

## **Car parking – Southern Fringe Sites**

### **Parking Policy**

During the masterplanning process the local authorities and developers aspired to providing a high quality environment, which included a public realm that would not be dominated by parking; a feature of many new estates.

This is particularly relevant in the Southern Fringe developments where, historically, streets have been dominated by commuter and visitor parking generated by Addenbrookes Hospital.

The environment sought for of the streets is one of where pedestrians and cyclists are most comfortable, encouraging an attitude of care when entering with a motor vehicle, inspired by the aspirations of the Manual for Streets documents.

It was therefore envisioned that on-street parking would be restricted, protecting the environment of the residents.

The County Council has reviewed parking policy for Cambridgeshire to allow the introduction of on-street measures for this purpose.

This policy is to be a strategic tool rather than a retrospective reaction led by residents demands.

### **Parking Standards**

The City Council's car parking standards for new residential developments in this type of area are as set out below:

Up to 2 bedrooms -1 car parking space  
3 or more bedrooms -2 car parking spaces

These standards define the **maximum** levels of car parking permitted. The City Council's Adopted Local Plan states that "These levels should not be exceeded but may be reduced where lower car use can reasonably be expected."

### **Visitor parking**

Provision should be made at a ratio of one space per every 4 units , provided that the total number of car parking spaces within an individual development does not exceed 1.5 car parking spaces per dwelling. Visitor spaces should be marked appropriately.

### **Controlling car parking**

To manage car parking on the sites and prevent commuter parking there would be a 24hr waiting restriction on designated highway. This would entail no parking on public highway at anytime except:

25/09/15

1: within designated bays that form part of the public highway, or

2: within designated bays adjacent to the public highway but within private ownership.

1: Designated bays within the public highway would be enforceable by LAPE. It is envisaged that any authorized bays would be intended to serve specific parking requirements; these would not necessarily be those of the residents.

2: Private bays adjacent to the highway would need to be within the remit of a Management Company whose responsibility would be ensured through a S106 or planning condition. This could control commuter car parking and operate something similar to a CPZ for the site either in perpetuity or until such time as the LHA were in a position to adopt when a CPZ had been confirmed for the site itself.

It is intended to control this parking strategy by means of a "Restriction Order", however as this legislation is relatively new we are currently seeking advice from the DoE and DfT on implementation.

This would be a blanket restriction whereby signs would be placed at entry points to sites with the occasional sign within the site with 'no parking at any time except in designated spaces' and indicating the use of bays.

If controlled parking by means of a Residents' Parking Scheme was extended or new areas created, then in order to avoid displacement parking onto surrounding existing streets in the areas around the southern fringe sites the existing residents of the Proposals Sites would not qualify for parking permits. It should be noted that, at present, no such extensions/new areas are proposed, except in the Vicinity of CB1

For the Section 38 process - after construction restrictions would be advertised in advance of adoption. In the interim there would be a need for Civil enforcement to prevent usage habits being established.

The Developer will be required, as part of their Section 38 submission to draw up a proposal for parking restrictions and infrastructure. This will be incorporated within the Section 38 Agreement and form the basis for consultation.

For these measures to be implemented smoothly there is a need for the Developer to put information in marketing information and elsewhere for new properties so that people 'buy into' the traffic regulation order at the time of purchase to reduce problems introducing measures after people have moved in.