

Appendix 4 Summary of Objections Received, including Officer Responses

No.	Written Objection	Officer Response
1	<p>Objection to proposed disabled persons parking bay in the vicinity of 2 Edinburgh Road, Cambridge:</p> <p>I object to this proposal because the driver of the car that I presume you will be giving the badge to is not disabled unless you are giving parking permission to all family members so they have their own family parking space, they are not disabled either. I say this because currently when the daughter or son parks in the proposed spot they do not move allowing the father to park there enabling the disabled son to get in the car. If as I presume it will only be the one car with permission to park ? the space will be vacant for a lot of the time because he works shifts eg empty for many nights. I do feel very sorry for the young disabled child but they can walk ok and I would say the furthest they have to walk is 20 yards if at times the car they go in is unable to park in the proposed space, and as I stated earlier other family members presently do not move their cars to enable the chil to get into the fathers car making them walk. The parking in this entrance to the estate is awful and dangerous with the idiots who turn in at high speeds, someone is going to get hurt eventually. In my opinion the council should do away with the lay-by enabling residents on this side of the road to have parking in their front gardens the same as the other side. The family have recently had a large hedge removed from their back garden that has access to Scotland Road and could easily have a dropped curb and parking in the garden to ensure the lad has no problems at all. Maybe you could help pay for this out of one of your many different pots.</p>	<p>This disabled persons parking bay has been applied for by the mother of the blue badge holder as the main carer of the child and the father has been recorded as the driver of the vehicle. As a blue badge holder the resident meets our criteria to be considered for a bay. If a bay was installed although it is likely to be used predominantly by the applicant, the bay would not be exclusively for this resident and could be used by anyone holding a valid blue badge.</p> <p>A blue badge is not necessarily tied to one vehicle as it can be used by anyone who is taking the blue badge holder to appointments or picking up or dropping off the blue badge holder. Link supplied for Blue Badge rights and responsibilities.</p> <p>Cambridgeshire County Council has a limited annual budget to install disabled persons parking bays across the County on the public highway and often this budget is oversubscribed, we would not have the budget to install driveways on private land, this would be the responsibility of the property owners.</p>

<p>2</p>	<p>Objection to the proposed disabled persons parking bay in the vicinity of 35 Ross Street, Cambridge: Can you confirm if it is still a traffic offence to park beyond the lines indicating a dedicated Disabled Parking bay?</p> <p>I have no objection in principle to my neighbour having a disabled parking bay, however my objection is to the described disabled parking bay extending beyond the property boundary of 35 Ross Street to include part of 37 Ross Street. This boundary extension will in turn mean that my neighbour at 37 Ross Street, who has a large saloon car, will be forced to overhang my boundary to park outside their house.</p> <p>My expectation is that from what you show on the plan that when I want to park outside my house - I will be squeezed out - by the overhang at 35 extending to force 37 to park beyond its house boundary to overhang my boundary. Parking is currently very tight on the street and this extension to boundaries will, I think, remove a parking bay (most likely mine).</p> <p>The applicant currently has a very large low slung old model Rover, which I would not have thought is a very suitable vehicle for someone who is disabled to get in and out of?</p> <p>I would be grateful if you could amend the application (and send me the amended application with amended boundaries) to show that the disabled parking bay is contained within the boundary lines of the property 35 Ross Street; and ensure that when it is painted on the street that the lines are contained within the boundaries of 35 Ross Street.</p>	<p>Blue badge holders may not be able to walk/travel long distances if a parking space is not available near to their home address and can feel anxious about going out in their vehicle in case a parking space is not available when they return. Therefore, having a disabled persons parking bay near to the applicant's property can play an important role in maintaining their independence.</p> <p>Disabled person parking bays are designed to allow the user of the bay enough space to easily access the space and allow room for an adapted vehicle and or any specialised equipment. As per regulations disabled persons parking bays are usually installed at a length of 6.6 metres, however in locations such as Ross Street where there is a high density of terrace housing and a high demand for on-street parking we often shorten the length of the bay to 5.5m. This reduced length of 5.5m should ensure that the blue badge holder has sufficient space for their vehicle but also minimises the effect of loss of valuable on street parking space for neighbouring householders.</p> <p>Having measured the widths of the mid terrace properties in the location of the proposed disabled persons parking bay the average house width is approx. 4.8-5m, given the proposed width of the disabled persons parking bay is 5.5m there is going to be a degree of overhang of the proposed bay within the public highway in front of neighbouring properties. However, having measured the remaining length of the free parking bay outside of numbers 37, 39 and 41 Ross Street if the disabled persons parking bay were to be installed and taken into consideration the high demand for on-street parking space I have slightly adjusted the proposed location of the disabled persons parking bay to ensure that 3 vehicles can park in the free parking bay outside of numbers 37, 39 and 41 Ross Street.</p> <p>When proposing to install disabled persons parking bays we undertake 'informal' consultation on the proposed bay before proceeding the formal legal order making stage required to install the bay within the public highway. This allows us time to try and work through any issues before proceeding to the</p>
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<p>I would appreciate you confirming that 39 Ross Street will retain a parking bay which should be the length of the property and at a minimum the length of a standard UK parking space with is 4.8m long.</p> <p>Please can you confirm the dimension of the parking bay outside 39 Ross Street Cambridge CB1 3BP if the proposed disabled parking bay is installed. When my neighbour parks her car outside her house how much overhang can I expect in my parking place?</p>	<p>formal Traffic Regulation Order (TRO) making stage. Informal consultation was undertaken in August this year by my colleague and no objections were received.</p> <p>As the proposed disabled persons parking bay is most likely to be used by the applicant who requested the bay who resides in the area and parks their vehicle in the locality there is unlikely to be any net loss of on-street parking caused by the installation of the proposed disabled persons parking bay.</p> <p>There would be no alteration to the free parking bay outside of 39 Ross Street so this area would be available for on-street parking.</p> <p>The length of remaining free parking bay (between the boundary of the proposed disabled persons parking bay outside of number 35 and the end of the free parking bay outside of number 41) would be 14.46m. If your neighbour at 37 were to park their existing vehicle outside of their property up to the boundary of the proposed disabled persons parking bay there would not be any overhang in front of your property, this would then allow sufficient space for you to park your vehicle outside of your property and sufficient space for your neighbour at 41 to park outside of their property especially taking into consideration that the short section of double yellow that separates the parking bays between 41 and 45 should allow more room for a vehicle to manoeuvre into the space at the end of the bay.</p>
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