parts of it as proposed. Also the limit of 30min is ridiculous.</p> |
| Resident | Party Object | <p>Providing free parking spaces is not adequate parking for residents of the area it's simply gives members of the public free parking for the city and does not provide residence guaranteed space to park their cars or outside their own homes.</p> |
| Resident | Neutral | <p>I'm writing with a query about the implementation timetable for the above order, relating to Heady Street, Eagle Street and Hazell Street on the Ironworks development in Cambridge.</p> <p>Once the consultation phase is over, how long will it be before the order is adopted (assuming it's approved)? How much notice will the local residents parking on these streets where their homes are located be given? Will there be door-to-door notification?</p> <p>I'm asking these questions as I'm Secretary of the Ironworks Residents Group, and we've raised the parking issues locally on many occasions. We do have concerns that the parking provided in the underground car park is an expensive alternative for local residents in flats who do not have garages or off-street parking available. We have approached the city council separately about this affordability issue.</p> <p>Any information you can provide will help the management and impact of this removal of temporary car parking. It would be very helpful to have a draft timetable in time to report it to our next general Residents Meeting on Monday 4th March.</p> |
| Resident | Neutral | <p>I do not own a car, but I think there should be over night visitor parking for tenants of flats on all streets, do a 24hr pass rather than 4 hours. Im an older person and benefit from family visits monthly. People with houses and driveways not included in this.</p> |
| Resident | Neutral | <p>I think there does need to be a level of management of these roads, the yellow lines haven't been adopted by the council and that has resulted in a real build up of cars on these roads. It can make it difficult to walk on the pavement at times. Lots of taxis use this area which feels unfair to residents. I agree something needs to be done and lines do need to be enforced. However, a complete blanket ban on any parking at all feels extreme given the level of people that live on this development, if you consider how many flats there are. The underground car parking wouldn't be big enough for everyone who wanted to park down there to do so. There must be the option to drop someone off or pick someone up e.g. 20 minutes waiting time. Just to give people a chance to be picked up etc. Could restrictions be also eased at the weekend, again to give visitors a chance to park somewhere. I think a middle ground is what we need here. Going from one extreme - no rules - to absolutely no parking feels unachievable and unfair, to those who genuinely need to have someone round, be picked up or dropped off.</p> |
| Resident | Neutral | <p>there are a number of residents who have a blue badge/require disability parking not situated in the underground carpark, myself being one. I know of at least 2 or 3 in my block alone. those based in eagle street have direct access down into the underground carpark, but those of us who are situated in the Hazell street block, the distance, to the other end of the site to access the underground carpark, stairs and the fact the lift always seems to be breaking down (which is currently is 3.5.24), it proves very difficult.</p> <p>by only having one disabled bay can also lead to unrest and conflict with holders, as one resident may "hog" the space, whilst the other are forced to pay for parking in the underground car park, which is unfair.</p> <p>also, with there only being one place, there is nothing stopping a non-resident effectively parking and blocking it whilst they are on mill road, thus the residents cannot use it.</p> <p>For a site this big, with this many residents, AND a community centre used by residents and non-residents, there needs to be AT LEAST 2 or 3 disabled bays!</p> |
| Resident | Party Support | <p>I support the enforcement of yellow lines To prevent unregulated parking on the street. This will be welcome as many non residents park here and black pavements. However I have two questions:</p> <p>What will the council do to ensure residents have access to sufficient visitor parking? For example for tradespeople or visiting friends or family with joint children who need nearby parking? Will the streets become part of the mill rd CPZ with access to visitor permits? This provision is essential for current residents</p> <p>Second question - what will the regulations be for unloading / loading of residents on Heady street? As a parent with a young child I often need to stop outside the house to get my son out of his car seat as the garage is too narrow to allow proper access. We always then park in the garage once loaded / unloaded but do not have the ability to briefly stop outside the house</p> |
| Resident | Party Support | <p>Please allow me to express my full support for the proposed parking restrictions in this area. As a resident, mother of a young child and cyclist, I am concerned by the excessive unregulated parking both on the street and on the sidewalks, which poses a significant safety risk to everyone on the development. Every morning during the school run, the reduced visibility and blocked paths are making it dangerous and difficult to cycle with my child, and I see the other parents struggle as well. I am a resident of Block 2 on Eagle street, and at the residents' meeting on 29th January this year, road adoption has been at the centre of our concerns, and it has been so for the last 2 years.</p> <p>Please note that currently, there are no delivery spots marked on the development. Will the 'no waiting' limitation exclude deliveries? Or will there be dedicated areas for delivery vehicles?</p> |
| Business | Party Support | <p>Please can I propose that outside the Community Centre there is provision for deliveries to be unloaded as we have regular deliveries to the centre for the general running of the centre (such as cleaning supplies)</p> <p>Please can I propose that consideration is given to having at least one disabled parking space for use by those who are visiting the community centre for activities for members of the public.</p> |
| Resident | Party Support | <p>We are fully supportive of limiting the parking in this area but would like to see that some space is reserved to allow visitors of residents to be able to park nearby.</p> |
| Resident | Party Support | <p>While I support the proposal, it should be recognised that at the time properties were being sold, the road designs included a limited number of disabled and visitor parking bays. These are not present today, and residents were not consulted on this design change, to my knowledge.</p> <p>Also, while home owners should have understood that the development design was, rightly in my opinion, for a limited scope for parking / owning multiple vehicles per household, can we be sure that the various tenant types in the development would have been given that understanding before they moved in? I wonder if people are able to afford a parking bay in the underground garage, or if there is enough spaces there?</p> |
| Resident | Party Support | <p>It's obvious lack of parking space in Hazell and Eagle street. Indeed, there are household own more than 1 car. I suggest to assign a parking permit for the household which need 1 more parking space. Alternatively, there are carpark slots in the underground which yet fully occupy. The Hill should consider open to rent for the Ironwork residents to relief the parking situation in our area.</p> |
| Resident | Party Support | <p>I think long term parking is a problem and needs to be dealt with, as the number of cars on the sidewalks often results in obstructed access to the buildings and there are also non residents taking advantage of the 'free' parking situation. However I think some short term parking should be allowed (ie by installing meters or opening up the developments car park for hourly parking) as this would benefit contractors, deliveries, and visitors. Alternatively a system where residence permits are required to park here overnight would also reduce the parking burden.</p> |
| StakeholderGroup | Party Support | <p>The Mill Road Community Centre needs disabled parking bays to ensure its accessibility. This is a centre with full disabled access but lack of disabled parking is a problem. Ideally we would also have a single space for use of centre activity providers in order to ensure equipment can be moved in and out of the centre.</p> |
| Resident | Party Support | <p>I live nearby and walk through the estate regularly and I volunteer at the community centre. There are already lots of cars parked across the existing double yellow lines on Eagle St, some of which are also blocking the pavement so I have to walk on the road as I cannot fit my pushchair past them. I am also concerned for access for emergency vehicles when it is so full of cars parked across double yellow lines. However, I am concerned what will happen when all the areas indicated have double yellow lines. I suspect people will still park across them based on current behaviour. I think you have to communicate very well and very carefully with the residents in this estate and users of the community centre about why they are double yellow lines as they are saying on social media that the underground parking is too limited and too expensive. I suspect they think you are trying to force them into paying for the underground carpark. I think it would help to communicate about the need for emergency vehicle access, if that is one of the reasons there will be double yellow lines. I am also not sure where people who really want to drive to the Mill Rd Community Centre would park (eg someone delivering heavy items who cannot come by public transport)? Would 1-2 parking bays, either pay and display, or resident-only alleviate some of the tension around this?</p> |
| Resident | Party Support | <p>Please open the basement carpark to rent for the Ironwork freehold as well.</p> |
| Resident | Party Support | <p>I support the prevention of non residents parking in the area, however providing small spaces of free parking will not guarantee residents a spot to park outside their own home. As someone who cannot afford the underground parking, I am forced to use street level parking and by providing such limited free parking to anybody, you are providing free parking for the public to use to enter the city, not for the residents who now have no where to park.</p> <p>Please take into consideration the residents of the area that need this parking, potentially residents permit holders only? Providing these free spaces does not prevent the public using this street but takes away from residents requiring street level parking.</p> |
| Resident | Party Support | <p>I am supportive of this - implementation of the agreed planning consent for parking is long overdue, and there is a lot of informal pavement parking going on now which needs to be clamped down on.</p> <p>I am concerned the visitor parking spaces will end up seeing the whole row expanded in future. I believe it would be sensible to have the spaces shifted to one end of the bay, so that the sense of 'we should fill in the gap with more parking' is removed and that the street can be used by children.</p> |
| Resident | Party Support | <p>I largely agree with the proposed parking areas as it will help to limit the number of cars on the road blocking exits to the pavement for bikes, accessible vehicles etc. I wonder whether there could be more parking space C rather than D, as I imagine there will be more friends / family visiting a residential block than short-term (<30 min) visitors.</p> <p>I also wonder how these time limits will be enforced if there is no parking meter (I assume, given that it is free). Could there be more parking meter space along the entrance to the complex from Mill Road? I believe there are already 2/3 there, could we extend that lot?</p> <p>Finally, is it possible to extend the area for parking spaces where there is no entrance (ie where there are plant beds or a side of an apartment block where there is no entrance)? From the map, it doesn't currently seem like there is space for more than 10 cars around the whole complex, which is fairly low given the number of residents across all the apartment blocks.</p> |
| Resident | Party Support | <p>I would like residents to be able to park for a short period of time at the streets</p> |
| Resident | Wholly Support | <p>The current situation is unsustainable. Residents with cars know that unless they have an allocated off road parking place there is to be no other parking in Ironworks. Visitor spaces are allocated in the underground car park. Parked vehicles are a hazard to pedestrians and cyclists, obstruct emergency services and prevent legitimate deliveries access. Cars currently park on the double yellow lines, on footpaths, on flower beds, across garages and private parking. This must change before there is a death or serious injury.</p> |
| Resident | Wholly Support | <p>Excellent proposal</p> |

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| Resident | Wholly Support | Support the proposal. Currently streets are being used as free parking space with cars parked on the double yellow lines blocking access to garages, on the pavement being a safety hazard for pedestrians who need to walk on the road, and at intersections being a safety hazard as there is no visibility for cars getting in and out of the street. Also cars park in front of the cycle path making difficult the access for bikes. |
| Resident | Wholly Support | People constantly park on double yellow lines and the pavement. I fully support enforcement of double yellow lines. |
| Resident | Wholly Support | I fully support this proposal, as often I saw lots of car parking on double yellow line, driving and parking on pavement, even park in the resident specific parking slot. |
| Resident | Wholly Support | I strongly endorse the aforementioned proposal on the basis of pedestrian and local inhabitant safety. Numerous local motorists currently perceive this development as an unregulated, unmonitored free parking area, leading to instances where vehicles are not only stationed on double yellow lines but also on pavements and pedestrian pathways. This presents a hazardous impediment to children, individuals utilising wheelchairs, and similar groups. In the previous month, an incident occurred where a motorist, attempting to park in front of a neighbouring residence, manoeuvred around the corner with excessive speed, mounted the pavement, and collided with a stationary vehicle belonging to a neighbour, which consequently impacted the rear of our stationary vehicle. Should drivers be cognisant of a pronounced traffic warden presence in the vicinity, a significant reduction in dangerous driving and parking behaviours would ensue. |
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| Resident | Wholly Support | This proposal is welcome as it will address issues of residents garages being blocked by parked vehicles. |
| Resident | Wholly Support | Yes. Yes yes. As you can see in the attached pictures pavements are blocked often. These were all taken within 2 minutes one Friday evening. |
| Resident | Wholly Support | I am a resident within your jurisdiction and am writing to express my grave concerns regarding the current traffic situation in our community. The absence of appropriate parking enforcement measures, particularly the lack of double yellow lines on Hazell Street, Eagle Street, and Mill Street, has led to a series of public safety issues. Firstly, the lack of clear parking restrictions has resulted in many drivers parking their vehicles indiscriminately along these streets. This not only obstructs the normal flow of traffic and pedestrians but also severely impacts the access for individuals with mobility issues, including wheelchair users and parents with prams. Their safety should be a primary consideration in our traffic planning. Secondly, vehicles parked haphazardly at corners and pedestrian access points severely impede the line of sight for traffic. This has led to multiple instances of vehicle damage due to drivers being unable to see oncoming traffic when turning. Such incidents have become the norm rather than the exception in our neighbourhood. Therefore, I urge your department to acknowledge this urgent need and to swiftly implement the painting of double yellow lines on the aforementioned streets, along with the corresponding traffic enforcement measures. This is not merely a matter of improving the quality of living in our environment but a fulfilment of the fundamental responsibility for the safety of residents. Thank you for your attention to this matter, and I look forward to your prompt response and action. |
| Visitor | Wholly Support | I fully support this measure. The abuse of the pavement along Healdy st makes the pavement wholly unusable and puts both pedestrians and cyclists at risk. It has also lead to residents garages being blocked which is wholly unfair to those already trying to do the right thing. |
| Visitor | Wholly Support | I entirely support this proposal. I regularly visit this area to visit friends who live here, and find that parked vehicles are always using this space, including parking on the pavement. This makes the road more hazardous to navigate when cycling, and when walking in often forced out into the road. I think these proposals would really help alleviate this and are fair for a residential area. |
| Resident | Wholly Support | Forced to walk on road because of cars parked on pavement. Walking in road is dangerous. |
| Resident | Wholly Support | The current unrestricted parking in the ironworks site is leading to hazards for pedestrians, especially those with small children and for our neighbour who is registered blind, and there have been numerous incidents of people's garages being blocked by inconsiderate parking. |
| Resident | Wholly Support | I wholly support the introduction of such parking restrictions. |
| Resident | Wholly Support | Fully support this. Current situation is dangerous as cars park even in places that make it difficult to see when another vehicle/bike is coming the other way. |
| Resident | Wholly Support | I fully support this proposal. It addresses current issues concerning negative impacts of indiscriminate parking on public safety, emergency access, access to garages and pollution and noise from engine idling. Currently, parking takes place in all the roads of the site, frequently on both sides of the designated roads, in front of garages, on pavements - completely blocking pedestrian thoroughfares and forcing pedestrians onto carriageways. Moreover, vehicles in the process of parking have been observed to drive on pavements endangering pedestrians, residents emerging from house entrances, and children playing. Examples are demonstrated in the attached photos taken just in the last few months. However, I need to point out that yellow line painting teams left many gaps because of the parked vehicles. These will need to be filled in before the order comes into force, to allow legal enforcement. |
| Resident | Wholly Support | I fully support the proposal |
| Resident | Wholly Support | Please ensure adequate policing of parking is maintained into twilight hours. Often cars are parked on yellow lines or on pavement walk ways to avoid parking on the lines. |
| Resident | Wholly Support | Fully supportive. The cars now block the pavement and make the street dangerous for pedestrians. Cars also speed up in Healdy Street, which is another issue to solve. |
| Resident | Wholly Support | The problem of illegal parking has been dragged on nearly 2 years causing air/noise nuisance and safety risk, not to mention injustice to carpark owners and law abiding residents. |
| Resident | Wholly Support | Our development has been "finished" over 1 year yet the double yellow lines have not. Cars are parked all over the roads, pavements and even directly outside the access door to our block. It has gone on far too long now and should be sorted immediately. |
| Resident | Wholly Support | As an eagle street resident, I wholly support this proposal. The current high level of parked cars is a great nuisance. Many of the cars are parked on the pavement which is a hazard for pedestrians. There have also been incidences of cars blocking access doors. This too is extremely dangerous for residents. |
| Resident | Wholly Support | This should be implemented ASAP. I don't even understand why this being consulted on. The plans match what was in the original planning application so this should be a routine change. There is already hideously bad pavement parking going by people too lazy to use the car park that has been designed into the development. |
| Visitor | Wholly Support | For the safety of pedestrians and cyclists. |
| Resident | Wholly Support | I agree with the order, but have concerns about parking for local residents, as the parking in the underground car park is very expensive, particularly for those council tenants on a low income, in a time of significant financial pressures. |
| Resident | Wholly Support | Safety for pavement users as cars simply use the pavements to park Prams, wheelchairs, Emergency vehicle access Delivery vehicles block roads as nowhere to pull over To prevent loss of life or serious injury re the above |
| Resident | Wholly Support | for road safety and access for emergency vehicles and deliveries |
| Resident | Wholly Support | I support this proposal. It will increase safety and accessibility on the streets. |
| Resident | Wholly Support | I support the parking restrictions. |
| Resident | Wholly Support | The parking restrictions are needed as without these the roads have parked vehicles all along one side (including mounted onto the pavement). This blocks in vehicles for residents who have dedicated off street parking, reduces the useful footpath pace and also effectively mean that there is only enough space for 1 car on these 2 way roads. In addition the parked cars mean it is less safe for pedestrians crossing the roads. The pictures uploaded show that the parked and waiting vehicles are clearly impeding vehicles using the road, residents vehicles parked in dedicated off road parking and pedestrians. |
| Resident | Wholly Support | Illegal parking is getting more and more serious. Drivers just park their vehicles without thinking that they are actually obstructing the other road users. They block the entrance to the building, narrow the garage entrance and force other vehicles to drive on pavement to make way for opposite traffic. Some vehicles even park on the pavement next the to building entrance, though it doesn't block the traffic much but it is not acceptable. |
| Resident | Wholly Support | Very unacceptable illegal parking within Ironworks. Attached please find the photos to reflect the situation. It hinders the traffic, narrow traffic lanes, block the entrances of building and garage. These are not the lease, they even park on pavement. |
| Resident | Wholly Support | The situation is out of control, people leave cars anywhere they want, because of this bike shed is obstructed, rubbish bin area is blocked, street lighting is destroyed, people from nearby areas use the street as parking, this has to stop! |
| Resident | Wholly Support | Local neighbourhood community residents are parking their cars anywhere around our building on Eagle street. They block the exit from the bicycle storage area and the main entrance of the building itself. This is hazardous situation for us in case of fire or other emergency cases. |
| Resident | Wholly Support | I support this proposal. |
| Resident | Wholly Support | At the moment it feels unsafe to walk and cycle in and out of the street. People block the sidewalks and firetrucks cannot access the street. Por children, disabled and people with babies, this is at the moment a dangerous street. I am very disappointed with the council. How is this still like this after 3 years?? |
| Resident | Wholly Support | Control urgently needed - potentially serious incident last week when fire engine couldn't get through Healdy Street due to parking on yellow lines - forced to reverse. The car that got an advisory notice for thoughtless parking is continuing to park there each day (to commute to station!) regardless. Pavement parking is also forcing those with pushchairs to walk into the road. |
| Resident | Wholly Support | This needs to be implemented asap. Cars park on pavement, close to crossings. There are safety concerns for pedestrians as they cannot use the pavement and firefighter trucks cannot access the properties in the development as cars block their way. |
| Resident | Wholly Support | This is my second response. The proposal is as described when I bought my property. The current situation is untenable. Cars park on the double yellow lines, on the footpaths, across the emergency access to the electrical substation. On more than two occasions cars have blocked access for the fire service on emergency calls. Delivery vans drive and park on the footpaths, flower beds and totally block the road. Persons who park are residents (well aware of the intended parking arrangements), visitors to Mill Road, commuters using the rail station and others. There is plenty of parking provision in the underground car park. None of them should be there. Ironworks should be a pedestrian and cycling environment. Not one where children in push chairs have to use the carriageway. The parking restrictions have already taken too long to put in place; and must be rigorously enforced as soon as possible. |
| Resident | Wholly Support | This has taken way too long. We still have parking happening illegally, blocking access for ambulances and fire engines. And making it slow/dangerous for the bin lorries. I don't understand why this is taking such a long time. A second consultation in 3 months. Yet more delays. Just fix it. |
| Visitor | Wholly Support | I fully support these measures. The current state of parking on this road regularly forces pedestrians off of the pavement and into the path of traffic. |

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| Resident | Wholly Support | I fully support these proposals as they are consistent with the spirit of the planning permission for the development. |
| Resident | Wholly Support | These parking restrictions should be introduced as soon as possible. I live on Healdy Street and in the past month there have been two instances of a fire engine being unable to enter/exit Healdy Street because of people parking where they shouldn't. This is shown in the attached photo of 21 March 2024, with fire engine in shot - if you zoom in, you will see the yellow warning sticker left by the fire brigade on the windscreen of the white mini parked on the double yellow lines / pavement. Further, we have repeatedly encountered vehicles blocking the entrance and exit from/to our garage. |
| Resident | Wholly Support | This is the 3rd time this consultation has appeared. Assume responses provided previously will be considered. See photos for additional evidence of why these parking restrictions are needed and should be enforced. Currently inconsiderate parking generates safety hazards for pedestrians (that cannot use the pavement) and fire engines are not able to reach to properties in the area fast enough due to cars parked. |
| StakeholderGroup | Wholly Support | Excellent, the spaces outside the community centre in particular are perfect. |
| Resident | Wholly Support | Unsure if the prevarication is because of a flawed submission (by CIP), but the parking restrictions definitely need to be implemented without further delay. As previously cited, one resident with a guide dog can not cross safely because the crossing places are parked on, and - on two separate occasions - a fire tender had to reverse and drive an alternative route as cars were blocking the road. As there are 7 blocks of flats on the development, fire safety should be a top priority. But we are now on our 3rd consultation for a parking scheme which had already received approval in principle before the site was developed. |
| Resident | Wholly Support | It is important to have designated parking areas and designated no parking areas. Car club spaces are important. |
| Resident | Wholly Support | More of this sort of thing -- no parkin' and that. Pretty pointless though because it's not enforced. |
| Resident | Wholly Support | Wholly support this as parking is a problem on this site, especially near Mill Yoad. |
| Resident | Wholly Support | Thank you for planning to put these restrictions in place as promised by the developer timore than 3 years ago. |
| Resident | Wholly Support | We moved into this development in 2020. For four years we've had unadopted roads. You'd be surprised to learn CIP (half owned by the City Council) seem completely unable to build, or specify a road which is built to such a standard it can be adopted. But that would seem to be the case. At any rate - I whole heartedly support this enforcement. Blocked garaged, blocked ambulances and blocked fire engines (and the odd bin lorry) has been going on for way too long. It is a sewer of cars, dangerous to those of us who are regularly forced onto the pavement. Pictures attached are just a selection. |
| Resident | Wholly Support | I support this proposal! I knew what parking situation would be at Ironworks before moving in and fully accepted it, therefore I walk or cycle to work to Cowley Rd. Now the situation is complete chaos, complete disregard for residents, people from surrounding areas block walkways, entrance to the building, bike sheds, bin storage, I hope this proposal will be approved asap. |
| Resident | Wholly Support | Cars are currently parked everywhere, on double yellow lines not enforced, in front of in use garages not allowing cars to get out and with police not taking any action, on pavements blocking pedestrians to use them and making them having to walk on the road where cars are speeding and have no visibility as other cars are parked at junctions, making access to fire trucks difficult, etc. this needs to be enforced asap. Currently it is a safety hazard for everyone: pedestrians, cyclists and cars. In addition cars also block the access from Hooper street to Healdy St. Making use by cyclists difficult. As this is the third time the consultation takes place I hope previous comments are also considered. Having this development constructed by CIP the expectation was that it would be easier to enforce a proper traffic regulation as in neighbouring streets. The level of indifference from the CIP is appalling. |
| Resident | Wholly Support | This is the third time I have responded to a consultation in relation to parking on the Ironworks Estate. I support these proposals because they are as proposed and agreed by Cambridge City Council, Hill, and the Cambridge Investment Partnership prior to the sale, letting and occupation of the properties on the estate. The development includes a large underground car park, the use of which was outlined to prospective purchasers and council tenants. Hill's notes about Ironworks, provided to purchasers of properties details the limited opportunity to purchase parking spaces in the underground garage, and that houses will have an allocated space. It goes on to outline the provision of visitor bays, car club space, and a disabled bay. It references the Gwydir Street Car Park with regard to additional pay and display spaces. The City Council lettings plans states, 'Applicants should be aware that there is minimal car parking available. There will be visitors' parking with time restrictions and enforced using Fixed Penalty Notices.' It was always, and should continue, to be the aim of this development to be a motor vehicle light environment with little to no street parking provision, Ironworks, without these restrictions has become lawless in relation to vehicle parking. Cars and vans park on the pavements, double yellow lines, flower beds, pedestrian way, and block garages and the access to the underground parking at the end of Hazell Street. Pedestrians (some with prams and wheelchairs) are forced to walk in the road (a particular hazard for those with visual impairment) and vehicles drive down the pavements to avoid the parked vehicles. On two occasions (at least) the fire services have been unable to get to their destination because of obstruction caused by parked vehicles. These parked vehicles are also a hazard to cyclists. In the interests of road safety, the environment, and in accordance with the intentions of the City Council prior to development, these proposals should be adopted without further delay. |
| Resident | Wholly Support | Parking enforcement is needed as soon as possible. I have encountered my garage being blocked repeatedly by parked cars. Also, on two occasions this year fire engines on an emergency call have had their access to Healdy Street impeded by cars parked on double yellow lines. The attached photo shows once incident with a fire engine unable to get through a narrow gap left by two cars. The yellow warning note left by the fire brigade is visible on the windscreen of the Mini in the attached photo. Pavement parking is also a serious issue on the estate. My wife is registered blind with a guide dog and often has to walk in the road due to the pavement being blocked by parked cars. In the event of an accident occurring to my wife as a result of the current lack of any parking enforcement, there would be a liability issue for the council. |
| Resident | Wholly Support | I support the proposed parking restrictions. This action is necessary and long overdue. In the meantime, inconsiderate parking by residents, commuters and casual visitors has led to safety issues. Pedestrians are particularly negatively affected, as cars and vans completely block pavements, forcing pedestrians into road traffic. Frequently, entry to garages in Healdy Street is completely prevented by parked cars. There have also been incidents of emergency vehicles not being able to pass through due to cars parked on both sides of roadways - as an example I attach a photo of a recent incident that occurred on the 21st March 2024. This is particularly serious in view of the seven multi-storey blocks of flats on the site. |