

Appendix 3 - Summary of Objections Received, including Officer Responses

| No. | Summary of Main Issues Raised | Officer Response |
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| | OBJECTIONS | |
| 1 | The parking restrictions are unnecessary as the roads are residential, do not carry through traffic, so parking should be allowed. | The estate was not designed to cater for significant levels of on-street parking. It is important that all roads, including residential streets, are accessible to essential users, such as emergency vehicles and for deliveries. |
| 2 | Prohibiting residents from parking on-street is unfair as there are very few other parking opportunities in the area. | It is acknowledged that this will mean that on-street will not be available for residents. However, the development was always planned to be a low traffic/ minimal parking city centre type neighbourhood, where the use of more sustainable modes of travel are encouraged. Car sharing is a very good transport option in a city, particularly for those who only need occasional use of a car, hence the provision of a car club bay. |
| 3 | The roads need a residential parking scheme to prioritise parking for residents. | There are too few on-street spaces available for this to be a viable option. Having purchased a permit, residents would expect to be able to use it to park on-street, but those spaces simply would not exist. |
| 4 | The restrictions would make it difficult for visitors and particularly those who need to use a car, such as elderly or disabled. The small number of short-stay spaces proposed is inadequate. | Some visitor spaces are proposed, albeit they are modest in number. Blue badge holders would be able to take advantage of the usual parking concessions available to them. The preferred methods of travel into Cambridge are train, bus and park & ride, rather than driving a private car into the city. |
| 5 | There are issues with the availability and management of spaces in the underground car park. Some residents cannot afford the cost in any event, bearing in mind that some of them are on low incomes, living in social housing. | There are allocated parking spaces for private owners and Council tenants. Private owners were offered a right to park in the basement at the point of purchase. Council tenants can rent spaces which matches the policy adopted on new build schemes that have parking facilities. Spaces are still available for rent. |
| 6 | Parking will be displaced to the surrounding area, thereby creating problems in other streets. | Most surrounding roads already have parking controls in place or residential parking schemes are planned. These limit opportunities for parking in those roads, particularly considering that parking is already heavy in adjacent streets, so little spare capacity exists at most times. |

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| 7 | The removal of on-street parking will increase speeds which has road safety implications. | It is accepted that long straight roads, with little or no parked cars tend to encourage higher speeds. However, the roads are relatively short and with properties placed close to the street, most drivers tend to naturally moderate their speed. |
| 7 | Other issues were raised, such as the economic impact on nearby businesses, the creation of bland car-free sterile streets, use of the community centre and social isolation. | These factors are acknowledged, but the removal of excess traffic and parking may encourage a more active and vibrant street scene. Providing people with safe and usable streets and maintaining suitable access for emergency vehicles is of significant importance. |
| | SUPPORT | |
| 1 | The restrictions should go ahead because parked cars are a hazard to pedestrians and cyclists and obstruct emergency service vehicles, deliveries and access to garages. | Noted. |
| 2 | In favour, but some question how it will affect short duration stops, for example for loading/unloading, dropping off passengers, blue badge holders, etc. | Drivers are allowed to stop on double yellow lines for short duration purposes, such as for loading/unloading and setting down/picking up passengers. Hence, there should be no issues for delivery drivers and, in fact, if the roads are clear of parked cars, it will mean that they can park closer to their delivery address. Blue badge holders may park on double yellow lines for up to 3 hours. |
| 3 | There should be no requirement for the current process and the restrictions should be implemented immediately as the plans were included in the original planning application. | There are two separate legal processes covering planning applications and traffic regulation orders. When enforceable traffic restrictions, such as double yellow lines, are agreed as part of the planning process, there is still a requirement to publish those proposals and consider any written objections received. |
| 4 | Request for short stay parking provision, such as for community centre visitors. | This is being provided under the revised scheme. |