

Appendix J. Analysis, responses and preferred approach to car parking standards, plus summaries of representations received

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CHAPTER 12 - PROMOTING AND DELIVERING SUSTAINABLE TRANSPORT AND INFRASTRUCTURE

ISSUE: CAR PARKING STANDARDS

Total representations: 39		
Object:		
Option 186: 3	Option 187: 6	Option 188: 0
Support:		
Option 186: 13	Option 187: 4	Option 187: 13

OPTION NUMBER	KEY ISSUES
Option 186: Maintain the current level of provision	<ul style="list-style-type: none"> • Good support for keeping the current levels of provision. • Some good recognition that the current standards are working quite well. • Some instances of fly parking as a result of previous standards not being applied appropriately (particularly around large sites such as Vie). • The current standards do not accord enough with latest guidance regarding local circumstances – particularly with regards car ownership at residential development.
Option 187: New Residential Car Parking Standards	<ul style="list-style-type: none"> • Some support for this option. • Good support for the rationale behind ensuring the parking levels provided do not impact upon surrounding streets, and are suitable for the cars owned by residents. • Residents own cars, even if they use bikes, walk or get the bus for most trips – these need parking spaces. • Recognition of the need for having a limit in the standards. • Support for the use of local circumstances in assessing individual sites (such as proximity to high quality public transport etc.) as is in new national guidance. • Some good recognition that the current standards are working quite well, both at residential and commercial development. • Flexibility should be incorporated into the standards to account for differing designs and locational circumstances at each development. • Include car club / sharing into policy.
Option 188: Completely new	<ul style="list-style-type: none"> • Some support for this option too.

standards for all development	<ul style="list-style-type: none"> Residents own cars, even if they use bikes, walk or get the bus for most trips – these need parking spaces. Support for the use of local circumstances in assessing individual sites (such as proximity to high quality public transport etc.) as is in new national guidance. Flexibility should be incorporated into the standards to account for differing designs and locational circumstances at each development. Include car club / sharing into policy.
NEW OPTIONS ARISING FOLLOWING COMMUNITY INVOLVEMENT	
No additional options have been suggested.	

SUMMARY OF INTERIM SUSTAINABILITY APPRAISAL REPORT	
Option Number	Analysis
Option 186	The maintenance of the current levels of parking provision should have a positive effect on addressing transport topic issues by encouraging sustainable transport, with associated climate mitigation and health and well being gains. It does not account for local circumstances, but should encourage low carbon technologies, such as public transport and walking and cycling across all areas.
Option 187	Option 187 will retain some standards from the previous policy (2006 Local Plan), allowing for new residential standards to be developed through stakeholder and community consultation. The maintenance of some of the current levels of parking provision should have a positive effect on addressing transport topic issues by encouraging sustainable transport, with associated climate mitigation and health and well-being gains.
188	Option 188 raises the prospect of even greater stakeholder and community influence on the development of new standards than Option 187. The effect of this policy, and to some extent Option 187 (the new standards for residential development) cannot be fully appraised as they are yet to be determined by the Council in consultation with stakeholders which could result in greater or lesser amounts of parking, leading to uncertain effects at the local scale and cumulatively across the city.

KEY EVIDENCE
<ul style="list-style-type: none"> Residential Car Parking Research, Communities and Local Government (2007) Guidance Note: Residential Parking, CIHT (2012) Census, 2001 Manual for Streets, DfT (2007) Car Parking: What works where, Homes & Communities Agency (2006) Research into the Use and Effectiveness of Maximum Parking Standards,

CURRENT POLICY TO BE REPLACED

Policy 8/10 (Off Street Parking) will be replaced by the approach set out in this document. This will include:

- Updating maximum car parking standards for residential development;
- Maintaining car parking standards for non-residential development;
- A criteria based approach to address the local circumstances of a development.

ANALYSIS OF KEY ISSUES AND OFFICER RESPONSE

The National Planning Policy Framework and the latest national guidance on car parking standards explains the importance of Local Authorities using a series of key local considerations to help set any parking standards for a development. The guidance states that parking levels, particularly at 'origin' destinations (i.e. residential development) should no longer be limited to use as a tool to attempt to reduce car ownership. A Local Plan should aim to limit car usage, not car ownership. It can do this through various policies, which can include requiring new developments to develop travel plans for their users.

National guidance explains a need to align car parking standards with local circumstances such as car ownership levels and access to public transport, walking and cycling. There is also a need to allow for design flexibility within the standards. The size, mix and type of dwellings are important in setting the level of parking for a development.

After considering the advice in national guidance and the National Planning Policy Framework (NPPF), and taking into account the spread of support for all three options proposed through the Issues and Options report, it is proposed to take forward a mixture of Options 186 - 188. This would involve a three part approach:

- Updating the maximum residential car parking standards currently in Appendix C of the 2006 Local Plan. This is necessary to account for current and future car ownership levels to ensure that car parking can be adequately planned for in future years. This will aim to reduce indiscriminate parking on streets surrounding development.
- Keeping the current maximum standards for non-residential development as they are. There has been significant support for keeping the current standards, as they are considered well balanced in promoting non-car modes of travel, and limiting the option for parking at trip destinations. The continuous use of these standards, combined with policies designed to promote sustainable modes of transport, will help to facilitate further advances in modal in Cambridge.
- The development of criteria for use by developers when considering the level of parking provision at new development. These criteria details local issues, such as access to high quality non-car modes of travel; the need for design flexibility;

conflicts between current uses and increased demand from a new development. This aspect of the option will help focus on the individual needs of, and impacts resulting from a new development.

This three part approach is considered to accord with national guidance and will address many of the key issues raised during consultation. The option will help alleviate indiscriminate parking on streets surrounding new developments, by taking into account local circumstances such as car ownership and access to public transport, walking and cycling. This will also ensure that new standards are flexible, addressing the design and locality of each individual development, and providing the most appropriate form of parking.

Considering local circumstances and utilising car ownership data also helps to ensure there is not an overprovision of car parking at a new development. Overprovision can be unsightly and have the effect of making the car a more attractive option than other more sustainable modes of travel.

RECOMMENDATION FOR PREFERRED APPROACH

The recommendation is to pursue a mixture of the three options proposed in the Issues and Options report to form one option.

In order to update the standards for new residential development and ensure that they are consistent with national guidance, the maximum standards have been devised using local and national car ownership levels, which have been projected towards the end of the plan period using the matrices most relevant to Cambridge in the Communities and Local Government guidance on residential car parking (2007). In addition to this, the location in relation to a new development being inside or outside a Controlled Parking Zone (CPZ) has also influenced the maximums, with lower levels of parking to be required inside CPZs.

After applying the method outlined above, the current residential car parking standards in the Cambridge Local Plan (2006) are shown to be mostly at the right level.

Based on the 2001 Census data, and with the 2011 Census yet to be available, the CLG car ownership projections for areas similar to Cambridge show a maximum average car ownership for larger houses (3 bedrooms or more) being approximately 2 cars per household by 2026. Census data also shows that Cambridge has a slightly lower than average car ownership level when compared to the rest of the Eastern region. Therefore, the maximum for larger properties outside the CPZ is proposed to remain at 2 car parking spaces.

Inside the CPZ, the Local Plan (2006) allows for 1 car parking space per dwelling. This is based on national guidance, and the fact that CPZs are already subject to considerable existing parking pressures. It is considered that the reasoning for this remains relevant, and thus the maximums for properties inside the CPZ should continue to remain at a maximum of 1 car parking space per dwelling.

The only proposed change to the Local Plan (2006) standards is for smaller properties (up to 2 bedrooms) located outside the centre of the city, and away from areas of controlled parking. Car ownership projections for properties of this size suggest that a small increase of (on average) 0.5 cars per property by the end of the plan period is likely. This, combined with the difficulty to control on-street parking in areas outside CPZs, make it prudent to raise the maximum average car parking for properties of up to 2 bedrooms outside of the CPZs to 1.5 car parking spaces per dwelling.

The maximum standards for new residential development are proposed to be:

Dwelling Size	Inside Controlled Parking Zone	Outside Controlled Parking Zone
Up to 2 bedrooms	The maximum car parking to be provided is 1 space per dwelling.	The maximum average car parking to be provided is 1.5 spaces per dwelling.
3 or more bedrooms	The maximum car parking to be provided is 1 space per dwelling.	The maximum car parking to be provided is 2 spaces per dwelling.

The above standards are not to be exceeded, except where exceptional circumstances can be demonstrated.

The maximum standards for non-residential development are proposed to remain as they are in the Local Plan (2006). This is on the basis that there was good support for keeping the standards as they are, and the need to keep parking at non-residential development low. It is considered that other policies within the Plan centred on promoting non-car travel are vital in ensuring the demand for commercial car parking is reduced. An example of this is workplace travel planning, which has been successful in Cambridge, namely, in the Science Park.

Furthermore, residential and non-residential car parking standards are proposed to be subject to the criteria, which address individual site issues and set the appropriate level of parking based on accessibility to non-car modes of travel and any existing parking pressures.

Although the stated maximum levels should not be exceeded for residential and non-residential development, provision of lower than the maximum levels of parking should be possible where it is deemed appropriate and necessary. The impact of new development upon the surrounding streets and transport network should be considered. To account for this, this option requires developers to address the following criteria when providing for car parking:

- The location of the development, in terms of its proximity to services

accessible by non-car modes of travel (walking, cycling and high quality public transport routes);

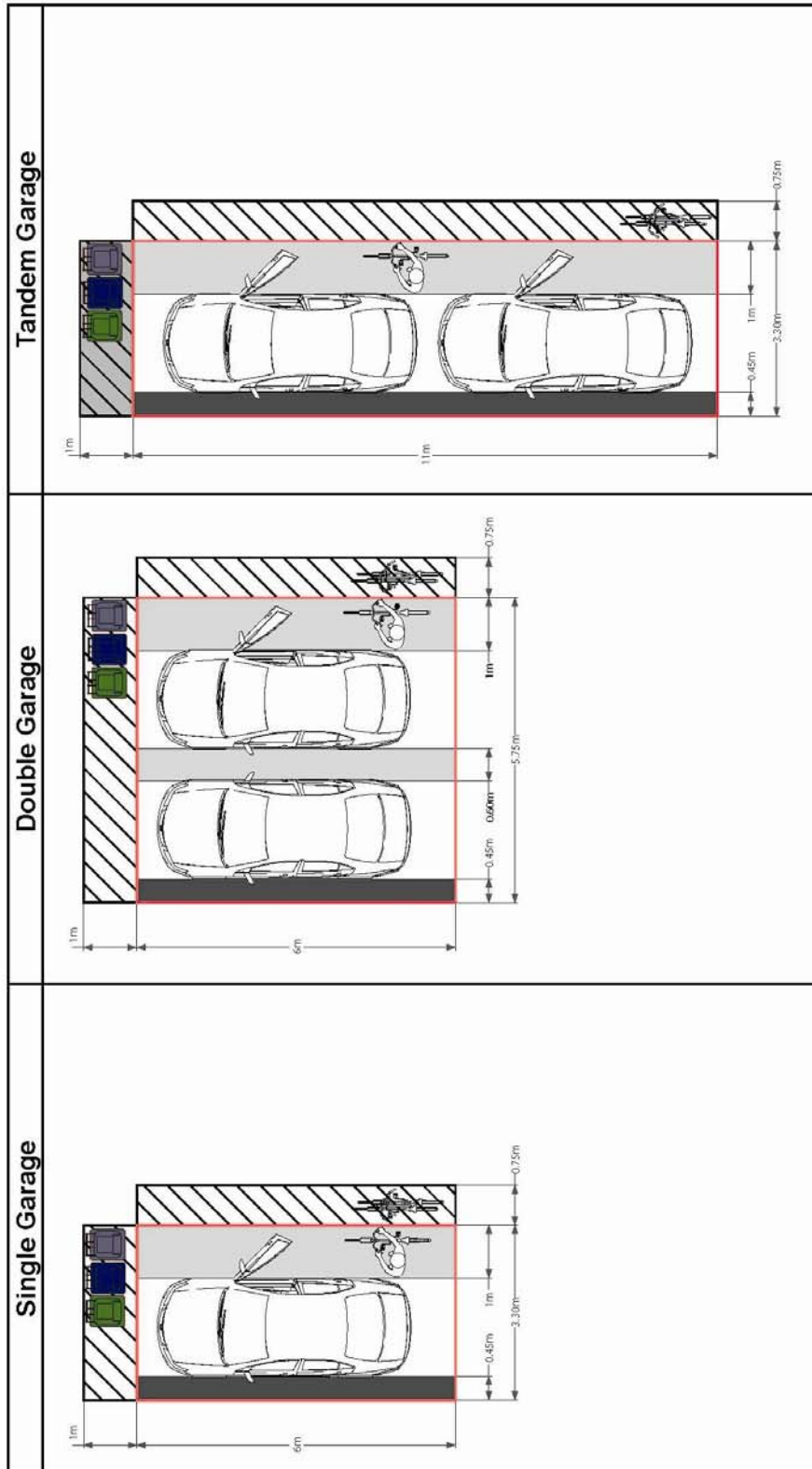
- The type of development (fringe site, infill site etc.) – i.e. infill sites are much more likely to be located in areas with existing travel patterns, behaviour and existing controls, and may be less flexible;
- The style of development (housing or flats etc.) – Evidence shows that houses have higher car ownerships than flats, even if they have the same number of habitable rooms; and
- For major developments and developments that are likely to place significant increased demand for parking in an area, the current parking situation in surrounding should be considered, including the presence of parking controls; high demand for on-street parking and conflict with commuter parking. This would inform the setting of on-site parking levels within the development.

In addition to consideration of the number of spaces to be provided within a development, this option proposes new standards for the type and style of car parking provision, dependent on site characteristics. This will need to comply with best practice guidance and is proposed to include:

- A preference for on-plot provision where this is possible, particularly for houses;
- The required dimensions for on-plot parking spaces, such as single; double and tandem garages. These garages will also provide for bin and bicycle storage.

As part of the new standards for new residential development, new garage dimensions are also proposed. This covers single, double and tandem garages, and will help to ensure that where garages are provided, they can be viably used for car, cycle and bin storage. The dimensions are derived from those in the Cycle Parking Guide for New Residential Developments (2010), and have been reviewed to include double and tandem garage dimensions that allow space for a car (or 2 cars), bin storage and convenient, easily accessible bicycle storage. These are shown below:

Garage Dimensions



Minimum garage dimensions.



Scale: 1:100 at A4

Circulation space (minimum width 1m) to allow cyclist pushing a bicycle past parked vehicle (double garage requires 0.60m central circulation space).
Area for refuse storage only.



Area allocated to allow passenger vehicle door opening (minimum width 0.45m).



Area which could be used for the storage of cycles and refuse bins, dependant upon the arrangement and number of cycles and refuse bins. Cycles should be located as close to the entrance as possible to ensure maximum usability.



RESPONSES TO CAR PARKING STANDARDS

12 - Promoting and Delivering Sustainable Transport and 12.13

14993 Support

Summary:

We agree with these statements. In general we want to see lower levels of car use, and thus lower levels of car parking but recognise that if set too low, this can result in flyparking which leads to a poor pedestrian environment and reduces the safety of cycling.

12 - Promoting and Delivering Sustainable Transport and 12.14

7187 Object

Summary:

The figure of twenty percent to twenty seven percent, for cycling has not changed sufficiently to claim this success or that the promotion by dedicated officers has had a quantifiable impact. Variations are probably derived from the increased student populations, foreign language schools and the ARU - cycling is not a solution, however desirable for health reasons or greener credentials. Majorities have been ignored, the sixty percent against dedicated pedestrianisation of the City Centre, for example and there is little evidence of significant expenditure on 'walking' as an alternative which outclasses any of the different modes of transport in sustainability.

12 - Promoting and Delivering Sustainable Transport and 12.14

14994 Support

Summary:

Moreover, wasting extremely valuable land on relatively unproductive uses such as car parking, rather than facilitating higher densities of development and creating a better standard of public realm, should be avoided in a city such as Cambridge which is quite small and compact, surrounded by green belt and having no land, except brownfield sites, available for development.

12 - Promoting and Delivering Sustainable Transport and 12.14

15342 Support

Summary:

Agree with another commenter here that walking has been desperately ignored amongst other solutions by successive Local Authorities.

The conditions for walking around most of the city are generally poor. Boxed-in crossings should be removed, and far-side indicators restored. Shared-use pavements are poor for both walking and cycling.

For the pedestrian priority zone in the city centre, pedestrians and cyclists can happily co-exist, and the quoted figure is not backed by any supplied evidence and should be disregarded. Signage should be improved to emphasise pedestrians have priority, while retaining cycle access in what is part of a number of key north/south routes.

12 - Promoting and Delivering Sustainable Transport and 12.14

15769 Object

Summary:

I am a rather sceptical about claiming such a link between reduction in parking availability and decline in car travel. I think there is a lot more to it than that. The implication of this paragraph is that parking is the magic bullet, but I don't believe that's true. It is just one of many factors involved since 1998. It's also not clear that modal share of cycle use has improved as much as it ought to have given spending on facilities, which ought to question whether these facilities are really catering for the needs of cyclists or not.

12 - Promoting and Delivering Sustainable Transport and Option 186 - Maintain the current level of provision

7188 Support

Summary:

Car Parking provision should retain these ratios and the reduction in spaces available, by design, to encourage a modal shift is short term, given the potential for non-polluting fuels to be available in future; all possible future requirements should be allowable in Long Term Plans and should be kept as an option. In the enhanced elevations of commercial and even residential building, provision should be rational, even maximised; past experience underlines, underestimation is a problem.

12 - Promoting and Delivering Sustainable Transport and**Option 186 - Maintain the current level of provision**

10461 Support**Summary:**

Families need cars for weekends and recreation even if you are able to get them to cycle to work and school.

12 - Promoting and Delivering Sustainable Transport and**Option 186 - Maintain the current level of provision**

13206 Support**Summary:**

We would support maintaining the current level of car parking provision as set out in the 2006 Local Plan subject to a review of car parking requirements within the City which would take account of local circumstances. This would accord with guidance in the NPPF which asks local authorities to take into account local circumstances when developing parking standards.

12 - Promoting and Delivering Sustainable Transport and**Option 186 - Maintain the current level of provision**

14753 Object**Summary:****Object**

We believe the existing policy can be improved, and in particular that retail, office and leisure facility provisions need additional consideration to reduce existing congestion, improve the commuting flow and access for families.

12 - Promoting and Delivering Sustainable Transport and**Option 186 - Maintain the current level of provision**

14997 Support**Summary:**

- On balance, we feel the current policy is about right. In general we want to see lower levels of car use, and thus lower levels of car parking but recognise that if set too low, this can result in flyparking which leads to a poor pedestrian environment and reduces the safety of cycling.

- More incentives needed to use other modes

- Location of car parking is more important. Developments should not be permitting on-street car parking, i.e. should be within the development.

12 - Promoting and Delivering Sustainable Transport and**Option 186 - Maintain the current level of provision**

15337 Support**Summary:**

Disagree strongly with another commenter here that non-polluting fuels will be a solution to the various problems created by some car use.

The key issue is lack of space, and the mythical green car (whose emissions will probably be shifted elsewhere) will not magically enable space to appear within expensive land, or congestion inexplicably to disappear, unless the knocking down of huge numbers of buildings is proposed to create more roadspace.

12 - Promoting and Delivering Sustainable Transport and**Option 186 - Maintain the current level of provision**

15703 Object**Summary:**

We believe the existing policy can be improved, and in particular that retail, office and leisure facilities need additional consideration to reduce existing congestion, improve the commuting flow and access for families.

12 - Promoting and Delivering Sustainable Transport and**Option 186 - Maintain the current level of provision**

16403 Object

Summary:

We believe the existing policy can be improved, and in particular that retail, office and leisure facilities need additional consideration to reduce existing congestion, improve the commuting flow and access for families.

12 - Promoting and Delivering Sustainable Transport and

Option 187 - New residential parking standards

9588 Object

Summary:

I'm actually neutral on this. I would say that car parking needs to be provided as many people want a car, but often only want to use it occasionally. Car parking needs to be provided, or rather "car storage", so that it is easier and more convenient to cycle or walk than use one's car unless it is a long journey. But you have a car available when you actually need it.

12 - Promoting and Delivering Sustainable Transport and

Option 187 - New residential parking standards

14683 Support

Summary:

In addition, I would urge the council to carefully consider increasing the number of parking spaces available for local residents as well as making the city more bike friendly.

12 - Promoting and Delivering Sustainable Transport and

Option 187 - New residential parking standards

14755 Object

Summary:

Object

We believe the existing policy can be improved, and in particular that retail, office and leisure facility provisions need additional consideration to reduce existing congestion, improve the commuting flow and access for families.

12 - Promoting and Delivering Sustainable Transport and

Option 187 - New residential parking standards

14999 Object

Summary:

We have no comments/view on this other than to state:

- We are against higher levels of car parking being permitted. It would completely wreck other policies designed to reduce incentives to use the car and thus lead to congestion around the City.

- The claim made by some that reducing car parking does not affect living patterns is untrue; the fact is that a three-car family would not choose to live in (say) Petersfield because there is not space to park this many vehicles.

12 - Promoting and Delivering Sustainable Transport and

Option 187 - New residential parking standards

15704 Object

Summary:

We believe the existing policy can be improved, and in particular that retail, office and leisure facilities need additional consideration to reduce existing congestion, improve the commuting flow and access for families.

12 - Promoting and Delivering Sustainable Transport and

Option 187 - New residential parking standards

16405 Object

Summary:

We believe the existing policy can be improved, and in particular that retail, office and leisure facilities need additional consideration to reduce existing congestion, improve the commuting flow and access for families.

12 - Promoting and Delivering Sustainable Transport and**Option 187 - New residential parking standards**

16922 Object**Summary:**

We would support a more sensitive policy of developing specific car parking standards for new residential sites as well as for retail, office and other uses. The current policy of encouraging more spaces in new residential areas but fewer at the workplace has some merit, although a side effect can be to displace commuter parking to residential streets close to the centre. A separate policy is needed to address this issue.

12 - Promoting and Delivering Sustainable Transport and**Option 188 - Completely new standards for all development**

12719 Support**Summary:**

I think this is the best option. I think assessing how well such measures have worked in the past is very valuable.

12 - Promoting and Delivering Sustainable Transport and**Option 188 - Completely new standards for all development**

12766 Support**Summary:**

Bold, and required given our compact city!

12 - Promoting and Delivering Sustainable Transport and**Option 188 - Completely new standards for all development**

13208 Support**Summary:**

We would support the revision of car parking standards if this is deemed necessary as part of the Local Plan review. Any new requirements would need to take into consideration local circumstances in line with NPPF guidance. This policy would need to take account of site specific considerations including the location of the proposed development in proximity to the city centre and access to public transport.

12 - Promoting and Delivering Sustainable Transport and**Option 188 - Completely new standards for all development**

13869 Support**Summary:**

I think many residents would find it very hard to not own a car at all. While we do not generally use ours during the week, it is vital at weekends for visiting family and friends further afield. I think new development should have sufficient car parking, that people do not end up 'inventing' car parking as currently happens

12 - Promoting and Delivering Sustainable Transport and**Option 188 - Completely new standards for all development**

14754 Support**Summary:**

Any parking standards should take account of local circumstances, allowing for flexibility to be applied in accordance with the NPPF.

Waitrose would welcome the opportunity to form part of any stakeholder discussions.

12 - Promoting and Delivering Sustainable Transport and**Option 188 - Completely new standards for all development**

14759 Support**Summary:**

We believe the existing policy can be improved, and in particular that retail, office and leisure facility provisions need additional consideration to reduce existing congestion, improve the commuting flow and access for families.

12 - Promoting and Delivering Sustainable Transport and**Option 188 - Completely new standards for all development**

15633 Support**Summary:**

In setting local parking standards, the Council should take into account the local circumstances. We would be happy to engage with the Council to discuss their requirements.

12 - Promoting and Delivering Sustainable Transport and**Option 188 - Completely new standards for all development**

15705 Support**Summary:**

We believe the existing policy can be improved, and in particular that retail, office and leisure facilities need additional consideration to reduce existing congestion, improve the commuting flow and access for families.

12 - Promoting and Delivering Sustainable Transport and**Option 188 - Completely new standards for all development**

16408 Support**Summary:**

We believe the existing policy can be improved, and in particular that retail, office and leisure facilities need additional consideration to reduce existing congestion, improve the commuting flow and access for families.

12 - Promoting and Delivering Sustainable Transport and**Question 12.7**

7141 Support**Summary:**

Yes.

12 - Promoting and Delivering Sustainable Transport and**Question 12.7**

7215 Support**Summary:**

The requirement to reduce parking space needs to be reconsidered in relation to the quality of public transport. Many workers, particularly researchers, work long hours which can vary significantly from day to day. Many also live outside the city in villages which have poor and deteriorating public transport services. The reduction of parking spaces could be damaging.

12 - Promoting and Delivering Sustainable Transport and**Question 12.7**

7394 Support**Summary:**

Yes, policy needed. Parking is a seriously increasing problem in Cambridge, e.g. in the area between the Rail station and Addenbrookes. A new approach is required to parking at home and work.

12 - Promoting and Delivering Sustainable Transport and**Question 12.7**

8131 Support**Summary:**

need policy

12 - Promoting and Delivering Sustainable Transport and**Question 12.7**

8965 Support

Summary:

Yes

12 - Promoting and Delivering Sustainable Transport and

Question 12.7

10287 Support

Summary:

Yes there must be a policy on car parking spaces.

12 - Promoting and Delivering Sustainable Transport and

Question 12.7

13269 Support

Summary:

Policies on car parking are strongly needed: they will help determine the extent to which cars dominate our streets - and also the city's carbon emissions, along with the provision of alternative means of transport.

12 - Promoting and Delivering Sustainable Transport and

Question 12.7

13429 Support

Summary:

The current standards are derived from previous national guidance and do not take into account circumstances specific to Cambridge. It is appropriate to bring forward new standards that take local circumstances into account

12 - Promoting and Delivering Sustainable Transport and

Question 12.7

14758 Support

Summary:

We believe the existing policy can be improved, and in particular that retail, office and leisure facility provisions need additional consideration to reduce existing congestion, improve the commuting flow and access for families.

12 - Promoting and Delivering Sustainable Transport and

Question 12.7

15000 Support

Summary:

Yes.

12 - Promoting and Delivering Sustainable Transport and

Question 12.7

15289 Object

Summary:

Developers will get away with the minimum requirements and the imposition of maximum parking standards is not unreasonable in densely built up city areas where land is at a premium. It makes less sense in suburban locations where alternative transport provision is poor or even non-existent. Two car families have been with us for quite a while now.

Option 187 looks like the best way forward.

There needs to be recognition of the need for short-term parking in local centres, especially at Post Offices which are most used by the elderly and people with young children

12 - Promoting and Delivering Sustainable Transport and

Question 12.7

15770 Support

Summary:

Yes there must be a policy to limit what developers do, so they at least meet some minimum standards.

12 - Promoting and Delivering Sustainable Transport and

Question 12.7

16630 Support

Summary:

Yes.

12 - Promoting and Delivering Sustainable Transport and

Question 12.7

16877 Object

Summary:

We would like to see the gyratory system removed and public transport stopping at Mitchams Corner District Centre to help reinforce its status as a district centre providing employment as well as retail uses.

We would welcome the opportunity to consult on the regional transport strategy being carried out by the County Council. It is vital to the future prosperity of the area that the highway system is overhauled. Issues to be considered:

Short-term local parking for district centres visitor/shoppers - aging population

Pedestrian priority such as shared surfaces c/r Oxford Circus, London

Query - why are Cambridge County Council in charge of the City's Transport infrastructure and can this be changed.

12 - Promoting and Delivering Sustainable Transport and

Question 12.7

18168 Support

Summary:

Yes - parking is part of traffic management

12 - Promoting and Delivering Sustainable Transport and

Question 12.7

18491 Support

Summary:

Support in principle.

12 - Promoting and Delivering Sustainable Transport and

Question 12.8

7016 Support

Summary:

I do not believe that there is any scope for reduction in the allocation of car parking space for residential or workplace accommodation below what is already present. The existing restrictions cause problems in various areas, and reducing the numbers of available car parking spaces will not reduce car ownership or use, but instead lead to nuisance from parking by people lacking convenient places to park. New car-free developments will result in nuisance for the people living on surrounding streets - and if parking on those streets is then restricted, this is itself a nuisance. I favour Option 186.

12 - Promoting and Delivering Sustainable Transport and

Question 12.8

7142 Support

Summary:

I prefer Option 186

12 - Promoting and Delivering Sustainable Transport and**Question 12.8**

7395 Object**Summary:**

We prefer Option 188. A critical aspect is ensuring that parking does not overflow into already overcrowded neighbourhood parking if a low number of parking spaces are provided with the intention of restricting car ownership. While supporting measures to reduce car use these should be incentives not penalties and we must realise that whether we like it or not, the car is not going to go away while the infrastructure deficit remains

12 - Promoting and Delivering Sustainable Transport and**Question 12.8**

8132 Support**Summary:**

Support 187. People will continue to own cars and provision must be made for this in residential areas. A policy which ensures that such provision is adequate, but that reduces provision at the workplace and so discourages journeys to work by car, would seem to be the best option.

12 - Promoting and Delivering Sustainable Transport and**Question 12.8**

8968 Support**Summary:**

Option 187

12 - Promoting and Delivering Sustainable Transport and**Question 12.8**

9551 Support**Summary:**

Option 186

12 - Promoting and Delivering Sustainable Transport and**Question 12.8**

10291 Support**Summary:**

Option 186: the current standard is working so stick to it.

12 - Promoting and Delivering Sustainable Transport and**Question 12.8**

11954 Object**Summary:**

I'm afraid I don't understand the options -- are they intended to increase or decrease the amount of parking? As indicated in my last answer, I would support keeping parking to a minimum by encouraging car clubs. See also my next answer.

12 - Promoting and Delivering Sustainable Transport and**Question 12.8**

12156 Support**Summary:**

I do not believe that there is any scope for reduction in the allocation of car parking space for residential or workplace accommodation below what is already present. The existing restrictions cause problems in various areas, and reducing the numbers of available car parking spaces will not reduce car ownership or use, but instead lead to nuisance from parking by people lacking convenient places to park. New car-free developments will result in nuisance for the people living on surrounding streets - and if parking on those streets is then restricted, this is itself a nuisance. I favour Option 186.

12 - Promoting and Delivering Sustainable Transport and**Question 12.8**

13257 Support**Summary:**

We support Option 186 rather than 187 or 188. We believe that overall the current parking standards have worked well. To design new parking standards as proposed in 187 or 188 would cost money for no obvious benefit, and may risk increasing provision for parking; something CCF would not support on sustainability grounds.

The current standards are working well; developing new standards would cost money and could risk increasing parking provision, leading to more car journeys in Cambridge at a time when we are trying to reduce traffic.

12 - Promoting and Delivering Sustainable Transport and**Question 12.8**

13453 Support**Summary:**

Maintain the current level of provision as in Option 186. Some car free areas may be appropriate especially in the centre of Cambridge.

12 - Promoting and Delivering Sustainable Transport and**Question 12.8**

14286 Support**Summary:**

Option 188. We need minimum standards and not maximum ones. It is very noticeable that recent local housing developments have led to many more vehicles parked on the street and there is often nowhere nearby to park. This causes stress in the neighbourhood.

12 - Promoting and Delivering Sustainable Transport and**Question 12.8**

14760 Support**Summary:**

Option 188

We believe the existing policy can be improved, and in particular that retail, office and leisure facility provisions need additional consideration to reduce existing congestion, improve the commuting flow and access for families.

12 - Promoting and Delivering Sustainable Transport and**Question 12.8**

15003 Support**Summary:**

186 - maintain current balance.

12 - Promoting and Delivering Sustainable Transport and**Question 12.8**

15706 Support**Summary:**

We believe the existing policy can be improved, and in particular that retail, office and leisure facilities need additional consideration to reduce existing congestion, improve the commuting flow and access for families.

12 - Promoting and Delivering Sustainable Transport and**Question 12.8**

15772 Support**Summary:**

Option 188 is the only sensible option. It makes sense to me to integrate a car parking policy with car share/car club policies and cycle parking policies. This way a coherent standard and mix can be planned, rather than each being subject to separate standards. I don't believe residential only parking standards are sufficient, as there are still commercial developments which are getting away with dubious parking. It's inappropriate to apply the same standards around, say, Mill Road as in a new development.

12 - Promoting and Delivering Sustainable Transport and**Question 12.8**

15877 Object**Summary:**

Appendix J does not seem to accommodate a development such as the new station, and any policy should be sufficiently flexible to take the needs of such a development into account. Otherwise, of the 3 options we think that Option 187 is the most appropriate

12 - Promoting and Delivering Sustainable Transport and**Question 12.8**

16409 Support**Summary:**

We believe the existing policy can be improved, and in particular that retail, office and leisure facilities need additional consideration to reduce existing congestion, improve the commuting flow and access for families.

12 - Promoting and Delivering Sustainable Transport and**Question 12.8**

18493 Support**Summary:**

Further investigation and discussion of the options would be welcome to consider the results of the consultation and fit with the strategic approach in the draft Transport Strategy for Cambridge and South Cambridgeshire. This is currently being developed and would be beneficial to review local policy approach with strategy to ensure they are complimentary. The County Council would be pleased to work with City colleagues/ stakeholders to discuss and review details as plans progress.

12 - Promoting and Delivering Sustainable Transport and**Question 12.9**

7940 Object**Summary:**

There should be more distinction between controlling commuter parking and social evening parking in Cambridge Centre. Many historic towns have daytime controls but allow their residents (of all ages) to enjoy the City at night. The current arrangements are off putting. The Carparks are hideous unpleasant & expensive and are designed with pedestrians as an after thought. Car users become considerate happy pedestrians if treated well.

12 - Promoting and Delivering Sustainable Transport and**Question 12.9**

8969 Object**Summary:**

Any policy based on the idea of people not owning cars is unrealistic. There is a need to prevent overflow parking associated with new buildings (whether residential or other, whether in the city or outside) into existing built up areas. Parking provision must take into account availability of public transport at all times of day and night.

12 - Promoting and Delivering Sustainable Transport and**Question 12.9**

9552 Support**Summary:**

Car ownership cannot be controlled by local authorities, even if usage is discouraged. Private cars need to be kept off-street when not in use. Also, residents do have visitors, and businesses have customers.

12 - Promoting and Delivering Sustainable Transport and**Question 12.9**

13419 Support**Summary:**

Parking seems on pavements appears to be commonplace. Cars should not be permitted to park on pavements as this blocks access for pedestrians, and creates serious issues for wheelchairs and prams/pushchairs.

12 - Promoting and Delivering Sustainable Transport and**Question 12.9**

13461 Object**Summary:**

Our client recommends that in moving forward the Council should ensure that flexibility is incorporated into the development of residential parking standards to ensure that the specific circumstances of individual sites and the needs of prospective occupiers of new homes can be taken into account. The criteria in paragraph 39 of the NPPF should be adhered to.

12 - Promoting and Delivering Sustainable Transport and**Question 12.9**

14322 Support**Summary:**

I would discourage car ownership altogether.

12 - Promoting and Delivering Sustainable Transport and**Question 12.9**

14761 Support**Summary:**

We believe the existing policy can be improved, and in particular that retail, office and leisure facility provisions need additional consideration to reduce existing congestion, improve the commuting flow and access for families.

12 - Promoting and Delivering Sustainable Transport and**Question 12.9**

15005 Object**Summary:**

Delay of adoption is a problem, e.g. St Matthew's Gardens development problem: problem of people moving in but lack of enforcement leads to forming parking or car-ownership habits that become harder to change as time moves on.

12 - Promoting and Delivering Sustainable Transport and**Question 12.9**

15876 Support**Summary:**

We consider that any policy adopted should be sufficiently flexible to deal with the parking requirements of a major new development such as the new station. While we anticipate that planning of the station will concentrate on non-car use as far as possible, there needs to be sufficient provision of car parking to take into account of the likely expected passenger through-put. East Chesterton wants to avoid the commuter on-street parking suffered by areas close to Cambridge Station and would not welcome residential parking restrictions in order to prevent it. The parking provision in the station plan produced by the County showing a large open car park is clearly inadequate, inappropriate and a waste of land.

12 - Promoting and Delivering Sustainable Transport and**Question 12.9**

15879 Support**Summary:**

The current residential car parking standards which require a maximum but not a minimum number of parking spaces for new developments has often led to overspill parking on nearby roads when developers maximise density and land use for units and provide insufficient car parking spaces. An example of this is the Vie Development on Church St and recent proposals for the site of the Dog and Pheasant on the High Street. Residential parking standards should be reviewed and a minimum requirement set just as happens with cycle parking

12 - Promoting and Delivering Sustainable Transport and**Question 12.9**

17506 Object

Summary:

Parking standards review - We request an effective and transparent additional consultation/review on parking standards, including a specific consultation in areas adjacent to recent large development which has under-provided for parking on-site. We object to intensive development being allowed which results in parking spillover on to adjacent streets - links also to 9.21. We also oppose proposed parking reductions e.g. Station area, not least as these areas already damage adjacent areas through unnecessary overspill parking and extra traffic. We support the principle of car free development but not where a route to displace parking on to already overcrowded neighbouring streets

12 - Promoting and Delivering Sustainable Transport and

Question 12.9

17563 Object

Summary:

There should be a sensible policy about private vehicles in the city. No provision of new development without off-road parking provision. Residents only parking on one side of the road should be enforced around Mill road tributaries and the railway station. No vehicles should be allowed on footpaths. Deliveries from large vehicles should only be allowed outside business hours. Adequate allowance will be made for all extra vehicles that will come with an increasing population.

12 - Promoting and Delivering Sustainable Transport and

Question 12.9

17660 Support

Summary:

Commuter parking is a major concern in areas with proximity to the station. The growth in London commuting means that this is a growing problem. Additional bike parking is only a partial solution. The City and South cambs should have a joined up approach to this. Any development proposals should be subject to proper evaluation on transport impacts on the existing networks and possible options for mitigating this.

12 - Promoting and Delivering Sustainable Transport and

Question 12.9

18172 Object

Summary:

Need to make best use of available parking spaces, e.g. introduction of parking restrictions on Mount Pleasant means that spaces are usually empty during the day and 'free parkers' have moved further out, so tailor charges to spread demand accordingly

12 - Promoting and Delivering Sustainable Transport and

Question 12.10

7396 Object

Summary:

Alternative parking policies requiring minimal management resources could be adopted. For example, restricting parking to permit holders during a short period (say 1 hour in the middle of the day) could prevent all day commuters using parking space near transport facilities.

12 - Promoting and Delivering Sustainable Transport and

Question 12.10

14762 Support

Summary:

We believe the existing policy can be improved, and in particular that retail, office and leisure facility provisions need additional consideration to reduce existing congestion, improve the commuting flow and access for families.

12 - Promoting and Delivering Sustainable Transport and

Question 12.10

16631 Support

Summary:

Consider underground car parking for some new developments.

18178 Object

Summary:

Encouraging private space to be used more effectively; e.g. office parking available to public during weekends; hotels renting their spaces during the day
