

PROPOSED PARKING RESTRICTIONS IN TRUMPINGTON MEADOWS

WRITTEN REPRESENTATIONS RECEIVED

OBJECTIONS AND OTHER REPRESENTATIONS OPPOSED TO THE PROPOSAL

Proposed Waiting Restrictions – Various Roads in Trumpington Meadows, Cambridge - PR 0703

OBJECTION

The Trumpington Residents' Association objects to the proposed traffic regulation order PR 0703. This is on the same grounds as our objection to the previous order given in our letter of 29 December 2017, a copy of which is *attached* and forms part of this objection. As stated therein, "we propose that on-street parking should not be permitted at any time outside the designated spaces". [second page, fourth bullet point – fourth page of this letter]

In addition to the grounds previously stated, the proposed order appears to breach a condition of the Trumpington Meadows planning permission in the Decision Notice dated 9 October 2009:

"The number of car parking spaces provided for residential properties within the site as defined by planning permission reference number S/0054/08/0 when taken together with the number of allocated parking spaces permitted within the site as defined by planning permission reference number 08/0048/OUT shall not exceed 1,800 save for car parking spaces designated for car club use only, unless otherwise agreed in writing by the local planning authority." [Paragraph 37]

By allowing on-street parking by residents of Trumpington Meadows on adopted roads between the hours of 6pm and 8am outside designated parking spaces, it appears that the

number of spaces provided for residential properties would exceed 1,800. The planning permission condition was imposed "To minimize the amount of car parking and encourage residents to use other forms of transportation" in accordance with Cambridge Local Plan Policy 8/10. Whereas the proposed parking scheme would have the contrary effect, which is objectionable.

A crucial element of our objection is that parking restriction schemes of the kind proposed which allow on-street parking, are entirely inappropriate for the Southern Fringe housing developments including those in Trumpington Meadows, Glebe Farm and Clay Farm. These estates have been designed without provision for on-street car parking other than in designated visitor bays. Their often-narrow streets, many without pavements or with low kerbs to the pavements that do exist, are not suitable for on-street parking - and were designed taking account of the fact that they would not be used for parking purposes. This is reflected in the interim parking management schemes implemented by the developers which do not allow on-street parking at any time outside designated visitor bays.

These interim schemes were deemed essential by the local planning authority which required the developers to implement them in order to secure the discharge of planning conditions in the relevant reserved matters planning consents. This is reflected in the signage erected on the sites by developers which makes clear that vehicles parked outside designated parking bays will be penalized (£100 fine for non-compliance). Yet, perversely, it is now proposed that on street parking is to be allowed on the adoption of Trumpington Meadow's roads by the County Council. The Association objects strongly to this and asks the County Council to reconsider its proposal.

Yours sincerely,

A black rectangular box redacting the signature of the person representing the Trumpington Residents' Association.

For Trumpington Residents' Association

Attachment:

TRA Objection December 2017

Trumpington Meadows Parking Order

Having consulted our members, the Trumpington Residents' Association objects to the proposed Parking Order for Trumpington Meadows.

There are a number of factors which give a context to our objection, including:

- the streets in the development are in either the City or the District or both, with a risk of confusion if different regimes apply in the two areas
- work is continuing on the construction of streets in the southern and western part of the development;
- the homes in the Trumpington Meadows development were designed with limited off-street parking provision within the properties. In practice, a number of residents may be using up their available parking spaces, with more cars than they expected to need, due to issues such as the need to use schools in other parts of the city and the poor availability of bus services, particularly in the evenings and on Sundays. As a result, their visitors, including possibly regular visitors such as carers, have to rely upon on-street parking;
- the limited number of on-street resident and visitor parking spaces are not clearly marked on the ground; there is no distinction between the small number of resident spaces and the visitor parking spaces; there are some streets with no nearby visitor spaces; and there are a number of areas of wide pavement that are being used for parking;
- the streets are relatively narrow and not designed for on-street parking other than in the designated resident and visitor spaces.

In our view, the proposed Order is premature. We hope it will be withdrawn and that the Council will take the opportunity for fuller consultation with residents, councillors and the developers, in the hope that a consensus can be reached about the best solution.

If the Council pursues the current order, our specific objections are:

- the hours of operation of the Visitor spaces: we are concerned that the proposal to have no restrictions on the use of Visitor spaces from 6 pm to 8 am will result in the spaces being used overnight by residents and not be available for evening visitors, and suggest that more effective hours would be say 7:30 pm to 8 am;
- we would like to see evidence that the proposed order is consistent with the approved Reserved Matters plans for the development (11/0073/REM), the plans showing parking spaces that were provided to home owners at the time of the initial purchase of a property, and the covenants signed by home owners.
- Visitor parking permits: the proposed permits are too limited and inflexible; in the absence of other parking spaces, there should be a provision for residents with specific requirements (such as daily attendance by a carer) who require multiple permits for the whole year and there should also be an option of having permits which are for a short period such as 2 hours;
- Resident spaces: the small number of on-street Resident spaces need to be clearly marked;
- absence of overnight parking restrictions in areas which are not Visitor or Resident spaces: we are concerned that the effect of the proposed Order will be that residents and visitors will be able to park elsewhere on the streets between 6 pm and 8 am; the streets were not designed for this type of use and it will have a negative impact on the streetscape and potentially on safety; we propose that on-street parking should not be permitted at any time outside the designated spaces;
- there are errors with the street names marked on the map;
- the enforcement rules in the City and the District should be the same; if this is not achievable, there needs to be clarification of any difference in the enforcement rules that apply to streets that are in the City or the District, noting that there is no distinction on the ground;
- there needs to be action by the developer to clearly mark and distinguish between Visitor and Resident on-street spaces and to introduce physical barriers to prevent parking in other on-street areas.



Trumpington Residents' Association

I am writing to you with regards to the PR0703 Public Notice, concerning parking restrictions in Trumpington Meadows. My partner and I will be penalised unfairly with this new policy, and I am sure many other similar working families will also suffer.

My partner and I both work full-time for different companies, and up until March 2020 we would be in the office 5 days a week, for which we need our 2 cars. However, the world has now changed. We have been working at home for a year and both of our companies will move to flexible working policies when they eventually start to allow people back to the office. Under this new flexible policy, we will only go in to the office for ~10% of our working days, and the rest we will be working from home. Furthermore, there is a risk of further Covid waves next Winter and maybe more to come in the years ahead - so more people may be working from home for extended periods.

Under your new parking policy, on the days where we are both working at home, we will need to drive one of our cars to the Park & Ride - adding to the morning traffic that is trying to exit the estate in peak times - and return to collect it at the end of the day. The alternative is to use one of the limited Visitor permits, face a fine, or make an unnecessary journey to work (costing petrol, carbon emissions, and increasing the risk of Covid transmission).

The reality of moving the car will be a 20–30-minute round trip (due to the traffic leaving the estate) to move it less than 200m, as illustrated on your diagram below.

My proposals are as follows:

- 1) Cancel the plan to implement any Visitor parking requirements this year. Where there are unsafe parking practices on the estate, enforce the issue of fines for not using the Visitor parking bays.
- 2) In 2022, once we have seen the after effects of another Covid wave over Winter, assess the requirements to implement restrictions on parking
- 3) If there is a need, then you should allow Residents to register their vehicles for free use parking on the estate. If we live here, then clearly, we need to be able to park here for free. It is simple to implement a Resident permit policy, which avoids unnecessary and unfair penalties. Visitor permits could still be used for non-Residents

I wish to raise my objections to the proposed introduction of visitors permits in Trumpington Meadows. I do not see, as drafted, this will at all improve the parking situation on the estate.

Visitors can easily park in the adjacent Park & Ride and parking congestion is largely caused by residents parking, not visitors.

I am supportive of the introduction of Resident permits, so it is not the introduction of restrictions I object to, but the specific proposal

I strongly object this proposal of PR0703 in Trumpington meadows which is outskirts of the city. And also four house after my house in xx osprey drive is starting of south cambridge district council from Argent road

How can the cambridge county council bring this in to their control?

When I bought the 4 bedroom house in 2014 by paying huge sum of 500 K builders promised that there will be free parking outside my house for two cars in osprey drive which is in front of my house, when I asked why there is only one car park that too inside the Garage.

But there are lot of two bedroom flats in the same development has 2 car parking spaces.

What kind of planning is this to give 2 car parking space for 2 and three bedroom houses and flats and have only one parking space inside the Garage for ten 4 bedroom houses???

And that too no space for parking in front of the Garage.

I hope and believe we don't live inside the city centre of the Cambridge. Even in city centre people have options to purchase residents parking permit by paying low fee per annum which is available for residents only.

Trumpington meadows sits on the edges of Cambridge city council and I really don't know why you have to bring this and make people to pay for this

Why can't you bring the scheme for forcing people to park their car into their car park or into their Garage rather than bring this useless scheme

I know lot of people who live outside Trumpington meadows park their car here instead of nearby park and ride and take their car after 18 hours in order to avoid fee in the park and ride after 18 hours

I guess there is a park and ride fee after 18 hours and who wanted to park here for longer than 18 hours and travel to nearby airport by national express to Stansted or Heathrow park here and go there for a holiday of week or two

I know lot of people does this

Why can't you take 10 pound or 20 pounds per annum and issue a resident parking permit for all the residents by verifying their residency by checking their council tax bill etc

So that only residents can park here and guests can by the visitors parking permit.

I am being a executive chef in five star hotel work in London and I do travel by car to Epping and park the car there and take my Tube to central London. Trains from Cambridge are time consuming and very expensive for me . My wife being GP and she works in Surgery in Swaffham in Norfolk. Its 60 miles from our house and she don't have any bus or train to her work place

And we both take day off in week days based on our job.

We can't go by cycle to our workplace which will take minimum 9 hours up both way

Our children are studying in Local schools in Cambridge. Once they finish their school they might move to university and need a car to visit us once a week or two or once a month depending on where they go for university.

You can't count them as visitors for us and making them pay for parking in their own house.

Even our friends are not visiting us due to the same reason from far away in UK.

Why can't you allocate certain parking spaces in Trumpington park and ride for residents of Trumpington meadows for free and their visitors more than 18 hours let say for 48 hours.

I strongly believe it's not good for any of us here in Trumpington meadows as residents rather than money making scheme for Cambridge council.

So remove this proposal and bring something useful.

We have electric cars and its environmental friendly

You should bring schemes like on street parking for free for the home owners having electric cars and charging point on these streets to promote more electric cars in cambridge.

<https://www.cambridge.gov.uk/residents-parking-permits#:~:text=Permits%20cost%20%C2%A320%20each,PIP%20Mobility%20or%20Attendance%20Allowance.>

Please read the link above and the look at the location of the streets and see they are offering discount for people with cars less than 75g/km Co2 emission.

Our cars are 0 g/km CO2 emission as they are fully electric.

I have to park one car inside Garage as we have charging point inside garage only.

Other car have to wait in osprey drive in order to wait for the other car to go out.

And I strongly oppose giving planning permission for 4 or 5 bedroom houses with just one parking space and giving three bedroom houses and two bedroom houses with two car parking spaces.

This is too weird

What the planning permission officers were thinking when they approve these kind of nonsense.

We cant keep buying houses every 5 years just because you bring some bad proposal.

We dont have that much money and we cant cycle to work 120 miles every day.

So please consider this and remove this proposal.

I wish to object to the Order to introduce on-street parking restrictions on various roads in Trumpington Meadows, Cambridge (PR0703). I believe there is no need for a 'Visitor Permit Only' scheme and object to it as it will result in the residents of Trumping Meadows having to pay to allow people who visit them to be able to park. The visitors themselves will not be paying to park – the cost will be incurred by residents who want visitors. The recent pandemic lockdown restrictions have starved people of human company, and to enforce this order now will further isolate those unable to afford to purchase permits to allow people to visit them. As far as I am aware this would also be the only scheme of its kind in the city - so there is no proof of need or success for this type of parking restriction scheme. The COVID-19 pandemic has highlighted the importance of social contact, and with social restrictions due to be lifted it would cause damage to the mental health of residents if they were not allowed to have visitors by car more than 100 days a year.

I object to the Order (PR0703) as an unreasonable proposal and out-of-date suggestion as Trumpington Meadows is situated next to the Trumpington Park & Ride - which is free to park in for short amounts of time (up to 18 hours), should there be no on-street parking available for visitors to residents (which was not the case when I believe the Order was initially thought of – the charge was removed by CCC a few years ago). Commuters will therefore be able to continue to park at the Park & Ride and will not need to find free parking on the Trumpington Meadows estate (as was possibly an original reason behind the idea of a visitor permit scheme for the area). I live on Consort Avenue and have one parking space for my household in a designated parking area behind my house, but there is also have a designated parking bay at the front – which is much safer for me to park in as a lone female, rather than using the often deserted, hidden from view and dark parking area (in winter it is dark from 4pm).

I currently reside in a one car household, but this has the potential to become a two car household (like many of my neighbours). I object to the Order (PR0703) as having an on-street parking scheme that is 'Visitor permits only 8am and 6pm' would not allow any residents to park their second car on the street in the daytime. With the current 'working from home' situation, that looks set to remain in place and has changed the way the nation views the need to go into an office, if there is no need to travel to an office and not be at home it is impossible and untenable to expect residents to move their cars between the hours of 8am-6pm. The hours of this Order clearly reflect pre-pandemic 'old style' standard, working hours. These time-restrictions would also make it impossible for shift workers in a two car household (e.g. Trumpington Meadows is ideally situated for Addenbrookes employees to live here) to park at home when not at work if they do night shifts. Therefore I object to Order (PR0703) because the hours are discriminatory. The property was not sold to me as a 'one car only' residence, and there is ample on-street parking available in designated bays. I have lived here for eight years and am not aware of any issues with dangerous or illegal parking in this older area of Trumpington Meadows.

I object to the Order (PR0703) as working residents who do not have enough parking spaces will be forced to use their cars to travel to their place of work between the hours of 8am-6pm, rather than cycling or taking public transport – which contradicts the goal of the Council to get people out of their cars and using greener, more sustainable travel options. It is also a waste of energy and bad for the environment to be constantly moving a vehicle to avoid the restrictive times of the scheme.

The parking zone notices have already been in place for some time in Trumpington Meadows when this is only a proposed scheme - causing much anxiety and unfair confusion to all residents (Barratts installed them unnecessarily in December 2019, without notifying CCC (I know as I emailed CCC to ask (the team knew nothing about them) and also got in touch with Barratts to find out why the signs had appeared as there were no visitor permits that existed yet (visitor or otherwise) to apply for) as CCC had not adopted the roads yet). Since March 2020, there has been a 12-month pause in the roll-out of approved parking schemes in Cambridge, which includes the scheme for Trumpington Meadows. Please can you confirm to me if this scheme (PR0703) is approved or proposed? As if it is not approved surely the signs should be removed. During this time I have not been aware of any dangerous parking at any hours of the day along Consort Avenue or the adjoining roads.

Apparently the Authority's reasons for proposing to make the above named Order are as follows:-

- For avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising.
- For facilitating the passage on the road or any other road of any class of traffic.
- For preserving or improving the amenities of the area through which the road runs.

I object to the Order (PR0703) as I question how a visitor's parking scheme will achieve any of the above when these issues do not exist. I would ask the Policy and Regulation Team to visit Trumpington Meadows to access whether they think this antiquated idea for an Order is still relevant or non-existent. If people decide to park illegally (on pavements for example or blocking driveways) then they should be fined and tickets handed out by a traffic warden when the road has been adopted. A visitor permit scheme will not stop these people from parking illegally.

I object to the Order (PR0703) as it penalises the resident by making them pay for their visitor's parking.

I agree it would be better if some of the parking bays had marked spaces: to make it clear where people can park and how many cars per bay (for instance, there is a bay on Consort Avenue that fits four cars but if people park inconsiderately (as there are no white lines) only three can fit). I understand that painted lines

need upkeep, so the solution to this would be the more reasonable option of a residents parking scheme if deemed necessary – which would at least then allow residents with more than one vehicle per household to purchase a residents permit to enable them to park a second car (as most residents seem to have one allocated parking space per property). Any visitors could then either use the person they were visiting's own parking bay if the resident parked on the street or in the nearby FREE Park & Ride site if no on-street parking was available. As other resident parking schemes have been abandoned in city centre locations though (York Street in Cambridge for example – which had a lack of support to be implemented) this would need a brand new consultation process to be accepted and approved.

I object to the Order (PR0703) as visitors who only plan to visit a resident for a short amount of time (for perhaps an hour or two) would be a waste of a permit that in theory is supposed to last for a whole day, which is non-sensical - if you need to pay to park then you should be able to specify the amount of time you are paying for. It also stops unexpected or surprise visits as the visitor will be unable to purchase their own permits.

I object to the Order (PR0703) as it removes the option of residents being able to park outside their own property or for visitors to stop by without planning (in case there is no permit available) – especially when there is no issue of overcrowding or dangerous parking in this location. I object to this Order (PR0703) as unnecessary - it removes the pleasure and convenience of living in this quiet, edge-of-the-city estate. Trumpington Meadows is on the very edge of Cambridge and does not suffer from the same overcrowded parking scenarios as the city centre.

Will the proposed permits be printed? How long will it take for them to arrive if so? As this removes the option of last-minute or unplanned visits. Even tax discs no longer exist - instead of being printed on a piece of paper they are electronic. I therefore object to the Order (PR0703) as it will be a waste of paper and ink, and bad for the environment.

I hope that my comments will be taken into consideration as so far there has been a lack of consultation with the residents of Trumpington Meadows about this proposed scheme. I believe the rollout of this parking scheme should be suspended indefinitely – or considered as part of a new parking strategy with the Greater Cambridge Partnership. The existing incorrect signs should therefore be removed.

I would like to object to the proposed parking restrictions on various roads in Trumpington Meadows, Cambridge (PR0703).

Your letter refers to 'waiting restrictions' and that parking is prohibited on the adopted roads - yet the website talks about 'Proposed Waiting Restrictions and Street Parking Places' and that "All on-street parking in these roads will become No Waiting between 8am and 6pm on all days of the week, except in signed visitor permit holder bays. ... There will be no parking restrictions in operation outside of those times". I object to these proposed restrictions (PR0703) as it means that outside of these times it will be a free for all, as people can then legally park on the roads (which they currently mostly don't, as per the old private signs - see attached example) which would then be more dangerous. Which is what you want to 'stop' according to the reasoning behind the restrictions:

The Authority's reasons for proposing to make the above named Order(s) are as follows:- **For avoiding danger to persons or other traffic using the road** or any other road or for preventing the likelihood of any such danger arising. **For facilitating the passage on the road** or any other road of any class of traffic. **For preserving or improving the amenities of the area through which the road runs.**

What about outside of these hours? If you want to make it safer, why only in the daytime?

I agree that people should not be allowed to park just anywhere - it should be in the designated marked parking bays only. Which is how it always was in Trumpington Meadows under the previously privately operated on-street parking controls. These have been non-existent since Barratts jumped the gun by acting too soon and unhelpfully putting up signs in December 2019 stating the bays were now 'visitor permits only' - when there were no permits available to be bought! The signs have since been covered up/wrapped with black plastic bags - but some of the wrappings have come off which is confusing and worrying (see attached two photos taken today 31.03.2021) and so people do park in some areas where previously they 'couldn't' or maybe shouldn't (like in front of the LEAP (play area) on Consort Avenue for example (which seems crazy as it looks like a legitimate parking area) - as before it was only in marked bays (designated by a change in the road markings/material).

There have been no parking restrictions in place whatsoever since the private signs were removed, and the wrong ones covered up, and there have been no issues that I am aware of (especially between the hours of 8am-6pm). And I have regularly walked around the estate during the lockdowns as part of my daily exercise. So I object to the proposed parking restrictions on various roads in Trumpington Meadows, Cambridge (PR0703) as they are unnecessary.

The main reason I strongly object to you making the area a 'visitor permit holders' only scheme is that this directly and personally penalizes the residents. If the idea is to stop commuters parking here, which they don't need to - commuters can park for FREE in the Park and Ride which is next door to Trumpington Meadows. I object to having to pay to have people visit me as I will be paying for their parking, not the visitors themselves. If the proposal goes ahead, I will only be able to purchase permits to cover 100 visits - which is for less than a third of a whole year.

These roads are never been crowded with parked cars - even before lockdown. Quite often in the daytime the parking bays are mostly empty. The main issue with traffic here is that there is only one road in and out - when will you open the other access road please? With the plethora of new flats and houses that have sprung up at the new end of the estate, Consort Avenue becomes like a car park in the mornings with school drop-off traffic and people queuing and fighting their way to get out of the estate to get to work - in their cars. This will only increase if people HAVE to move their cars between the hours of 8am-6pm, which I object to (ref PR0703).

We are a two-car household - where are we supposed to park our other car, please, if this proposal is approved? This was not sold to us as a 'one vehicle only residence'. I object to the proposed order PR0703 as although we do have one parking space - what are we supposed to do while working from home (WFH) with the other car? Government advice is to WFH where possible - I no longer even have an office to go to every weekday (never mind what to do with the car at weekends?!) as it has been deemed unnecessary. Is it suggested that I move my car to the Park & Ride every day for those hours, including weekends? Taking up space for commuters and shoppers and adding to exhaust fumes unnecessarily? When there is plenty of free parking available for residents outside our homes. I object to the order PR0703 for all the reasons stated above. Especially as you haven't even considered having both resident **and** visitor permits made available, which would make more sense.

What are the reasons behind parking only being prohibited on the adopted roads between 8am-6pm every day when people don't park on the roads anyway (evidence gathered over the last seven years that I have lived here) - who are all the people you think are parking here that need not to be, to allow our visitors to park? I object to this proposal (PR0703) as it is unrealistic to assume the parking bays need to be left empty for visitors only. Why are you including the parking bays in this waiting restrictions proposal? Can they instead be treated as separate from the roads? And why are the waiting time restrictions for every day and not just weekdays? I would like to know the justification, please.

An alternative suggestion - You could easily (as per the old privately operated parking controls - see attached photo) make it illegal to park on the roads/no waiting between whatever hours you want and only make it possible to park in the marked parking bays - and keep the area permit free as it is now.

I am writing this email to strongly oppose the planned parking charges for the Trumpington Meadows development.

As we exit lockdown and meeting indoors will once again be possible, this move penalises those who rely on seeing friends and family for their mental health. As a person in their 20s having spent a year living by myself and with little in-person social contact, to now be charged for the privilege of my friends coming over to my own home is beyond inconvenience and quite simply punishing.

Additionally, I know of others in the development who need support workers and carers to regularly visit, for households like this, this is an additional and permanent burden.

Considering that one of the requirements for Trumpington Meadows was to offer a substantial amount of affordable housing, a move like this is an unwelcome and hindering to groups of people that can't necessarily afford to incur additional costs.

Please do consider the ways people will actually be affected, especially given the precarious state of people's mental health after a traumatic year. There are other options to reduce parking outside of bays such as yellow lines, or perhaps even providing residents with a permit to give visitors to park in the park and ride for free for longer than already permitted 18 hours to relieve pressure on bays within the development.

Thank you for reading and considering the points raised.

I'd like to comment on PR0703.

Here are my concerns:

1. For Zone 1, there are very few "visitor parking" slots currently in existence. Most of these are near the Anstey View park. (There are considerably more visitor parking spots in Zone 3.) East of Anstey View park, I think there are exactly 7 marked spaces, for about 150 homes. (Not counting the Barrett Homes Sales Office, which I assume is not covered. Indeed, there are 4 homes on the drawing, that do not exist, which are apparently in the car park of the Sales office!)
 1. As we have so little visitor parking in our area (east of Anstey View park), there seems no point in requesting visitor parking permits for planned visits by friends or family. If I've done my figures correctly, 28 homes can each request permits for up to 100 days, and use up all of the visitor parking for the year.
2. There is no mention of what to do about illegal parking in privately owned slots. I can only assume the owners are on their own. When other options are not available, open spaces in parking courts and private slots will be appropriated, with no recourse.
3. There is no mention of the mechanism for applying for visitor permits. It seems this is a great concern, as if it is too onerous, difficult, or non-inclusive, it is just a sham. Not mentioning it brings out the sceptic in us all.
4. There is no mention for nannies, care-takers, maids, or visiting nurses. Should these people also park in the P&R, and walk over? Some of these people may need to be present for several hours during the day. Often neither the homeowner nor the service person have the means to pay for a visitor permit, assuming the visitor slots were conveniently located, and the permits were quick and easy to obtain.
5. There is no mention of a provision for service vans. If my boiler breaks on Tuesday, there is no time to get a parking permit on Wednesday. Should they park the van in the Park & Ride, and haul everything over? Or will some practical exceptions be made for well executed parking on streets, not in visitor slots, for service calls?
6. There is no mention of delivery lorries. Some deliveries might take 20 minutes (e.g., a washer or refrigerator). Should these vans park in the P&R, goods put on a sack butt, and hauled over pave stone streets? And visitor slots will not accommodate delivery lorries.
7. There is no mention of removal lorries, which often require a full day, and often block much of the street. It is unrealistic to expect them to park in the P&R, and in fact they are generally banned without special permission. Again, they will not fit in visitor slots in our area.
8. There is no mention of taxis or other ride service vehicles. In our street, there are several disabled ride pickups every day, for school-aged children. To meet their schedules, they often arrive 10-20 minutes early, depending on traffic, and wait in a nearby street for the appointed pickup time. (They generally try very hard

to find a wide, little used street to wait.) Should these vehicles park in the P&R until their appointed time? Are they allowed to park for the 10 minutes in front of the house they are serving? Some of these are wheelchair kids, and need more than 30 seconds to load or unload.

1. I don't know what to tell someone in a wheelchair who comes to visit me. There are no reasonably close visitor spaces to my house. Most people in a wheelchair take 5-10 minutes to load or unload from a vehicle, as a passenger. Some of these are drivers themselves, and will have no means of door-to-door access, but must park several streets away, or in the P&R. And face it, the disabled slots in the P&R are situated near the main building, and not near the residential area.
2. I will have to be honest, and say that Trumpington Meadows is an unfriendly neighbourhood, and anyone disabled who stops long enough to unload from a vehicle is chancing a ticket.
9. There is no mention of other service vehicles, such as landscaping, window washing, or bin washing. These vehicles carry on board equipment that can only be used in proximity to the house they service. Is there an exception for them? What about tradesmen?

I applaud the basic idea, that vehicles should not be parked in the street during the day, and that the scarce visitor parking slots (scarcity approved by the council) should be fairly and equitably available to all. However, there seems to be no practical guidance on exceptions that can't possibly, plausibly, or practically make use of this scheme, without considerable harm to those that would be served by such exceptions. Indeed, if I have a plumbing issue, and it causes all my neighbours in my terrace house considerable cost and inconvenience because I can't get anyone to service it in a timely manner, eventually the reputation of the neighbourhood will fall. Along with quality of life, house prices, and personal safety.

I am disappointed that a comprehensive scheme, with further guidelines in full, or reference to same, has not been published with the initial notice. If such material exists, please forward references to me, and please publish them in future correspondence to all.

I am disappointed that your mailed letter does not give a link to the traffic regulation page for Cambridgeshire or Cambridge. It is also odd that part of this neighbourhood seems to be under Cambridge City authority, and part under South Cambridgeshire authority (Zone 1 and Zone 3 appear to have the same rules, but are noted distinctly). Which implies that the rules for the different areas might diverge, or the permits be handled by different entities, or enforced by different officials.

I am disappointed that, after receiving this notice, the common sense solution to many parking concerns seems to be, "just use the Park and Ride". While that has been quite underused in the past year, in 2019 it was often full every weekday. So inevitably, people will abuse the parking at Sainsbury's, and Waitrose, and street parking along Anstey way, and Byron's Pool, and any private slots they can find free.

Finally, I realise that the aim is to have some balance in the street parking situation. I'm sure there are many abuses currently, such as near the primary school at pickup and dropoff times. And there are many conscientious uses too. I don't know what further rules a fair and balanced scheme would have. But it seems that only the barest, most simple-minded approach has been suggested, which is not fair, and not inclusive, and will never be wholly accepted. Going forward, I can't recommend anyone buying property in this neighbourhood, given the numbered concerns above.

I would like to express a strong objection to the Permanent Traffic Regulation Order PR0703 at Trumpington Meadows.

While I appreciate the desire to reduce the use of cars, it is not appropriate to charge £2.40 per day for a visitors permit for any length of stay of a visitor to my house. I live in so called affordable housing in Trumpington Meadows and do not have a drive where visitors can park.

I am a single parent and rely on help from friends to support me in caring for my two children. I cannot afford to pay £2.40 for each visit and asking those who come for an hour at a time to park at the P&R which is a 10min walk away is unreasonable for those people who are already going above and beyond to help me out.

The reasons provided in the Statement of Reasons i.e. road safety are not valid as we have now used these roads for parking for more than 5 years and safety has not been flagged as an issue for all these years. The roads around Trumpington Meadows are not clogged with cars, nor is there a problem for road users or pedestrians alike.

I therefore wish the council to reconsider the proposed parking regulations as it appears to be discriminatory and not tackling the supposed problems outlined in the statement of reasons. What is an issue is that the speed limit adopted for the development is set at 30mph - which to my mind is too fast for a multiple users road (e.g. Bead Road has no pavement). A lower speed limit will contribute to safety much more than charging for parking!

We have read the proposed waiting restrictions for PR0703 Trumpington Meadows.

We are very concerned that there are no residents passes proposed, only a visitor pass valid for a maximum of 100 days. A significant majority of residents including us have two household cars and only one allocated parking space. The second car is therefore parked in one of the parking bays on the road outside the house. Where are we meant to park should the parking restrictions come into force? The visitors pass does not cover the year and there is no alternative parking anywhere around the area.

Please therefore consider allowing residents passes to residents of the roads being adopted under P0703, as this is vital to a significant majority of households in Trumpington Meadows. There are no other parking possibilities for secondary household cars.

Following publication of your consultation proposals for parking restrictions on Trumpington Meadows, reference PR0703, I would like to offer the following comments. These are written as a resident of the development (Renard Way):

- the proposals would appear to run counter to any efforts to prioritise environmental concerns. Clearly many properties on the estate currently have multiple vehicles, reflecting the size of many of the homes. Under the proposed rules residents will now be incentivised to use these vehicles to travel between 8am and 6pm, rather than use public transport options.
- the imposition of restrictions in a blanket fashion for 7 days per week between 8am and 6pm, but then no restrictions out of these hours, is clearly problematic. As a local homeowner I would wish to see a resident permit scheme introduced for designated vehicles which operated at all times, ensuring there is no free for all arrangement out of hours, with visitor permits restricted to minimal volumes per property.
- these resident permits, operating throughout the week and day, would better reflect the fact that for most residents they will tend to be at home at weekends and now, post pandemic, will be working flexibly in many cases. The current proposals will simply encourage people back into commuting to the workplace every day, and unnecessarily making weekend journeys. All to the detriment of the environment.
- we would of course fully support proper parking enforcement on the estate, so are absolutely not anti the appropriately designed criteria.

Speaking personally, as an NHS Trust Director working in Essex, with a wife in a senior local NHS employment, and a young son of primary school age, running two cars as a household is unavoidable. But we are committed to minimising our journeys, using public transport and parking in safe and law abiding fashion. As currently designed the proposals will make all of these priorities more challenging and most critically will be of detriment to the environment. And I fully believe this will be true for many other residents.

As such I would implore the council to rethink these proposals, especially the concept of a resident permit, to ensure that green considerations in a post covid flexible working world are at the forefront of thinking.

I am writing to register my Objection to the proposed waiting restriction between 8am-6pm on the sign opposite my property (xx Forty Acre road), and for this sign to be considered to be replaced with a full restriction of 'No Parking' at anytime.

As a resident in Forty Acre Road, Trumpington Meadows i was able to speak to one of the Highways inspectors' along with reps from the TMC & TMDAG residents committee & also Trinity Estate Mangement as they did a walkabout reviewing the roads for adoption back in the summer of 2020.

It was noted at the time, that the waiting restriction along this stretch of highway was not suitable and a full restriction could replace it for the following reasons:

- Blocks the entrance/exit for Emergency Services and the Councils Waste & Recycling vehicles (passing through by removing the bollard when accessing Forty Acre Road from Spring Drive)
- Blocks the entry/exit from our driveway;

Forty Acre Road also has no kerbs and is frequently used to get to the park and ride by pedestrians, the road is not wide enough to accommodate two lanes of vehicles if one side of the road was being used for parked cars. If the current proposed sign was to stay in place, these cars could potentially cause a hazard to on-coming vehicles emerging from outside of No 11 Forty Acre Road, as they would have to reverse onto this area.

Please note that Forty Acre Road was altered by Barratts to a 'no through road' (by the installation of removeable bollards for emergency and council vehicles) due to a child being involved in an accident with a car in the same area.

I hope you will take this into consideration during the consultation process.

I'm a resident in Osprey Drive and i only have one spot parking behind the house, and i have 3 vehicles including the work vehicle. How will be possible parking on parking bay on public road with get any ticket for that?

My correct question is, owner more than 1 vehicle and don't have parking bay for all, Residents will be allow get a permission for parking on public road without receiving a parking ticket from officers?

I want object to it.

I am one of the residents of Trumpington Meadows, I have been living there for 4 years now, and for the last 4 years there have been a few times where there was some push from the Cambridgeshire Council to get this done.

I am sure that eventually the Council will end up getting away with it and this will finally happen so, in preparation for this, could I ask, a few things?

Our house hasn't got an allocated parking, we rely on the parking bays, and would like to be able to continue being able to park in the residential area of Trumpington Meadows during the day and night.

My wife works from home and she would need to have the car with her to do the school runs.

Are you telling us that with this change she would not be allowed to have a car parked in our neighbourhood during the day?

Or is this something that you resolve with having a visitor permit? she would not be a visitor but a **resident**. Is there something you have missed in the letter or that we have not understood correctly?

Like her, there will be many other cases of people living and working from the neighbourhood and needing to have the car available there all day long.

In any case, how are these visitor permits organised, where, how much, etc?

As a resident, do we need to apply for a resident permit ? And, with it, displaying it, could we park in the bays during the day? any time?

Otherwise we have no place where to leave the car during the day, and being a resident this would be a total nonsense. You would have bays empty Monday to Friday, no visitors tend to come to Trumpington Meadows during the day.

I insist that our property doesn't have an allocated parking space and my wife works from home, so, your proposal should consider many cases like this, if not, please let us know, so we can inform the community of people that work from home and that needs to oppose this idea.

Indeed, we will submit our opposition to this.

It doesn't make sense that you force residents without an allocated parking to buy 12 pounds visitor parking per every five days to be able to park the car in a bay near their house. Basically, a measure to collect 600 pounds a year per household in this situation. What a business!

So little consideration to humble working people. Under the current circumstances we can't believe how such a scam is presented to hard-working class people.

If your claim is that you want to prevent people from having two cars you should run a survey to see how many of Trumpington residents have more than 1 car, not many at all. Have you done this survey?

This idea you are pushing is all economically driven, not about protecting the environment, we don't buy it.

There are other ways to do that, you can grant a resident permit for parking to those with one car, and not give any to those with two cars in the same household and with an allocated parking space.

Penalise those, don't punish humble working people.

We will share this with the Community, specially now that local elections are coming up, they should know these kinds of things, definitely, it does affect our vote.

This email is to present the opposition to this plan for regulating parking spaces in Trumpington Meadows.

We live in the Meadows and haven't got an allocated parking. The solution is to park in the bays.

The reasoning for your plan is to tackle the issue of families having too many cars per household, however, with your plan, you forget about humble families with only one car and with no allocated parking space living in the Meadows.

These families may have a member of the family working from home that needs to have a car parked nearby to do school runs, after school activities, shopping, doctor visits, etc.

In order to have a car parked in the Meadows you don't seem to allow Resident Permits, on the contrary, you only allow Visitor permits, so, you expect residents of the Meadows to buy visitor permits every 5 days to be able to park their only car outside their house because they don't have an allocated parking.

As you can imagine the whole plan seems like a way to collect more money from people that are already under a lot of pressure.

The residents of Trumpington Meadows are already paying an overinflated council tax and now we are presented with this plan?

Please process my strong opposition to your plan.

I am writing to enquire about the proposed waiting restrictions of various roads in Trumpington Meadows, Cambridge.

I live in one of the Vista apartments on Renard Way and I am concerned that we have no visitors parking and with the pending parking restrictions how are we meant to have anyone visit?

Will each resistant be given a visitors parking permit for these occasions that allow parking at all times?

Also the restriction timings stated are later than any parking restriction in central Cambridge, why is this? As we are further out of the city.

I am writing regarding the proposal to charge for permits to park in the parking bays for visitors to Trumpington meadows, I would object to this proposal to charge the use of parking bays , especially now in COVID times when people are being asked to work from home.

The parking bays should be free to use for all residents and to charge by the way of permits is ludicrous and I feel is a way of the council making more money from residents , I would suggest that residents are allowed to park free and not charge for the use. If the council want to make the roads as on there map no parking zone that would be a better way of managing the roads, not penalise residents for using parking bays. Charging for use would make people to drive more to work and may be not use environmental ways of going in to the town via a bike or walk, thus making more congestion in Cambridge.

In the parking bays there is no problem of obstruction to the highway , but on the main roads around Trumpington meadows there seems to be. It would make sense to put in restrictions on the main roads not the bays.

I do believe any objections won't be taken in to account as the council has all ready spent money on the signs.

Every resident should have a permit given free of charge for a named registration vehicle , if you do need to input a charge then it should be for visitors, it doesn't make sense that 5 minutes walk to the park and ride you can park for free , which is what will happen people who want to park will park there for free and no revenue for the council.

I totally object as when I moved to Trumpington meadows 8 years ago , we where never told that the lay bays would be chargeable in the future and I feel that it is a unfair charge.

Also I would like to know why part of spring drive is not listed on the no parking zone ?
Is this part not being adopted by the council from number 2 to number 10 if not why not please could this be explained to me , who will be in charge of this part of spring drive once the roads are adopted.

On the grounds of above I fully object to charging for parking bays.

With reference to the letter of 30 march 2021 on the above subject.

I am the owner of xx Spring Drive an apartment in Trumpington Meadows and have a query about parking. Currently I park in the bays close to my apartment (and select any that is free at the time).

Noting the proposed restrictions and that parking spaces would be reserved for "visitors permit" holders only, I must highlight that these permits need to include residents (I assume this is the case).

Could you please provide more detail on these proposed permits and how we would apply for them?

Thank you for your reply. I do wish to lodge a formal representation to amend the proposal to allow for resident permits.

Motivation: On any given day the majority of cars parked in the "open bays" belong to residents. The reason is driven by garages that are too small to accomodate large cars leading to insufficient allocated bays. Without some recourse to resident permits these residents will be forced to park in other less safe spaces.

Could I therefore formally request that this be considered seriously and taken up as a valid proposed amendment.

I am opposing the proposal for the new parking restrictions based on practical considerations. Since the lockdown began most of us are predominantly working from home and our cars are parked in the designated parking bay. The new restrictions mean, I have to move my car elsewhere every morning at 8am and bring it back at 6pm. The parking permits are costing £12 for 5 days and only a maximum of 100 days can be purchased.

The problems here are two folds, it not only costs us extra in these tough economic times but also doesn't offer a year round parking option. I am not aware of any traffic related issues in our area and I don't see why these restrictions are enforced when everyone is predominantly working from home. Most houses have only one parking bay in our apartments and this would severely affect families with 2 or more cars.

I would urge you to reconsider your stance on this matter and would be grateful if we could come to an agreement that works the best for us all.

I'm writing to oppose the planned restricted visitor permit parking scheme in Trumpington Meadows. We don't allocated parking space outside our home. We plan to get a car (we have been carless for five years) and would like there to be an allowance for people who own only one car to be able to get a special permit to park. Your proposed scheme will mean we have nowhere sensible to park our car when we get one.

If this is about reducing cars and emissions, we have been playing our part, and only request that there can be some access to special resident permits if we meet the criteria of one car.

I'm against this parking policy.

I am officially lodging an objection to the above proposed parking restrictions as outlined below.

- When taking on our tenancy with BPHA we were assured we were able to use the layby on Osprey Drive as a parking space for our second vehicle as our 3-bedroom property only has one allocated parking bay in the carpark situated at the rear of our property, where all other 3-bedroom properties are allocated 2 spaces.
- From the letter received it does not appear we are being offered resident parking permits only visitor permits limited to 20 per household member which is restricted in itself!! As residents, we as a household would be willing to purchase a yearly Resident Permit if this were made available.

- As a Tenant/Household Member we feel we have not been kept informed or included in this policy making decision, only upon seeing road signage appear overnight and then receiving this letter last week. As residents we are already paying substantial ground rent within our rent and Council Tax at a premium, to now be told we have to pay for our family and friends to visit which again is limited is a great slap in the face from the council.
- At this moment in time all lay-bys are in constant use by residents living on this estate and there has not been issue until now. If introducing this proposed scheme, where are residents expected to park these vehicles? Our car included as I cycle to work and will have nowhere to park it between 8am and 6pm.
- Do the Council propose any meetings with Trumpington Meadows residents with regards to this proposal and any future parking issues this will cause?!

We look forward to hearing your feedback from this email.

I am writing to express my strong objection to the proposed parking restrictions that are planned for Trumpington Meadows, specifically the limit to 1 car per household.

I, like many other people living in Trumpington Meadows (including colleagues), am a young professional renting in a shared house, who moved here due to the need to commute out of Cambridge by car, to an office that is not served by regular or reliable transport.

If the limit of one car per house is also to be applied to HMOs, where tenants are independent adults belonging to different families, please advise as to how people like myself are expected to get to work.

This seems like an unnecessary restriction to impose on people who have chosen to move to the outskirts of Cambridge to avoid contributing to the city centre traffic that this scheme is supposedly aiming to reduce. Moreover, it totally fails to consider young people, who are already priced out of decent accommodation in the city centre.

I am writing with an objection to the proposal that parking will be prohibited between 8am and 6pm and that parking bays will be reserved for visitor permit holders only.

As a resident of Trumpington Meadows for almost 6 years I see absolutely no problem with parking in the area and cannot see any reason to introduce parking controls here. Most residents have designated parking with their homes and others use the parking bays, leaving some parking for visitors. It is working very well so what is the rationale behind these proposed parking controls?

The proposed parking controls will undoubtedly present problems for residents of Trumpington Meadows. They will sadly have a negative affect on our future ability to have visitors to our homes which is surely something we are entitled to do and is imperative to our well-being as COVID restrictions slowly begin to ease. We are already paying increased council tax charges, a service charge and now we are expected to have to pay to have visitors at a cost of £2.60 per visit!

Residents without designated parking with their homes will be forced to park further away from their homes this could compromise the security of their vehicles. Residents and visitors should not be forced to park away from their homes and have to walk home in all weathers after having to leave their vehicles elsewhere. The proposed parking controls will have an impact on the desire to live in Trumpington Meadows and, I would imagine, significantly reduce the value of homes here.

These are my concerns over the proposed parking restrictions:

1. According to the map the parking bay on Bead Road outside our house (x Avalon Way), has space for 2 cars. It doesn't. It has space for a single car. Please amend your plan.
2. If you would like your parking plan to accommodate 2 parking spaces in the parking bay mentioned in 1., please let me know by return email and we can have a discussion about the council buying land from us.
3. A large parking sign post has been erected on our land (parking space as mentioned in 1), without consultation or permission from us. I would like to know why this has happened as the sign is unsightly and has caused a disturbance to the plants in my garden.
4. The proposed parking times are counter intuitive. You are encouraging people to drive to their place of work at a time when people should be using their cars less given the strong environmental considerations. You could avoid this by extending the restricted hours.
5. Parking is free for all currently - cars parked dangerously at junctions, across the pavements, cars parked both sides of the street when there is not enough space in the road for that, blocking entrances to garages etc. The current proposal would legitimise this behaviour outside of the restrictive parking hours. I have huge concerns of the accessibility of emergency vehicles (fire trucks in particular) to access houses outside of the proposed parking times. Double yellow lines and actually enforcing the parking would avoid these issues.
6. Far stricter parking enforcement is required. People who live in Trumpington Meadows should be aware of parking limitations when they moved here. The current proposal is half baked and encourages all the wrong behaviour.

Thanks for your response. I'm curious if this consultation process is merely a formality and has the outcome already been decided? As you know, the parking signs are already up on the estate.

I was present at the Cambridge Joint Area Committee on 24/7/18 when the decision to implement the restrictions in Trumpington Meadows (TM) went through 'on the nod'. This was despite a Lib Dem motion calling for TM residents to be individually consulted about this parking scheme. This motion was defeated by the greater number of labour councillors. Gary Baldwin had, previous to this meeting, declined to attend 2 community meetings at TM to explain the proposals to residents. Resident households had not been consulted.

At council meetings in March 2021, both local papers reported that all City parking schemes not in place would be suspended indefinitely while GCP decided on an overall plan. Therefore, I was surprised to receive a notification dated 30th March 2021 from Gary Baldwin outlining a consultation process for the TM scheme. Residents were not consulted in 2018 and in 2021 these schemes were supposed to have been suspended!

What happens to unauthorised parking on the private roads or will this become a free for all to escape fines on the adopted roads?

With regard to parking at the Local centre near Sainsbury's, currently food vans are parked in this area for over an hour during the day and in the evening. These parked food vans block access to the Council's recycling underground bins. Also many of the parked cars in this area come for the food vans not Sainsbury's. I don't suppose these vans pay to trade in this spot but Sainsbury will be paying various rates. This does not seem fair.

We live on Piper Road in Trumpington Meadows.

We have a serious concern regarding safety in respect to parking on Consort Avenue outside the mon-fri 8am-6pm time window.

Consort Avenue is a major artery in the Trumpington Meadows development and sees a significant amount of traffic.

Vehicles are frequently parked on Consort Avenue around the junction with Piper Road, completely cutting visibility for cars and bicycles approaching Consort Avenue from Piper Road.

Vehicles are also frequently parked on bends in Consort Avenue, blocking visibility for cars needing to pass them.

We request that some kind of measures, such as double yellow lines, be added to prevent parking in these particular locations at any time of day.

We have raised this issue before and been told that dangerous parking is not legal irrespective of the presence or absence of yellow lines or other local parking rules. However, we observe that vehicles, including delivery vehicles, do often park dangerously (presumably unwittingly) when there are no markings to indicate that they should not do so.

I am writing to complain about the proposed parking restrictions at Trumpington Meadows. I have lived on the estate (xx Bead Road) for nearly 6 years and there has never been a problem with parking. The proposed restrictions and especially the taking away of parking bays opposite the grassy area on One Tree Road will cause a problem and will lead to people parking on the road. The cost of the proposed parking permits are exorbitant and not what I expected when I bought the house in 2016.

Why fix something that has not broken? If a household has extra need for parking they can ask their guests to go to the Park & Ride for free parking. The only area where I can see that safety is needed is on the main thoroughfare of Consort Avenue which is at the moment the only access to the estate.

These proposed restrictions will cause great grievance and animosity to the residents of Trumpington Meadows. I would ask the Council to please reconsider their decision and find alternative options as more free parking is needed not taken away.

This proposal will only lead to cars that are currently parked there during the day (which are very many) moving to other areas where free parking is available. This will require persons starting up engines to burn fossil fuels twice a day to move a car and thus add to our green gas problems. Surely the council should be considering ways to reduce green house gas and introduce charging stations for those with electric cars living in apartments who cannot access a charging facility. Additionally those moving cars to access free parking add to existing traffic congestion.

Due to the pandemic many have changed their working habits with many now working from home. Whilst the proposals were drawn up prior to the pandemic I propose that they be revised to consider the change in working habits.

As residents in TM paying council tax isn't the council already securing sufficient funds to enable road maintenance in the area without fleecing residents further.

Can I also add that this proposal hits shift workers who need a car, work at night and sleep during the day and need to park their car in unmarked bays. Most houses and apartments have at least two occupants and many have two cars.

One may say that adequate facilities exist for cyclists in Cambridge and this is true but doesn't account for the high level of theft of bicycles and also one's dependence on a car for longer distance transportation.

I put it to you that this proposal hits people who have already been hit hard as a result of the pandemic, will lead to more green house gases, cars taking up space in other areas and is discriminatory to many who work irregular hours and need their cars for work.

I urge the council to reconsider this proposal please. It is possible to backtrack on this due to the significant changes brought about by the pandemic.

I would like strongly to oppose the planned proposals for the parking scheme in Trumpington Meadows.

I do not live there, but imagine that whatever parking scheme is introduced there is likely to be replicated when you 'adopt' other areas of the new developments, including mine in Skanska's Seven Acres. The proposals are at complete variance with the original approvals for the Trumpington Meadows, also Seven Acres.

A scheme of the sort proposed by you which allows on-street parking, is entirely inappropriate for the 'new Trumpington' housing developments including Trumpington Meadows, Glebe Farm and Clay Farm. These developments have been designed without provision for on-street car parking other than in designated visitor bays. Indeed, they were designed such that they would not be used for parking vehicles. And the temporary parking management schemes implemented by the developers do not allow on-street parking at any time outside designated visitor bays. Permitting free-for-all overnight parking would impact seriously negatively on our neighbourhood.

Please re-think these plans and come up with ones that consider the comfort, safety and needs of all local residents and which reflect the original planning approvals.

I opposed the proposed parking restrictions set out in PR0703. They seem over the top without any consultation with residents and looks to be another money making scheme at the expense of motorists. I would have thought that this pandemic would have made people realise that greed is not the way forward especially by holding motorists hostage any chance you get!

I'm a resident at Trumpington Meadows for nearly 7 years now and I'm writing to to to oppose proposed parking restrictions in our area.

The restrictions are discriminatory to all the residents who have just one allocated space for their car, to those who work in different hours, to those who can't afford to buy permits for visitors etc.

Our estate is 3 miles from city centre and I don't think we need here any restrictions except 10m/h for safety reasons.

Even in very centre of the town restrictions are 9am-5pm and residents HAVE RIGHT TO BUY RESIDENTS PERMITS on smallest, one way streets.

This restrictions are planed against residents not for them and are violating our basic rights.

It's a waste of public money!

This restrictions are going to encourage people to drive more around adding more traffic and pollution because they will not be able to come back home and park before 6pm.

My question is also what are we suppose to do with our cars during the weekend when most of the residents do not work, are we supposed to drive around whole days?

I'm really concerned that people who worked on this restrictions completely didn't take in account what impact it's going to have on residents in this area. I would like to ask the City Council to reconsider this plans.

I am a resident of Trumpington Meadows and I am concerned about the introduction of the new residents' parking regime. The delivery vans for which the parking bays are to be reserved usually stay for very short times and most roads are wide enough to accommodate them. If residents with more cars than they have parking spaces for are to pay for using the parking bays during the day, they will take their cars to work, if they have parking spaces nearby, thus increasing the traffic across the city.

The previous scheme was working quite effectively and, if there have been too many cars left on the street since enforcement of it was stopped, this could be solved by enforcement or the use of some paved areas that do not obstruct sight lines being marked for additional cars or delivery vans. I hope the proposed scheme will be reconsidered.

Please find my objections to PR0703. Please ensure that none of this content is censored. This happened before when the Highway Officer wrote on 20 Jul 2018 that he did *"not wish to recommend [this] to the Committee"* regarding the Experimental TRO option. Censorship is contrary to the statutory TRO procedure which requires *"Substantial objection and contentious issues are reported to county councillors"*. This whole document is packed with substantial and contentious matters, policy breaches and departure from statutory process.

The Highway Officer responses to the objections (which are just as valid for PR0703 as for PR0393) are a disaster. Appendix 1 lists every instance why. You will note there are 23 * in this document, which represent every instance where the Highway Officer departs from facts/data, and instead brings his own unconscious bias, prejudice and falsehoods to the consultation.

Both the Highway Officer and PR0703 completely fail to apply the applicable Parking Scheme Policy (V9). All instances of failure are listed in Appendix 2. For PR0703, the Officer's Response needs to be limited to relevant Policy wording. This is spelled out in opening clause **1.1 Appendix 2**. He is not to arbitrarily depart from the entire Policy on a whim, then depart even from facts and evidence, resorting to mere speculation. If he is unable or unwilling, you need to appoint someone who can.

I should be grateful for acknowledgement of receipt by return. I'd also like to know when the meeting to consider the representations received for PR0703 (reported to Cambridge Joint Area Committee) will be held. Please send me a list of members from both County and City Councils attending, I'd like to join the meeting to ask questions of them.

TRUMPINGTON MEADOWS, CAMBRIDGE
CONSIDER OBJECTIONS TO PROPOSED WAITING RESTRICTIONS

To: Cambridge Joint Area Committee

Meeting Date: TBC Q4 2021

From: Executive Director, Place and Economy

Electoral division(s): County:- Trumpington and Sawston & Shelford
City:- Trumpington

Forward Plan ref: n/a *Key decision:* No

Purpose: To determine objections received in response to the publication of waiting restrictions in Trumpington, Cambridge

Recommendation: a) NOT implement the restrictions in Trumpington Meadows as published.
b) Implement Experimental TRO in Trumpington Meadows instead.
c) Inform the objectors of the decision.

1. BACKGROUND
2. TRAFFIC REGULATION ORDER (TRO) PROCESS
3. CONCLUSIONS AND OPTIONS
4. ALIGNMENT WITH CORPORATE PRIORITIES
5. SIGNIFICANT IMPLICATIONS

Appendix 1: Summary of Objections and Representations on Trumpington Meadows Proposals, including Officer Responses Corrected

Appendix 2: Application of Residents' Parking Scheme Policy (V9)

1. BACKGROUND

- 1.1 The Trumpington Meadows development is located on the south-western edge of Cambridge, approximately 2½ miles from the city centre and adjacent to the park & ride site. The majority of the development site is within Cambridge City, but part of it is located within South Cambridgeshire District Council's administrative area. Trumpington Meadows forms part of the Cambridge Southern Fringe development area.
- 1.2 There is a pressing need to tackle congestion and improve air quality in the city, but this is not true of Trumpington Meadows itself. The planning vision for Trumpington Meadows was that multiple car ownership be discouraged to reduce the dominance of vehicular traffic with the intention of lowering vehicle emissions and encouraging a safer and less cluttered street scene. With this in mind, most dwellings are limited to one off-street parking space each, while all on-street parking is prohibited at all times (except in bays) 24hrs a day. Despite these restrictions, there has been no reported overspill* of parking onto the road network. This has been true even 2019-2021, a period during which there has been zero enforcement owing to the enforcement company leaving and not being replaced. All previous claims deeming it necessary to introduce some form of on-street parking control have been proved wrong. There have never been any reported parking issues in the area at any point during its nine year history (enforced or not) and there is no data to indicate otherwise (e.g. a Mott MacDonald Survey, which would have identified areas where demand outstrips supply). The missing parking occupancy survey breaches policy 7.2, **Appendix 2**.
- 1.3 Trumpington Meadows is relatively remote from the city centre, but it is close to Addenbrooke's Hospital and the Trumpington park & ride site. Since the 2018 removal of the £1 parking charge at the park & ride sites, non-residents parking issues* in the development are negligible. The P&R site does not operate near capacity on most working days, and this is more true now than ever as work patterns change to working from home due to COVID. The Council has an ongoing commitment to better manage parking in Cambridge's residential streets. As more parking restrictions are introduced in residential areas closer to the centre of Cambridge this may gradually increase the possibility of non-resident parking migrating to areas further out of the city: The Council recognise that parking restrictions just displace parking, they never actually reduce it. The assertion that city centre workers park in residential areas on the fringes of Cambridge and use a cycle for the final part of their journey to work* is a myth. There is no data to back up this claim. It does not even make any sense; the park and ride sites are free after all. Failure to consider all these facts breaches policy 4.5, 4.6, 4.7 on scheme suitability, and 8.2 **Appendix 2** on displaced drivers.
- 1.4 Residents of Trumpington Meadows have limited travel options available as an alternative to using private cars, such as park & ride and the busway, which provides relatively expensive and unreliable transport to the city centre and railway station, more so because of COVID. Local amenities, such as food stores, the local centre and country park are easily accessible by foot or cycle. The County and City Councils and Greater Cambridge Partnership have a long term strategy to offer more sustainable transport solutions to those who live and work in Cambridge, which means the Council should apply said strategy to improve public transport before attempts to restrict private car use. Dodging this responsibility is a breach of policy 1.1, 2.6, 3.1 and 6.3 **Appendix 2**.

- 1.5 Part of the Trumpington Meadows site is complete and the developer is ready for the County Council to adopt the roads as public highway under a section 38 agreement. Since early 2019 the private firm that had been enforcing the no parking requirement since 2012 (which applies 24/7) had already left and never replaced. During the last two years, there was zero enforcement, and yet there have also been zero reports of any parking issues*. This may surprise the Highway Officer, but it does not surprise the residents who actually live there. The current (absence of) arrangements certainly could continue after adoption, so there is no actual need to introduce formal on-street restrictions that will waste the Council's civil enforcement officers resources to enforce. Wasting resources this way is a breach of policy 3.3 on cost neutrality, 5.3, 5.5 and 5.6 **Appendix 2**.
- 1.6 The published proposal prohibits parking on all roads due for adoption from 8am to 6pm on all days, except for the constructed parking bays which would be restricted to visitor permit holders only during those times. There would be no on-street restrictions in operation outside of those hours. These times allow residents to park on-street overnight, at which time the access by larger vehicles e.g. ambulances and fire engines will be severely restricted. This is not only counter to the aforementioned *"a less cluttered street scene"*, it threatens the safety of residents. Many of the streets are narrow by design to prevent on-street parking. To allow parking during 6pm-8am is dangerous. Despite there likely to be little or no enforcement of any restrictions 6pm-8am, that is no reason to permit/legislate it. We already see during 2019-2021 that enforcement is not actually required. It is completely unnecessary to apply any operational hours to the visitor permit spaces because drivers would never park on road itself where parking is restricted to bays only 24/7. The imposition of arbitrary operational hrs breaches **10.18 Appendix 2**.

2. TRAFFIC REGULATION ORDER (TRO) PROCESS

- 2.1 The TRO procedure is a statutory process that requires the highway authority to advertise, in the local press and on-street, a public notice stating the proposal and the reasons for it. The advert invites the public to formally object to the proposals in writing within a minimum twenty one day notice period. There is also a requirement to consult with certain organisations, such as the emergency services, and others affected by the proposals. Failure to consult is a breach of policy 3.3, 4.4, 10.1 and 10.28 **Appendix 2**.
- 2.2 The TRO was never advertised in the Cambridge News, nor anywhere on-street. The emergency services have also not been consulted, because if they have, they would have remarked that most of the roads are 5m wide, much less than 6.7m minimum to maintain available highway for two-way traffic movements (see 5.5 below). The scheme design breaches policy **10.29 Appendix 2** on minimum highway width.
- 2.3 A total of 77 written representations were received against PR0393 (the previous, expired incarnation of PR0703), of which 55 objected to the proposal or are strongly opposed to some elements of it. These have been summarised in the table in Appendix 1 and the officer responses to the objections that he *should* have written are in the table. Any general support for the principle of introducing parking controls is technically superfluous to the legally required TRO consultation process.

2.4 The most common issues raised by those submitting representations were as follows:-

- The cost of visitor permits is too high. The number that can be applied for is too restrictive, since there is no accompanying resident permit scheme like every other zone has (7 schemes, 23 zones across CCC).
- Parking controls are not needed as there are no real issues to resolve, the site is away from the city centre and there is no evidence of non-resident parking issues.
- The absence of parking restrictions overnight will lead to roads being blocked, including to emergency vehicles, breaching policy 2.1, 2.2, 2.4, 2.5, 10.6 on new developments and 10.30 Appendix 2
- Some roads should have double yellow lines prohibiting parking at all times. See policy 2.3 and 4.1 Appendix 2.
- The proposals will create significant problems for those households with more than one vehicle, particularly residents who work from home.
- The statutory process relating to the introduction of the required Traffic Regulation Order has not been followed. Policy breaches 6.1, 6.2, 7.1 and 8.1 Appendix 2.

3. CONCLUSIONS AND OPTIONS

It is clear that there are a variety of opinions on the published proposals, which is the whole point of having a consultation. There appear to be several options available to take this forward and the officers' recommendation *should* be option A:-

No.	Option	Implication
A	Do not implement any parking restrictions at this time.	At present the roads are privately owned. Metal notices with parking restrictions as per this proposal have already been concreted in, then covered with black bin liners, since Dec 2019. There has been no enforcement by any private firm for two years to 2021. Despite this, there have been no reported parking issues in the area. When the roads are adopted, the current arrangement of 'no signs and no enforcement' could feasibly continue. A legally enforceable Order is unnecessary. If no restrictions are introduced this simply continues the situation of the last 2 years. We have no data to indicate the roads being used as free parking by non-residents*. Residents themselves do NOT park anywhere on the adopted roads as there are ample bays. Any scheme that encourages on-street parking outside bays, even one 6pm-8am, will be contrary to the planning principles of minimising car ownership and having a less cluttered street scene. If the parking creates an obstruction post-adoption, which is highly unlikely, the Council could subsequently apply its comprehensive Parking Scheme Policy (V9) 14 March 2017 Scheme Criteria section 6.

B	Implement an Experimental Traffic Regulation Order	<p>This approach is appropriate in this situation for a number of reasons. Firstly, Experimental Orders are used where there is a high degree of uncertainty about the outcome of a particular restriction and the local authority wishes to undertake a trial to see how it works. Given the fact that no such form of Visitor parking control has been in operation in Trumpington Meadows at any point since inception in 2012, and that this particular form of standalone Visitor parking control does not even exist in any of the 23 zones within the jurisdiction of the Council, it would be easy to make a case for needing to trial the published parking controls. Secondly, one of the critical features of an Experimental Order is that it does not allow an authority to implement restrictions without the need to consider objections that occur during the first 6 months of the trial. People are often critical of what they see as implementing parking restrictions via a short-track process, which is what PR0703 looks like since the metal signs are already in the ground. Why waste time with the Consultation stage, when the Implementation stage is 99% complete already (with just the plastic bags to remove)? Having published PR0393 and received huge opposition, there would be much to be gained by using the Experimental Order process.</p>
C	Implement the scheme as published, i.e. a Restricted Zone imposing a general prohibition of waiting from 8am to 6pm on all days with visitor permit holders parking in designated bays. There would be no formal parking restrictions outside of those times.	<p>There is significant local opposition to the published proposals on the grounds identified in paragraph 2.4 above. The parking controls are designed to restrain multiple car ownership and the associated rise in traffic movements, which is a fundamental principle of the Southern Fringe developments. So it is ironic that PR0703 will cause entirely avoidable traffic movement of every car in a bay moved to the P&R before 8am, and then back again after 6pm. The pollution and congestion would damage air quality. 100 cars x 2 miles x 22MPG = 108kg CO₂, twice a day. Short trips and cold starts double this to 216kg CO₂ twice a day. Where is your offset? You have nothing.</p> <p>The idea of tackling non-resident parking during the daytime* is nonsense. We have no data (e.g. Mott MacDonald Survey) to prove this even happens. Meanwhile, to allow residents and others to park anywhere on-street from 6pm to 8am (indiscriminate parking practises overnight, the Highway Officer's own words) is stupid and dangerous, the emergency services will confirm this.</p>
D	Implement the scheme as published, but increase the operational hours either into the evening or to cover all days and all times.	<p>It is clear that most residents agree to the principle of reinstating the old parking controls in Trumpington Meadows, so any proposal for a parking regime that most closely resembles the old privately-enforced one (2012-2019) is likely to be accepted. It is PR0703, with</p>

		<p>completely different rules and costs, that residents object to.</p> <p>Residents have asked for the scheme to operate on a 24/7 basis and/or for parking to be prohibited at all time on certain roads, which is exactly what the private company enforced when it operated here 2012-2019. Enforcement outside of the working day is likely to be minimal. But we know that widespread abuse* of any restrictions simply does not occur, we have 2 years of proof 2019-2021. This proposal would require an additional consultation exercise.</p>
E	Consider some form of resident permit parking scheme, possibly prohibiting parking at all times or some lesser period on most roads, with permit holder only parking in the designated bays.	<p>The Council exists to provide a high quality transport system which supports and balances the needs of residents and visitors. It does not exist just to mindlessly limit residential parking capacity. The number of on-street parking bays provided was designed to allow a limited number of spaces for visitors only, and there is no data to suggest that demand exceeds supply*.</p> <p>This would be adequate to satisfy the needs of Residents, as they will be treated no different to 23 other zones in Cambridge that operate existing Resident + Visitor schemes. They would of course accept that having purchased a permit parking is never guaranteed, it is first come first served. We have no data to prove that the majority of spaces would be taken by residents, leaving little space for visitors*. The two years 2019-2021 prove the exact opposite is true. This proposal would require an additional consultation exercise.</p>

4. ALIGNMENT WITH CORPORATE PRIORITIES

4.1 Developing the local economy for the benefit of all

The roughshod imposition of a poorly designed and financially unsustainable parking policy creates more congestion, diminishes transport capacity, hampers economic growth and increases air pollution.

4.2 Helping people live healthy and independent lives

The scheme will cause entirely avoidable traffic of every residents' car in a bay being moved to the P&R before 8am, and then back again after 6pm, every day. This penalises everyone who works from home. It also encourages workers to drive into the city, rather than leave their car at home and take public transport to the office. Increased congestion will have a negative impact on air quality levels.

4.3 Supporting and protecting vulnerable people

Indiscriminate parking practises overnight blocks pedestrians, cyclists, wheelchair users, pram users. It creates blind spots which endangers all road users.

5. SIGNIFICANT IMPLICATIONS

5.1 Resource Implications

Funding to meet the ongoing costs of running the scheme must be generated via the purchase of permits – it is NOT developer-funded after adoption*. A decision regarding the financial commitments should be subject to agreement of a business case, which does not yet exist. You have not made the business case; if you did, the Finance Officer will tell you this scheme cannot realistically be anywhere near cost neutral.

5.2 Procurement/Contractual/Council Contract Procedure Rules Implications

A new council contract for enforcement services will need to be negotiated since the existing enforcement contract(s) covering the 23 zones with permit schemes does not cover Trumpington Meadows.

5.3 Statutory, Legal and Risk Implications

The statutory process relating to the introduction of the required Traffic Regulation Order has not been followed.

Steps from initiation to implementation of a scheme occur in this order:

Informal Stage

- Defining the issue/problems and geographic area – *no real issue has been defined.*
- A survey led by the local County Councillor(s) to establish the level of support for the introduction of a Residents' Parking Scheme – *No such level of support has been established.*

Formal Stage

- Scheme approval in principle, by the Head of the Highways Service – *where is this documented?*
- Undertaking a feasibility study and defining/refining the parking plan for the area – *where is this study?*
- A formal consultation with residents and other groups that may be impacted by the proposed change.
- Drafting and publishing the Traffic Regulation Order (TRO) and dealing with objections.
- Final step: Scheme Implementation.

This scheme is already 99% implemented, you'd simply need to remove the black bin liners covering the metal signs already in the ground since Dec 2019. Why then is the drafting and publishing the TRO taking place now 30 Mar 2021? The permanent metal signs indicate there is no intention to deal with objections. You have this backward. This makes a mockery of the statutory process.

PR0703 as published carries the following key risks:

- Failure to adequately manage on-street parking (by allowing indiscriminate parking practises overnight 6pm-8am) will increase congestion and undermine road safety.
- Failure to cover the cost associated with on-street parking management will have a negative impact on budgets.

- Failure to achieve the perceived 'reasonableness' for the introduction of part-time parking schemes.

These have NOT been mitigated because:

- The published parking policy creates more pointless traffic and increases the risk of accidents/collisions on the road network.
- The stand-alone visitor pricing structure is completely inappropriate, and would never ensure that all operational costs are covered.
- You've failed to seek impartial and specialist Counsel Advice.

Whoever drafted PR0703 has obviously not sought legal advice on the legality of proposals to put in place a Traffic Regulation Order ("TRO") under s 1 of the Road Traffic Regulation Act 1984.

The Council must be able to justify a TRO under one of a number of specific grounds, which include:

- Avoiding danger to road users – *not increasing it by creating parking blind spots.*
- Preventing damage to the road or any building near it
- Facilitating traffic use of the road – *this draft does the opposite.*
- Preventing the use of the road by unsuitable traffic for the character of the road or adjoining property
- Preserving the character of a road which is particularly suitable for use by pedestrians or horse riders – *indiscriminate parking practises overnight destroys the character of the road.*
- Preserving or improving the amenities of the area that the road runs through – *displacing parking does not do this.*
- Air quality reasons – *which is exacerbated by creating daily musical chairs to and fro the P&R for everyone working from home, while encouraging cars into the city offices rather than leaving them at home when going to the office.*

In the Statement of Reasons, the Authority cites three of the above (underlined) as reasons which are already *debunked*. It doesn't matter which ones you pick, you fail at all of them as per my annotation in *italics*.

The Council must also believe a TRO to be expedient in the circumstances. Leaving the rules the same as 2012-2021 is expedient, this TRO is the opposite.

The Council also has a general obligation under s122 of RTRA 1984 when exercising any functions under it to "*secure expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.*" The draft takes away facilities, it does not provide.

5.4 Equality and Diversity Implications

There is complete absence of interaction with local Members, stakeholder groups and residents who are supposed to play a key role to ensuring an inclusive policy that meets the needs of both residents and visitors.

The Officer for Policy and Regulation, Highways, Cambridge County Council was scheduled to attend TRUMPINGTON MEADOWS COMMUNITY MEETING (MEETING 1) held at Trumpington Meadows Primary School Meeting Room 2 on 27th November 2017, 19:30 – 21:00. He did not show up, and Apologies were received from him, as well as a written statement that was read out. On 29 Nov 2017, he wrote, *"I'd heard that there was a meeting this week, but I hadn't planned to attend it."* It is one thing to send your apologies because you have a meeting clash last minute, but quite another to admit afterwards you never intended to go. This shows how reluctant this officer is carrying out his duties. Hardly surprising then the statutory process relating to the introduction of the required Traffic Regulation Order has not been followed.

5.5 Engagement and Communications Implications

The statutory consultees have not been engaged, specifically Police and other emergency services, as they would have told you about the road widths limitation.

ROAD	WIDTH	ROAD	WIDTH	ROAD	WIDTH	ROAD	WIDTH
Argent Road	5.4m	Charger Road	5.0m	Kestrel Rise	5.0m	Osprey Drive	5.0m
Avalon Way	3.5m	Dove Drive	3.3m	Kinsman Way	4.3m	Otter Close	5.0m
Banner Road	5.5m	Forty Acre Road	5.0m	Mardler Close	4.1m	Piper Road	5.0m
Bead Road	5.0m	Hereward Road	5.0m	Old Mills Road	4.8m	Proctor Drive	5.0m
Berwick Place	6.0m	Huntsman Road	5.0m	One Tree Road	5.0m	Rialto Close	5.0m
Carmine Road	5.0m					Spring Drive	5.4m

The following minimum criteria will be adopted to maintain available highway widths for traffic movements:

- A free carriageway width of 3.1 m is required between marked bays.
- With parking to one side, an overall width of 4.9 m.
- With parking on both sides, an overall width of 6.7 m.

All the above roads are two-way. Indiscriminate parking overnight on both sides requires 6.7m. They all fail to meet the minimum. Avalon Way, Dove Drive, Kinsman Way, Mardler Close and Old Mills Road also fail the minimum even for parking just to one side.

Meanwhile, notices were not placed in the local press and none are displayed on the roads where it is proposed to implement the restrictions.

5.6 Localism and Local Member Involvement

Relevant Councillors have not engaged with residents at an early stage, prior to the publication of statutory notices. As a resident, I have reached out to Councillors Barbara Ashwood, Philip Allen and Katie Thornburrow on 7 Apr and received zero replies. Interaction with local Members, stakeholder groups and residents is essential to ensuring a comprehensive policy that meets the needs of both residents and visitors.

5.7 Public Health Implications

The proposed policy will increase congestion, does nothing to promote the use of lower emission vehicles nor encourage the use of more sustainable travel options for visitors which will have a negative impact on air quality and therefore harm public health.

Implications	Officer Clearance
Have the resource implications been cleared by Finance?	No – there is no business case. Name of Financial Officer: Sarah Heywood
Has the impact on Statutory, Legal and Risk implications been cleared by LGSS Law?	No – the statutory process has not been followed; the risks are exacerbated instead of mitigated, and the Council is unable to justify the TRO on any of the available grounds. Name of Legal Officer: Fiona McMillan
Have Equality and Diversity implications been cleared?	No, and this can be addressed by rotating the officers who block progress towards a resolution. Name of Officer: Tamar Oviatt-ham
Have any engagement and communication implications been cleared by Communications?	No, because the emergency services would have told you about highway widths. Name of Officer: Mark Miller
Have any Localism and Local Member involvement issues been cleared?	No, and this can be addressed by identifying exactly which Councillors need to be involved. Name of Officer: Tamar Oviatt-ham
Have any Public Health implications been cleared by Public Health?	No – zero consideration has been given to the extra congestion caused by daily musical chairs, see Option C. Name of Officer: Tess Campbell

Appendix 1: Summary of Objections and Representations on Trumpington Meadows Proposals, including Officer Responses Corrected

No	Summary of Objection/Representation ranked by number of times mentioned (includes concerns raised in 3 or more representations)	Officer Response Corrected
1	<p><u>General Issues</u></p> <p>a) The current bus service to/from Trumpington Meadows is poor, so is not a suitable alternative mode of transport (This issue was raised in 9 responses)</p> <p>b) The boundary between Cambridge City and South Cambridgeshire (shown on the drawing) needs to be amended so that the whole development is within the city boundary to avoid any confusion (This issue was raised in 6 responses)</p> <p>c) The proposal will affect the market value of properties (This issue was raised in 4 responses)</p> <p>d) Will disproportionally affect less wealthy families due to permit costs (This issue was raised in 3 responses)</p> <p>e) All residents were advised of these proposals at the time of purchase, so should not have come as a surprise (This issue was raised in 3 responses)</p>	<p><i>"The County Council has limited influence over bus services and market pressures will dictate," is a wholly unacceptable Officer response in a consultation. The service capacity from 7am to 6.30pm from the Trumpington park & ride site continues to be limited by COVID. Placing 'hope' that improved transport options will ultimately become available through the Greater Cambridge Partnership initiative, dodges the Council's responsibility to provide a high quality transport system which supports and balances the needs of residents and visitors.</i></p> <p>This boundary issue does not affect the introduction of on-street parking restrictions which would apply equally to roads whichever Council area they are located within. However, the County Council will need to expand the Special Parking Area to enable civil parking enforcement to take place in South Cambridgeshire as well as in the city. This requires an application to central government, which will incur avoidable costs. If this cannot be achieved enforcement of any restrictions in SCDC's area will be a police matter, which is the last thing they need.</p> <p>The principle of limiting on-street parking for residents and simultaneously allowing indiscriminate parking overnight is the first of its kind and being trialled at Trumpington Meadows. Displacing parking just creates avoidable congestion and increases the impact of private cars on the environment through pointless journeys. The impact on house prices is irrelevant.</p> <p>Alternative free parking is available for visitors in the area (the park & ride site). Parking will be permit-free for blue badge holders and those requiring medical support can apply for free permits.</p> <p>There was a requirement for the developer and their agents to inform potential buyers of the planned on-street parking restrictions.</p>

2	<p><u>Visitor Permit Concerns</u></p> <p>a) The cost of visitors permits is too high (This issue was raised in 35 responses)</p> <p>b) The number of permits that a household can apply for is too low (This issue was raised in 16 responses)</p> <p>c) The Council should provide one or two permits per household for a nominal fee or free of charge (This issue was raised in 12 responses)</p> <p>d) Visitor permit arrangements are too complex (This issue was raised in 6 responses)</p> <p>e) Barratt Homes did not mention permit costs at time of home purchase (This issue was raised in 3 responses)</p>	<p>The cost of <u>residential</u> permits was reviewed by the Highways and Community Infrastructure Committee on 21st February 2018 in the context of residents being able to purchase 3 annual residents permits as well as 100 days visitor permits. This is very different to PR0703 which is visitor only. The comments received are based on the advertised figure of £3.00 because at the time of publication of PR0393 revised permit costs had not been agreed. The fact that the resurrected TRO reverts to £2.40 shows residents this scheme at its core is merely a cynical revenue generating exercise that is destined to fail. Much like the 2014-2018 £1 P&R charge (which caused 15% fall in use), and the £1/hr charge for library computers (which generated a paltry £9,000 out of £108,000 forecast between 2018-2019).</p> <p>There is no evidence to suggest that people abuse unlimited visitor permits* or buy more than they need. The current policy is that each person (not household) can apply for up to 20 permits per annum, equating to 100 separate visits. This creates a problem if households receive daily visitors.</p> <p>Any permit arrangements introduced in Trumpington Meadows should match those that operate in other parts of Cambridge, as any difference is confusing and unequitable. PR0703 matches none of the 7 schemes elsewhere in Cambridge, so fails in this respect.</p> <p>There is no evidence to show permit schemes are abused*. Local authorities charge for resident and visitor permits to cover the cost of enforcement, discharge their responsibility to provide a high quality transport system which supports and balances the needs of residents and visitors, whilst not negatively impacting budgets.</p> <p>It is relatively simple for a resident to obtain a batch of visitor permits and make them available to their visitors. But it is even simpler to leave residents and visitors alone with the existing bays, passing and repassing without let or hindrance, which is the law.</p> <p>There was a requirement to explain to potential home buyers that on-street restrictions were proposed, but it would have been impractical to explain the full details as these would not have been known at the time.</p>
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3	<p><u>Proposed Restrictions</u></p> <p>a) Parking will be unrestricted overnight, so drivers will park anywhere thus blocking roads to emergency vehicles and others (This issue was raised in 21 responses)</p> <p>b) The restrictions will cause severe problems to those residents who own more than one vehicle (This issue was raised in 21 responses)</p> <p>c) The proposed scheme is away from the city centre and is not needed as there are no real parking problems in the area (This issue was raised in 21 responses)</p> <p>d) There should be a residents' permit parking scheme and/or residents should be able to obtain a permit for visitor bays (This issue was raised in 8 responses)</p>	<p>Any on-street restrictions could be in force 24/7 and would certainly NOT be seen as overly restrictive* since that was the case from 2012 to date. Difficulties associated with non-resident parking* do not exist and there is no independent evidence to prove it does, so any restrictions applying time-dependent restrictions is not fact-based. The belief that there is less need for restrictions overnight* is idiotic, since medical emergencies and fires don't conform to normal office hours. Despite there being little or no enforcement of any restrictions for over 2 years, there is no independent evidence of abuse of any parking bays*. Regardless of any formal parking restrictions, the Authority's responsibility to provide a high quality transport system which supports and balances the needs of residents and visitors, takes precedence.</p> <p>The vision for Trumpington Meadows was that there would be limited on-street parking provided and the roads would be restricted to stop them being used as a de-facto car park*. You have no independent data to suggest it ever was or is. The estate design reflects this vision (e.g. 5m narrow roads). There are no car club bays at TM*. The signs are already in the ground, none are for car clubs. It is irrelevant what Barratt Homes told or did not tell buyers. This consultation is about residents and the CCC who serve them.</p> <p>There are no notable issues* in our 9 year history, despite absence of private parking enforcement since 2019. When the roads are adopted the Council will need to decide if it wants to spend resources on resuming enforcement. You have no independent data to show parking pressures in TM are increasing* as a result of further residential development and the Biomedical Campus. All we know for certain is that parking controls just displace parking, and never reduce it.</p> <p>The statement <i>"This would be contrary to the overall planning principle to minimise the level of on-street parking"</i> is ridiculous: The level of on-street parking is limited by the fixed number of physical bays, and does not vary with scheme rules. Indiscriminate parking overnight is what is actually contrary to this planning principle, and would increase on-street parking.</p>
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<p>e) There should be double yellow lines on the main roads, narrow side roads and other critical areas (This issue was raised in 6 responses)</p> <p>f) Insufficient visitor parking places have been provided (This issue was raised in 6 responses)</p> <p>g) The proposed operational hours (8am-6pm) are too long and should be shortened, e.g. Monday to Friday only and/or shorter times (This issue was raised in 6 responses)</p> <p>h) Drivers will park in residents' own off-street allocated spaces to avoid permit costs and/or if no other parking is available (This issue was raised in 4 responses)</p> <p>i) Why is Trumpington Meadows being subjected to these restrictions and not other nearby residential areas? (This issue was raised in 4 responses)</p>	<p>The claim that <i>"The estate layout dictates that there would be insufficient parking space to accommodate parking by residents"</i> is not fact-based. You have no independent report measuring demand and supply, to prove your claim.</p> <p>The introduction of single or double yellow lines will only be considered in residential areas where: There would be significant road safety issues arising due to the location of parked vehicles, e.g. when parking is indiscriminate 6pm-8am.</p> <p>The officer misunderstands this objection as one where the resident is demanding more visitor places. This is clearly not the ask; it is instead that the number of places is too low to accommodate proposed scheme.</p> <p>The hours are irrelevant, you still cause pointless car journeys. You have no independent data to prove parking issues occur at the weekend* due to retail businesses operating seven days per week.</p> <p><i>"There is little the Council can do to control parking in private areas. It will be for residents to secure their own spaces if problems develop"</i> – this is unacceptable response for a consultation. Where if PR0703 displaces parking and actually creates the problem for residents, this is a breach of policy 8.2 Appendix 2. The Officer's attitude here is appalling.</p> <p>The proposed scheme is directly related to the residential development and associated planning consent. This does not mean the existing Parking Policy criteria can be side-stepped. Where parking restrictions are proposed prior to the Council adopting the roads, this means proposed still in line with the Policy.</p> <p>Again, the claim to tackle non-resident parking* is not fact-based as there is no data to prove it even happens. As for congestion and improving air quality, the policy does the complete opposite by creating pointless journeys while releasing 432kg of CO2 daily. These three reasons are not even captured in the Statement of Reasons, since they are not valid as specific grounds on which a TRO can be made.</p>
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4	<p><u>Consultation and publicity</u></p> <p>a) There was inadequate consultation and residents should have received details individually (This issue was raised in 23 responses)</p> <p>c) There was no representative present at the residents' meeting that was held during the public notice period (This issue was raised in 8 responses)</p> <p>d) Some of the documentation, specifically the reasons for the restrictions, was misleading and inadequate (This issue was raised in 7 responses)</p>	<p>The proposals were never published in the Cambridge News and notices were never posted on street.</p> <p>Relevant local Councillors of the County Council, City Council and SCDC were all consulted? Who exactly.</p> <p>We have no way of knowing if at the time of purchase, all home buyers were alerted to the possibility of charging for permits for on-street parking when the roads are adopted. Hence, there is no excuse for failing to do a door-to-door letter drop.</p> <p>The Officer for Policy and Regulation, Highways, Cambridge County Council was scheduled to attend TRUMPINGTON MEADOWS COMMUNITY MEETING (MEETING 1) held at Trumpington Meadows Primary School Meeting Room 2 on 27th November 2017, 19:30 – 21:00. He did not show up, and apologies were received from him, as well as a written statement that was read out. On 29 Nov 2017, he wrote, <i>"I'd heard that there was a meeting this week, but I hadn't planned to attend it."</i> It is one thing to send your apologies because you have a meeting clash last minute, but quite another to admit afterwards you never intended to go.</p> <p>There are specific reasons defined in Regulations for introducing Traffic Regulation Orders, and the three quoted for this proposal have been debunked. The public notice fails to meet any of the grounds on which the Council can justify a TRO, and only serves to show how the statutory process has not been followed (5.3 above).</p>
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Appendix 2: Application of Residents' Parking Scheme Policy (V9)

1 Introduction

- 1.1 This policy applies to all parking issues and future challenges within Cambridgeshire that affect access and/or residents' vehicular parking availability. It is a framework for the consideration of the introduction/extension of formalised Parking Schemes, *which PR0703 is an example of.*
- 1.2 The Local Transport Plan (LTP) highlights the importance of managing traffic and the space available both efficiently and effectively to enable the delivery of the continued growth and development of sustainable communities across the County. This policy augments this plan by illustrating the conditions where Parking Schemes may be considered, along with their key operational aspects. It sets out an approach to be applied across Cambridgeshire, *Trumpington Meadows included.*

2. Background

- 2.1 The highway is an area of land which the public have the right to use, passing and repassing without let or hindrance. Although residents and other road users have no automatic parking entitlements, residents' parking is generally allowed where it does not:
- Impinge on the movement of traffic – *which indiscriminate parking 6pm-8am will do*
 - Create a safety hazard or obstruct access for other highway users including cyclists and pedestrians – *which indiscriminate parking 6pm-8am will do*
- 2.2 As the Highway Authority the Council may consider introducing parking restrictions for a variety of reasons including:
- If there are highway safety and access issues – *not create them*
 - If there is a significant risk of accidents – *not create risk*
 - Traffic management or environmental reasons – *not exacerbate them*
 - To incorporate wider integrated traffic or parking management schemes or the objectives detailed in the LTP – *not simply displace resident parking*
- 2.3 Restrictions on parking, such as yellow lines, should not be used as a way of meeting other strategic objectives. The introduction of single or double yellow lines will only be considered in residential areas where:
- Services and/or emergency vehicles cannot gain access to a road due to parked vehicles – *exactly what will happen with indiscriminate parking 6pm-8am*
 - There are significant road safety issues arising due to the location of parked vehicles – *exactly what will happen with indiscriminate parking 6pm-8am*
- 2.4 Parking Schemes can be used in certain circumstances to prioritise the available parking space in a road or area. Schemes can help in situations where residents regularly find it difficult to park within a reasonable distance of their homes because of other competing/evolving parking needs – *PR0703 is designed to actually make it more difficult for residents to park in bays near their home!*

- 2.5 Schemes are most often requested and introduced in residential areas near to city or town centres or where other major sources of parking demand occur, e.g. hospitals and universities. Schemes do not guarantee a parking space for individual residents, but do provide a better opportunity for residents to park near their homes. – *Again, PR0703 deliberately worsens the opportunity for residents.*
- 2.6 The provision of residents' parking should form part of area wide proposals with the level of parking provided for residents balanced with other local needs. – *PR0703 does not balance any residents needs with local needs, it just discriminates against residents.*

3. Scope

- 3.1 The provision for Residents' Parking Schemes takes into account the aims of the County Council's strategic transport objectives (LTP) and the needs of residents and local communities whilst supporting and promoting sustainable transport as a means of reducing congestion, carbon emissions and air pollution. – *PR0703 ignores LTP, punishes residents and increases congestion, emissions and pollution.*
- 3.2 It does nothing to promote the introduction of new technologies such as 'virtual' permits and the use of the Government Digital Verification Service.
- 3.3 This policy is meant to help ensure that:
- Requests for the introduction of Parking Schemes are dealt with in a fair, consistent and transparent way. – *No resident requested this TRO, this consultation is not fair, is inconsistent with any existing scheme, and far from transparent.*
 - Schemes that are introduced meet an approved set of criteria and have been through a localised consultation and engagement process. – *PR0703 fails to meet this set of approved criteria, the local consultation is backward, and engagement is poor.*
 - On-street parking controls reasonably balance both the present and evolving parking needs of the local residents and general community. – *There can be no balance when residents are punished and only visitors are considered.*
 - Schemes are cost neutral to the County Council. – *The business case will show you that limiting to just visitor permits only will never be cost neutral, even if you had succeeded slipping through the £3.00 charge where all 23 other zones cost £2.40.*

4. An Introduction to Residents' Parking Schemes

Is a Residents' Parking Scheme the Solution?

- 4.1 The introduction of a Residents' Parking Scheme is one of a number of options available to address existing/evolving residents' parking needs and issues/problems. Other options may be more suitable depending on the nature of the parking challenges - for example, the introduction of double yellow lines to protect junctions or white access protection marks to protect access to residents' driveways. – *These options have not been properly considered.*

4.2 The main advantages and disadvantages of a Residents' Parking Scheme include:

Advantages of a Residents' Scheme	Disadvantages of a Residents' Scheme
Better management of limited parking spaces	No guarantee of a parking space
Improved traffic flow/emergency vehicle and waste/recycling removal access <i>Indiscriminate parking 6pm-8am does the opposite</i>	Reduction of available parking spaces (in order to accommodate emergency vehicle access, waste/recycling removal, pedestrian access, junction protection and the introduction of pay & display, disabled and car club bays to support the local community and local businesses).
Improved road safety <i>Indiscriminate parking 6pm-8am does the opposite</i>	Displacement of parking into surrounding areas.
Encouraging use of alternative modes of transport <i>Permit costs will encourage car use into city</i>	Cost of introduction and management of scheme.
Improved air quality through better traffic movement and fewer vehicles generating emission. <i>Daily pointless journeys mean more vehicles generating emissions.</i>	Additional street furniture – <i>which is already in the ground</i>

In short, this TRO destroys all the advantages, and keeps all the disadvantages.

4.3 n/a

4.4 Each Residents' Parking Scheme will be designed to reasonably balance the needs of the community where the scheme is introduced - e.g. a community experiencing problems from commuters parking during the week is likely to need a different solution from a community with weekend problems through shopper parking. – *You have no evidence any such problems exist in Trumpington Meadows. To balance needs reasonably, you must consider the needs of residents (vs commuters vs shoppers) which you have not done.*

Can a Scheme be introduced anywhere?

4.5 A Residents' Parking Scheme may not necessarily suit all areas. Before a scheme is implemented an assessment is made to ensure that introducing a scheme is:

- Technically, financially and operationally feasible.
- The most effective way of addressing the parking issue.
- Cognisant of new or displaced parking problems.

Only schemes which are assessed as feasible and meet the criteria described in this policy may be implemented. – *No such assessment has been made. If one was made, it would fail on all three counts. According to this, PR0703 may not be implemented.*

How does a Residents' Parking Scheme Work?

4.6 Parking Schemes come about through a Traffic Regulation Order (TRO) under the Road Traffic Act 1984. Whilst the TRO restricts parking, it exempts permit holders from these

restrictions. The TRO makes a provision for parking bays, and may also make a provision for other types of bays such as pay and display bays and restrictions such as double yellow lines to balance safety requirements and the needs of the local community. – *Safety requirements are ignored and made worse, while residents' needs are deliberately side-lined.*

- 4.7 The design of a scheme must consider a number of factors including the level of parking demand, available on-street parking space, local community needs and safety/access requirements whilst providing an effective means of improving the availability of parking for residents. Residents and other affected parties are given the opportunity to provide feedback on draft proposals as part of the consultation process. – *No measurement of actual parking demand has been made, residents needs are ignored, and safety is compromised. Parking for residents is reduced, not improved. The invitation for feedback is pure theatre: the consultation process is more than a year after the signs have already been concreted into the ground.*

5. Scheme Funding

How much does a scheme cost?

- 5.1 The costs associated with Residents' Parking Schemes fall into two main categories:

Set Up Costs	Ongoing Costs
Technical Survey and Scheme design	Administration - processing and issuing permits
Public engagement & consultation	Enforcement of the scheme
Preparation and publication of Traffic Regulation Orders (TROs)	Maintenance - replacing signs and refreshing lines
Purchase & Installation of signs and lines	

- 5.2 PR0703, by its design, punishes a small and localised group of residents, so it is a kick in the teeth that those directly disadvantaged by the introduction of this Visitor's Parking Scheme should also meet the development and set up costs and the ongoing charges of scheme.

- 5.3 As Parking Schemes as a whole should be self-funding, the charge for a permit must cover all associated costs. There is no business case to prove this is even remotely achievable.

What are scheme set-up costs?

- 5.4 Set-up cost associated with installation of a Parking Scheme should be recovered via a one-off charge to residents when they first purchase a residents' permit. For simplicity, the level of a one-off fee will be equivalent to the annual permit charge for a standard resident parking scheme (Monday to Friday, 9am to 5pm). *Please be transparent: what are your forecast annual permit revenues, and what are your set up costs, ongoing costs? Prove they are recovered.*

How much does a permit cost?

- 5.5 Introduction, ongoing management and enforcement costs of the scheme are almost certainly not recovered via permit income, since there will be no resident permit income, only visitor permit income.

- 5.6 The cost of visitor's permits will not cover administration and enforcement. See also 10.28

6. Scheme Criteria

6.1 To ensure that resources are used effectively, all requests for the introduction of a Parking Scheme will be assessed using the criteria described in this policy. A request for a scheme will not be progressed if it fails to meet the specified criteria. Schemes will be expected to be self-sustaining financially. – *No resident has requested this scheme. The scheme fails multiple pages of criteria from 2.1 to 10.30, therefore it should not be progressed. The standalone visitor scheme in PR0703 is certainly NOT self-sustaining financially.*

6.2 A scheme will be considered only where all the below criteria are met:

- The request for a consultation on a Residents' Parking Scheme is supported by the local County Councillor/s – **WHO ARE THEY, PLEASE IDENTIFY.**
- The introduction of a Residents' Parking Scheme is considered to be the most effective way to address the existing/evolving parking issue/problem. – *There is no existing problem, even if there were, displacing parking is far from effective.*
- There is only limited off-street parking.
- It can be demonstrated that a large number of non-residents are frequently parking in the area for extended periods causing a significant demand on parking. – *You do not have ANY parking occupancy survey e.g. independent Mott MacDonald report.*
- There is insufficient space to accommodate residents' and non-residents' needs simultaneously. – *2019-2021 proves this is NOT the case, you have no counter evidence.*
- The majority (over 50%) of households responding to the survey support the introduction of a Residents' Parking Scheme. – *You have not done any survey, and if you did, you know you would get far less than 50% for the scheme as published.*
- The proposed Residents' Parking Scheme is technically, financially and operationally feasible. – *PR0703 fails financially.*

PR0703 is not even close to meeting all the criteria.

6.3 All Parking Schemes should complement the provisions of other parking restrictions to address localised obstruction, safety issues and wider, integrated traffic or parking management schemes that encourage the use of alternative facilities such as off-street parking or park and ride schemes. – *PR0703 creates localised obstruction and safety issues. It encourages cars to the city because residents must pay parking to leave their car at home.*

7. Prioritising a Residents' Parking Scheme

7.1 Formal requests for schemes will be considered annually during a defined period, August through to November. This will enable a clear programme of works to be in place by the following April. Potentially viable schemes will be subject to a feasibility test according to the criteria described in this policy. If the proposed scheme fails the assessment it will not be progressed. – *This scheme clearly fails the criteria in this policy and should not be progressed.*

7.2 At times it may not be possible to progress all requests for Residents' Parking Schemes when demand exceeds available resources. Where it is not possible to accommodate all requests, those having a lower prioritisation and not included for progressing in that round of schemes

will be placed on a waiting list to be considered during the next round. A parking occupancy survey will be undertaken and requests prioritised using the following criteria:

- The level of on-street parking – *this is fixed by the number of bays*
- The availability of off-street/alternative parking – *again fixed*
- The total level of parking occupancy on street – *You have zero data on this.*
- Existing accessibility/access issues – *The idea being to not make it worse.*
- Number of properties affected

You do not have any parking occupancy survey, and you are blind to the above criteria.

8. Creating a new Residents' Parking Scheme

8.1 See 5.3 Statutory, Legal and Risk Implications (above)

8.2 Local County Councillors will need to carefully consider and weigh up potential risks and impacts of the displacement of resident drivers currently parking in the area as there can be no guarantee that resources could be made immediately available to address any associated problems. – *The Council remains bound to solve the very problem it creates via PR0703.*

9. Variation or Rescinding of a Residents' Parking Scheme – n/a

10. Operational Guidance on Residents' Parking Schemes

10.1 Each Parking Scheme will be designed to meet the needs of the community where the scheme is being introduced – *PR0703 doesn't do this in any meaningful way.*

10.6 New developments

Within new developments, developers may wish to provide on-street parking. Within urban areas where new roads are being offered up for adoption as public highway, there will be an expectation parking will be permitted on-street in properly designated areas only. The assumption will be that any other parking on-street will not be permitted, with appropriate parking control introduced. – *PR0703 goes counter to this specific assumption by permitting on-street parking outside designated areas, albeit 6pm-8am.*

10.18 Time of Operation

Times of operation for Parking Schemes will be designed to reflect local parking needs and road use; local consultation will help to inform this decision – *you have made zero local consultation on local parking needs and road use.*

The standard operating period for a Residents' Parking Schemes is based on weekday non-resident parking (Monday to Friday, 9am to 5pm) and covers the basic administration and enforcement costs. Any extension to the standard operating period will increase the annual cost of residents' permits to cover any additional enforcement – *The extension to 8am – 6pm increases annual costs, and is arbitrary with no reasonable justification.*

10.28 Enforcement

Whilst the Council encourages all road users to comply with highway regulations, it accepts that the level of compliance is optimised and sustained through timely and effective enforcement so as to:

- Enforce parking contraventions in a fair and consistent manner for the benefit of all parking users – *all includes residents, not just visitors.*
- Encourage sensible parking to improve access and protect public safety - *Indiscriminate parking is not sensible nor safe.*
- Ease congestion by keeping streets clear to enable smooth traffic flow – *not create congestion by cluttering streets after 6pm.*

In other words, **enforcement is not for generating revenue.** Note that raising revenue should not be an objective of civil parking enforcement, nor should authorities set targets for revenue or the number of Penalty Charge Notices (PCNs) they issue. The objective of civil parking enforcement should be for 100% compliance, with no penalty charges, and this will be in your business case, if you did one.

10.29 Maintaining Traffic Movement

See 5.5 Engagement and Communications Implications (above) for the minimum criteria. to maintain available highway widths for traffic movements.

In exceptional circumstances, and following consultation with the police and the emergency services, it may be possible to reduce the above widths – *there are no exceptional circumstances.*

10.30 Footway Parking

The Council has a responsibility to keep footways safe to use, to maintain safe passage for pedestrians, rather than to facilitate parking. Parking on footways:

- Creates safety issues for pedestrians and can hide other vehicles particularly on bends, narrow roads and at junctions.
- Creates an obstruction and hazard for the visually impaired, disabled and elderly people and those with prams and pushchairs.
- Can cause damage to the footway.

Indiscriminate parking overnight = parking on footways, counter to all the above.

Parking on footways would be considered in exceptional circumstances only where there is no impact on safety or pedestrian movement and where the underlying construction is suitable for vehicles – *much of the roads are block-paved rather than tarmac, elevated to almost kerb level and designed to be mixed use. To allow indiscriminate parking there-on 6pm-8am is stupid and dangerous particularly to pedestrians.*

Objection, on legal grounds: to PR0703

FAO: Steve Cox

The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996

UK Statutory Instruments ► 1996 No. 2489 ► PART III ► Regulation 13

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Consideration of objections and inspector's report
13. Before making an order, the order making authority shall consider—
(a) all objections duly made under regulation 8 and not withdrawn; and
(b) if a public inquiry was held, the inspector's report and any recommendations he made.

Regulation 13 (a) states "*all objections duly made,*" and means when the Highway Officer censored my objection he received from me describing the Experimental TRO option, he broke the law.

The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996

UK Statutory Instruments ► 1996 No. 2489 ► PART III ► Regulation 16

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Making an order and bringing it into force
16.—(1) An order shall not be made—
(a) until after the last date by which any person may object in accordance with regulation 8;
(b) in a case where an objection has been made pursuant to regulation 8(2) or 24(2), until after the order making authority has notified the Secretary of State of its proposed exercise of power and of the objection under paragraph 7(2) of Schedule 5 to the 1985 Act and the Secretary of State has made a determination under paragraph 7(3) of that Schedule.
(2) No order shall be made after the expiration of the period of two years beginning with the date on which a notice of proposals relating to the order is first published.
(3) No provision of an order shall come into force before the date on which the order making authority intend to publish a notice of making as respects the order.

Regulation 16 (1) (3) means that the traffic signs (a provision of an order) that were concreted into the ground Dec 2019 more than a year before consultation 30 Mar 2021, are unlawful.

The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996

UK Statutory Instruments ► 1996 No. 2489 ► PART III ► Regulation 18

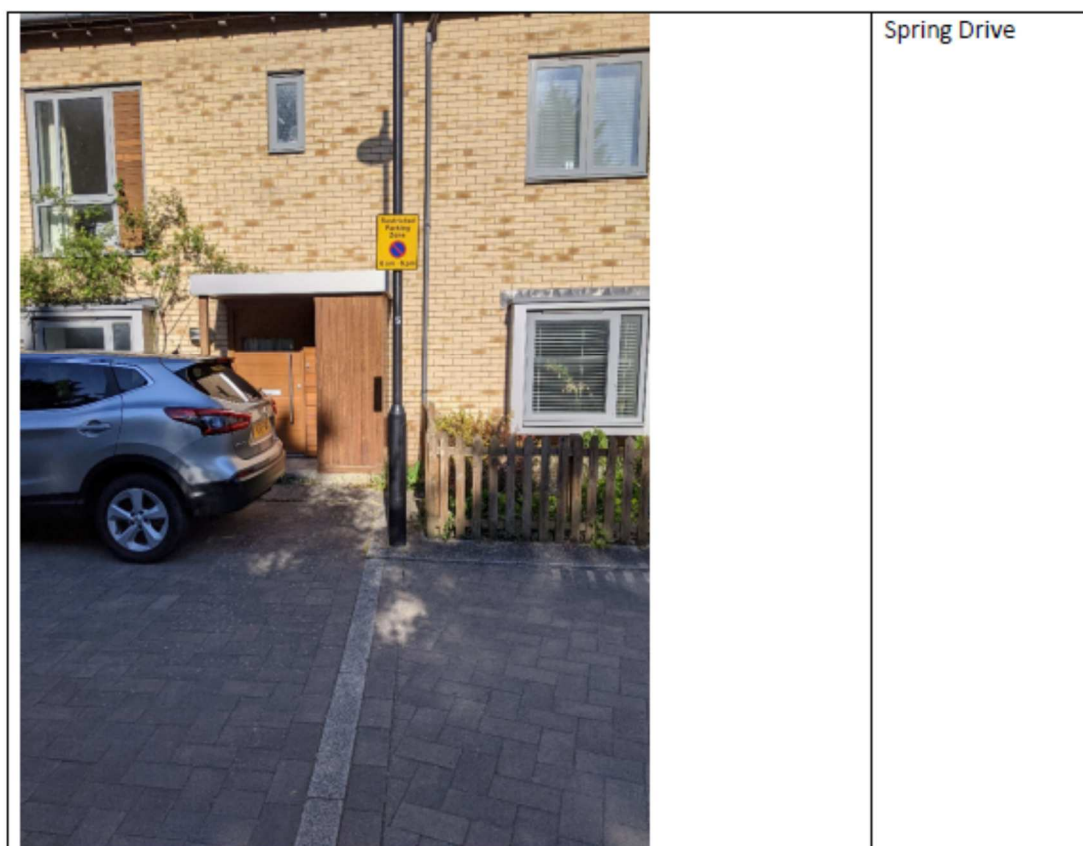
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Traffic signs
18.—(1) Where an order relating to any road has been made, the order making authority shall take such steps as are necessary to secure—
(a) before the order comes into force, the placing on or near the road of such traffic signs in such positions as the order making authority may consider requisite for securing that adequate information as to the effect of the order is made available to persons using the road;
(b) the maintenance of such signs for so long as the order remains in force; and
(c) in a case where the order revokes, amends or alters the application of a previous order, the removal or replacement of existing traffic signs as the authority considers requisite to avoid confusion to road users by signs being left in the wrong positions.

Regulation 18 (1) on Traffic signs only applies to where an order has already been made. As at 30 Apr 2021, no such order has been made, meaning the traffic signs installed Dec 2019 before consultation are unlawful.



These 25 photos show 27 signs installed Dec 2019 which do not comply with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 Part III Regulation 16 and 18 as stated on page 1 of this objection.

My objection is that PR0703 has failed to comply with the statutory process.

(Note:- The 25 photos were provided, but only a sample of them has been included in this document due to file size)

I would like to formally OBJECT to the proposed waiting restrictions on Various roads in Trumpington Meadows, Cambridge.

I am a resident at x Charger Road CB2 9EA.

The property is a 4 bedroom house with 1 parking space. We moved to the property in March 2021 and were told that on street parking was available.

We have 2 cars. My wife uses the single allocated parking space. She has some mobility issues and we have a newborn arriving in May. I am also away 3 days a week. Without a car she will be unable to leave the home.

I work at various locations during the week to include Ashwell and Godstone (Surrey). I cycle whenever I can but travelling to these locations requires me to have a car.

We both NEED both our vehicles and are unable to move out of the property as we are in a 1 year contract. There is no reasonable alternative parking available anywhere. If these restrictions are put in place we will be in a very difficult situation with our landlord. In addition the stress and anxiety from this issue is quite overwhelming.

I hope you understand our concerns and agree to withdraw the proposal.

I writing to you to object to the proposed car parking restricting sat the Trumpington meadows estate.

As residents are already paying high council tax in the area but also that the development does not have sufficient parking on the estate. The transport connections are reason for getting in and out of Cambridge city however, not everybody works in the city and are travelling out. Most households have 2 cars to enable travel to work, people work different shift patterns, are managing children and elderly parents living who live separately.

I appreciate this is being put in place to discourage unnecessary travel and to reduce carbon footprint but doing this without consideration for how families are operating in these times. Putting more financial pressure during these already challenging times is being socially responsible, putting vulnerable people at increased risk.

I would invite you to reconsider your proposal.

Further to my email (above) I would like to add two more factors to my objection: 1. Incorrect process: The statutory process has not been adhered to. 2. The CCC's own Parking Scheme Policy disqualifies PR0703.

TRO implementation is actually a statutory process falling under s 1 of the Road Traffic Regulation Act 1984. The Secretary of State expects local authorities considering major changes to their parking policies to consult fully with stakeholders. As a minimum, the police, neighbouring local authorities, the DVLA and the Traffic Enforcement Centre; stakeholders with an interest in parking, businesses, motoring groups and representative organisations; and those who will be affected, including residents, motorists and the general public. Authorities should include socially excluded groups. This has clearly not happened. The statutory process has not been followed, and must be stopped on legal grounds. Secondly, CCC has a Resident Parking Scheme Policy (V9) 14 March 2017, which applies to all parking issues within Cambridgeshire that affect residents' parking availability. The Policy has comprehensive and strict criteria that must be met before parking restrictions are brought forward. Needless to say, PR0703 fails multiple criteria (e.g. cost neutrality, parking occupancy survey, 50% support) and this policy disqualifies PR0703.

I am writing to express my concern over the proposed waiting restrictions.

I am primarily concerned with the alteration of Renard Way, Osprey Drive and the area surrounding the Sainsbury's supermarket, including bays across the street in front of the flats. However these thoughts likely apply to all changes.

The bays on Renard way and Osprey drive currently, in my experience of trying to park here of an evening, serve residents primarily. In your plans I see no provision for a 24h residents permit, which would cause untold chaos as the hundreds of cars that park here throughout the week as the pandemic continues, after closing many offices throughout the pandemic, and the many residents who work from home, negating any efficacy of the 8-6 rule.

Many who live here commute to the Addenbrookes or similar campuses across Cambridge due to the close proximity. The Addenbrookes campus, in line with many sites (and to my knowledge all University of Cambridge sites across the city) forbid parking without the need to work nights, use your vehicle explicitly for work purposes or without a disabled pass. This results in cars left on driveways, or indeed, in parking bays during the daytime. The provisions of one private parking bay for some houses on the estate (for which I am still waiting to see a reliable map after living here for six months) do not provide for the many HMO's and working families across the estate, who use the bays by means of keeping the roads clear and safe.

As the drawing on your website describes, the zone across from Sainsbury's is also due to be adopted, however at this current time that parking area does not regularly fill up, even at peak hours. Concerns over school traffic access to the shop and the meadows are much less than they would appear, as most parents and walkers I observe on my commute and daily travel access from the Park and Ride, which is suitable for reaching the shops if disabled access is not required.

Unfortunately the Park and Ride does not fulfil a potential solution for residents as there is no return within 18h.

With the supermarket bays reduced to 1h stays their efficacy of an evening for the flats they face and overspill parking from the very crowded bays is negated. This will lead to an increase in parking on the road, reducing the already often narrow spaces throughout the estate.

While I understand it is difficult to cater to everyone I think it is very clear that the huge number of displaced vehicles based on this plan as described in your documentation pose such a disconnect from what is reasonable, or even possible given the local geography, that I urge you to consider alternative arrangements, with residents, crowding and road safety in mind.

This would then facilitate visitors, shoppers and parents through appropriate provision of resident parking, rather than restrictions which are unreasonable for many residents to then provide maximum space without having to increase stress around waiting times.

Potentially a residents pass for the bays, a reconsideration of restrictions by the supermarket and within the bays or other measure.

This is email of ours is to express our objection to the proposed street parking regulations for Trumpington Meadows, Cambridge.

We are both Medical Consultants working full time jobs for Addenbrookes Hospital and at the same time caring for our two young children. We feel that the proposed restrictions are totally inappropriate for us professionals living in Trumpington, have not gone through adequate public consultation and rather than contributing into improving living conditions in the estate we believe they will certainly pose unnecessary difficulties to the community.

I would be grateful if you consider our points below :

In the statement of reasons for the restrictions it is mentioned " For avoiding danger to persons or other traffic using the road or for preventing the likelihood of any such danger arising." We struggle to understand how paying to park in the designated parking bays will reduce danger. Parking outside the sign posted areas should be restricted to prevent danger but we feel parking in the designated areas is safe. If you have any data that can prove the opposite, I would be grateful if you could share these with the community.

We feel that residents should be entitled to parking permits for an annual fee, as this is the norm in all other areas of Cambridge. In our circumstances, that we need 2 cars to fulfil our duties in order to travel between NHS Hospitals in the region and some other times we need to rest at home after a night shift or obliged to work from home, we feel that the proposed restrictions will obviously cause more harm rather than benefit us.

In the the proposed regulations there is no accommodation for the disabled, nannies, carers, visiting nurses, deliveries, service vans, or removal vans. We feel that before imposing restrictions, The Council should make provisions to facilitate parking for the above categories.

In the statement of reasons it is also mentioned "For facilitating the passage on the road or any other road of any class of traffic. For preserving or improving the amenities of the area through which the road runs." We feel that this relates only to parking in non designated areas and we agree. However, this is not justifiable for the lay by's.

In conclusion we feel that the proposed restrictions will pose serious challenges to our well being and living in the estate. We will struggle to fulfil our duties as critical workers, as well employ service staff such as nannies, cleaners, gardeners etc.

Please do not hesitate to contact us should you require any more information or you wish to discuss further.

I am writing to **strongly** object to the proposed waiting restriction on various roads in Trumpington Meadows, Cambridge.

When I recently rented a property in Trumpington Meadows I was reassured there was parking available on the street near the property, as I don't have an allocated parking space.

I am due to have a baby in 2 weeks, which means I will have a baby and a pram to carry with me all the time, on top of grocery and shopping bags as anything else that is part of a normal family daily routine. There is not even any parking available outside Trumpington Meadows, so where would I be supposed to park? Or will I need to sell the car? The suggestion of waiting restriction is absolutely unacceptable in a residential area with plenty of families with young children. Our life would become extremely difficult for no reason.

I object to the proposal PR0703.

I moved to Renard Way 7 months ago and find it liberating that we have so much car park spaces without unnecessary restrictions. There is ample spaces for residents and visitors to the natural reserve.

Also we live too far from the city for people to use our area for shopping trip parking. And as we have the park and ride next door, there is in fact no reason for non-residents, trade or visitors to park here.

In saying this, we should use our energy to pursue effective ways to promote safe parking and the use of 'parking bays'. This has been an issue in cases where people feel that they can park anywhere. Also, i've had visitors park in my space couple of times - not a major issue as i've just parked elsewhere for the time but still a little bit annoying.

So, please don't add the proposed parking restrictions - to which i strongly object. Instead please pursue a more moderate approach that promotes safety and considerations.

I am writing to OBJECT to the proposed parking restrictions in Trumpington Meadows.

I currently reside with my partner in one of the flats on Renard Way with one allocated parking space. Both my partner and I own cars. I work mainly at Addenbrookes Hospital, cycling or walking to the nearby park and ride. On occasions where I am placed at different hospitals, e.g. Hinchingbrooke, I am required to commute using my car. My partner also requires his car for work on occasions. Under the new parking restrictions a lot of people, who would rather leave their car at home and use greener methods of transport, will be forced to take their car to work in the day to avoid breaching parking restrictions. This will further congest the roads. Until suitable infrastructure is in place to allow for quick, reliable and cheap travel in and out of, as well as within Cambridge, residents will require their cars. Removing the option to leave them at home in the day will only incentivise them to use them more.

Furthermore, there is currently no formal enforcement of the allocated/private parking. On numerous occasions people have parked their car in our allocated space forcing us to park elsewhere. Should this proposed restriction go ahead, a system will be needed to restrict visitors and other residents from parking in bays that do not belong to them.

Should residents be able to afford to use visitor permits for their own extra car(s) this is not a viable option as these are limited to 100 visits a year.

I also object to the following reasoning for these restrictions:

-For avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising.

-For facilitating the passage on the road or any other road of any class of traffic.

Trumpington meadows is on the very outskirts of town, such that it is mostly only residents and their visitors that park there. Any visitors to Cambridge park at the park and ride directly next to Trumpington Meadows or further into the town. As a result, in my time living in Trumpington Meadows, any cars not parked in allocated spaces or bays continue to park considerately and I do not believe they pose a danger to people or traffic nor do they hinder the passage on the road, especially since the roads in Trumpington Meadows are of a substantial width.

Overall, I do not feel these proposed parking restrictions are in the best interests of the residents of Trumpington Meadows and the City of Cambridge as a whole and I strongly urge you to reconsider your decision.

I quite unsure how this has come up again, after the parish meeting 3 years ago concluded that it was a ridiculous proposal.

To summarise what it seems many people wrote about last time:

- The statement of reasons is poorly justified. There is no evidence that Trumpington Meadows exhibits any of the issues presented, under the current regulations. The proposed new regulations would be solving a problem that doesn't exist.

- The proposal seemingly only exists to punish residents financially or even more significantly: forcing some residents to either sell their vehicles or even move out of the development (because they cannot park outside their own homes more than 100 times per annum).

I think this is all that needs to be said. Understanding this and considering the harm to residents, no one could honestly believe that PR0703 is a good idea.

I've quoted my previous email (below) from late 2017, the last time this was proposed.

The proposed changes to the parking regulation in the Trumpington Meadows development would cause no significant improvements to movement of traffic or non-resident parking issues, whilst also causing exceptional harm to a great number of residents living within the development.

Please take some time to review my reasoning for this statement and on behalf of every individual Trumpington Meadows resident I have yet to come across, please reconsider PR0393.

First lets review the very brief and unjustified Statement of Reasons for PR0393:

The reason for intending to make the above named Order is to facilitate the movement of traffic and to enhance safety for all road users.

The movement of traffic is already unhindered in such a way that few areas in Cambridge equal. Throughout the day, hours can pass without a single vehicle entering or leaving the development via Consort Avenue. Requiring residents to pay to park outside their own homes will not enhance road safety - in fact, will likely even decrease safety due to a net increase in anger among drivers.

The waiting restrictions are intended to manage non-resident parking in the area and ensure that parking spaces are available for visitors.

The small distance from residents doors that visitors may have to leave their vehicle due to lack of spaces may be a very slight inconvenience for some residents but this is simply not caused by non-resident parking; the number of vehicles parked throughout the daytime on weekdays is very low, anyone seeking to park during these hours is guaranteed as much space as they could require. During the evening and overnight, the same vehicles are seen every day because they are in fact residents themselves.

There are many large plots designed for large families throughout the Trumpington Meadows development, almost all of which one would expect to require multiple permanent parking spaces - often more than their garages can provide, hence the many shared parking bays. It can surprise no one that residents make use of the bays outside their own properties, the vast majority of vehicles consuming the available spaces at night are residents who have no other choice but to do so.

Now lets consider the effects that PR0393 would actually have on residents:

For the considerable number of families with more vehicles than their garage space can provide, the restriction of on-street parking to only paid permit holders inherently forces these residents to purchase said permits in order to continue living in their family home. Believing that residents will simply and suddenly reduce the number of vehicles in their household is absurd; people rely on their vehicles as I'm sure you do too.

The appalling "likely" cost of £15 per 5-day visitor permit means that larger families (who are by no means more wealthy than their neighbours) or HMO's with two more vehicles than their garages can support will be plainly forced to pay £600 just to park outside their own home for 3 months. It is not clear what the proposed solution is after these 100 "visit" days are used, it appears these residents will be forced to pay even further to rent garage spaces further into Cambridge centre at an extraordinary cost. Additionally, to avoid paying £3 daily to park after returning from work, the time restrictions force residents to leave their property at 8am and not return until 6pm; leaving just half an hour after or returning half an hour earlier than these limits means that a person would be forced to pay for an entire day to "visit" his or her own home.

The proposed changes of PR0393 are unjust; benefitting very few in a very insignificant way whilst causing considerable pain to many, especially larger families and the less affluent residents of HMO's.

In all sincerity, the moral imbalance of the whole proposal is disgraceful; suddenly imposing a beyond-significant fine on a huge number of residents to park outside their own homes is shocking - all in order to please the few who feel that their infrequent guests are inconvenienced.

I urge you to reconsider PR0393 and its negative effects on the residents of Trumpington Meadows. This proposed TRO simply should not progress.

Please consider the distress PR0393 could inflict on many Trumpington Meadows residents. Thank you for your time and understanding, I would be thankful if you could respond briefly confirming my plea has been understood.

We strongly oppose the parking restrictions in Trumpington meadows. It is very unpopular with residents.

We have not witnessed any congestion or competition for parking spaces and therefore the need for enforcement of parking restrictions is unnecessary

I strongly implore the council to revoke the need for parking restrictions.

I am writing as a response to the proposed parking restrictions in Trumpington Meadows (PR0703).

I read that with the proposed parking restrictions us, residents of Trumpington Meadows, will not have the option anymore to park in the bays. To be fair, this will cause a lot of issues and stress for us and a lot of other residents who rely on our cars to support us working & taking care of our families.

Not everyone has an allocated parking space, some families rely on two cars for their jobs and on top of that, due to a fault with the developer there are a lot of people with a garage that doesn't fit a normal sized car (including myself and my neighbours). What are we supposed to do with our cars?

There is barely any passage on the roads in our community and for us, residents, the current situation is absolutely fine. I understand as the council it's your intention to keep us safe now and in the future. But I do believe residents should be given the possibility to park in their own street for free or for a low fee.

Looking forward to your response.

I would like to object your proposal to have charges and restrictions for parking to our area. We have families and friends who are visiting and costing them a fortune to pay for parking will eliminate the frequency that we can see them. In addition, our area, attracts visitors who appreciate Trumpington Meadows. We don't want our area to become like everywhere else where you cannot park unless you pay a lot of money.

It will have a financial impact and also a social impact of less social contact for the residents of our area. We have been isolated for more than a year now, due to the pandemic, so please allow free parking without charges for non-residents so we can have a better social life, better financial state and less complicated lives. The pandemic had seriously impacted our mental health, so please refrain from changing the parking arrangements in our area.

We are residents of Trumpington Meadows and we are writing to put in place some objections about the parking permit areas in the development.

1. Is there something about resident permit parking in the bays? What happens with the houses who have 2 cars due to job location?
2. The area near to Sainsburys should be 30 min restriction.

I hope this is taken in count.

I am writing to object to the proposed parking/waiting restrictions in Trumpington Meadows without further parking provision.

My objection is that there are no other suitable parking sites available to those who are currently forced to park in the areas that you propose to stop resident parking.

In theory, I think the parking restrictions you propose seem like a good idea to help keep spaces available for visitors and prevent parking on the streets/pavements. However, there is nowhere else to park within walking distance for those of us who do not have a usable resident parking space.

I am, unfortunately, one of the people that use one of the "visitor" parking bays that will be restricted as part of your proposal. I don't want to take up a visitor parking space but I feel I have no choice right now. I live in a flat in Trumpington Meadows which has the use of a garage, however, it is not wide enough for me to open the doors to get in and out of my car when it is parked in the garage. I appreciate that some might say I should get a smaller car but even the narrowest car wouldn't have enough room on both sides to allow me to get my two young children into their child car seats which are on opposite sides of the car. Even if I had the narrowest car and it fit in the garage, it would still force me to get my very young children out of the car first and leave them alone on the street while I drive the car into the garage. Our garage opens straight onto a road with no pavement so I would be leaving them in the road with no way to check on them whilst I'm manoeuvring the car. That would be extremely dangerous. That is why I currently park in a place where I can access both sides of my car safely whilst it is parked.

If I had an alternative, then I would use it and free up the visitor bay. In the past, the park and ride had an option to buy a long term parking permit. I was happy to pay for this and keep my car out of Trumpington Meadows but this option has been removed since the park and ride parking became "free". Whilst "free" sounds better, in actual fact it is much worse. You can only park there for 18 hours for free, so every day I'd have to move my car out of the park and ride and find alternative parking for the remaining 6 hours. That means I'll end up parking in the visitor bays or on the streets/pavements of Trumpington meadows (the very thing you are trying to stop) for at least 6 hours before driving back and re-parking the car in the park and ride. What if I am not able to move my car every day? Then I will have to pay £10 per 24 hours for the privilege of parking in the park and ride and even then I can't park for longer than 72 hours continuously without getting a fine. What if I am unable to move my car for more than 72 hours? Then I am stuck as I'll have nowhere to put my car within walking distance of my home. I will have to accept the parking ticket and fine.

If you stop residents using the visitor bays without providing another way of parking, then all of us who currently need that space, will have to use the park and ride during the day. Then every night when the parking restrictions end at 6pm, there will be an influx of our cars into Trumpington meadows to avoid paying fines from the park and ride. We will be forced to park in the bays and along the narrow roads and half on the pavements to fit our cars in. This will cause the very problems that you are trying to fix by adding the parking restrictions.

I would support the proposal for parking restrictions if there was a suitable alternative for those of us who do not have a usable parking space or for those who have more than 1 car. My suggestion would be to allow 24

hour parking at the park and ride and bring back longer term parking permits in the park and ride at a reasonable price. The options of 1 month, 3 month, 6 months or 1 year permits would be great. This would allow people who need a space to park continuously whilst possibly generating some income for the council. It would keep more cars out of Trumpington meadows day and night and it would reduce the inevitable influx of cars each night after the parking restrictions end at 6pm.

I am writing to you to oppose the proposed parking restrictions in Trumpington Meadows (PR0703).

While I understand the push for less cars in the area and the associated benefits, the area's of Cambridge and South Cambs do not have sufficient turn up and go public transport infrastructure to support such restrictive parking measures.

For example, in our specific situation, my girlfriend and I have moved into a flat on Renard Way, she is a medical student at Cambridge University requiring a car to travel to various placements in the East of England as a whole, some of these are day commutes and others multi-day trips. And I am a manager at Cambridge Country Club, based just outside of the village of Bourn. Because the Country Club is a services venue I am required to work a shift pattern which falls into unsociable hours, and there is limited reliable and affordable public transport options between the South Cambs villages.

As you can see the ability to have 2 cars located within Trumpington Meadows is essential for our professional lives because of insufficient, reliable turn up and go public transport alternatives across the Cambridge and South Cambs area. We are more than happy to pay for an additional residents permit should that be an option in plans going forwards.

I would also like to oppose the need for visitors permits within Trumpington Meadows, the idea just seems ridiculous and a scheme to make money. Allowing visitors to come and go from residents properties freely is part of human life and huge positive to mental health and wellbeing. All of these restrictions on visitors seem like an unnecessary stress and incredibly political, which I'm very sure various local news outlets would be keen to hear about how the local council is the cause of poor mental health because of unnecessary parking restrictions.

The parking restrictions have been suspended for 12 months or more already and we as residents have managed just fine without them. There is no just cause for implementing parking restrictions in Trumpington Meadows at this point in time.

Any case for limiting traffic in the local area or to the benefit of residents because people may be parking on our streets for free and travelling into the city is completely null and void by the fact the Park and Ride is situated next to the the Trumpington Meadows development.

I would like to query the reasoning behind the parking restrictions PR0703. This will leave many people in the meadows unable to have use of a car where it is required for work and care purposes (I for one work in south Cambridgeshire and take my son to a nursery for which there is no viable public transport alternative). I am glad to see the electric car ownership is expected to rise sharply over the next decade, reducing greatly the environmental argument for discouraging car ownership through infrastructure changes.

I also foresee the new restrictions making other aspects of day-to-day life more difficult with no clear benefits. Take for example Huntsman Road where we live, which has plenty of space for informal on-street parking which is very useful for the visits (tradespeople, informal family childcare etc). I am happy to be shown otherwise, but as someone who experiences the environment on the ground on a daily basis, I do not see the benefit of bringing in the proposed restrictions. I am happy to see that this is on the agenda of several people standing in the upcoming elections.

I would like to share my concern for the proposed parking changes in Trumpington. I live at x Charger Road CB2 9EA and do not have a garage or access to any other parking except the surrounding parking bays. My family only has 1 car and this would be devastating for us. At the very least, instating a resident parking permit requirement (even 1 per residence) would be better than just visitor parking.

My response to the proposals for parking restrictions is as follows. I expect them to be published anonymously,

1. If the proposals for parking restrictions are necessary for the roads to be adopted by the County Council, then this should be made clear to residents, possibly with a range of options to decide between. As a frontager, my priority is that the roads should be adopted.
2. It seems to me that there is barely sufficient off road parking for residents and their family members plus visitors, lodgers etc and the pressure is worse if external visitors to the country park are included. Residents are entitled to a family life... where are their family members and visitors meant to park? Likewise, external visitors need to have access. Perhaps a solution is to have an off street parking system accessible to both visitors and residents and allocated areas of on street parking which only residents can use. I appreciate the point about not wanting to spoil the street scene but home working has increased demand for parking and private car is the most covid secure way to travel longer distances. If the Park and Ride site is allocated for housing, people won't be able to park there and walk through. Or wait and don't do anything to see how things pan out post covid.
3. The present scheme will increase the numbers of cars travelling short distances at peak times because more people will take their cars to work and some will be driving around to move cars prior to 8am to avoid charges then driving back at 6pm. Some residents may be penalised for not being able to move their cars at the right time eg for health reasons.
4. Nowhere else in Cambridge has the type of scheme proposed... has it been evaluated in other parts of the country?
5. In my case I will have to pay twice for parking... one charge to maintain a communal car park with allocated parking for one car and another for other family members and visitors. Is this reasonable?

I further wish to comment that as well as being very expensive, this will lead to all sorts of issues if car registration details are taken into account. For example, my daughter may visit with her children and park in my allocated parking space since it is close to my house. I therefore move my car to a space and display a visitor's permit. But I am not a visitor and my car is registered to my address on Trumpington Meadows. Many similar situations will arise and the enforcement officers will need to be clear that non visitors can use it and car registration is immaterial. This scheme defines visitor as someone who can afford to pay for a permit. Really it is just a permit holders' scheme. Therefore access to extra parking is restricted to those who can afford to pay. This cannot be right in a mixed residential neighbourhood.

REPRESENTATIONS SUPPORTING THE PROPOSAL

I live in plot xx and strongly support this TRO. However, I feel you're missing one safety issue and that is parking on the pavement. According to your plan, this is not covered by this TRO. Please see attachment of area I'm concerned about, marked in red. There are vehicles parked there every day, treating them like personally allocated parking spaces. This is a safety concern for pedestrians crossing the road or navigating the pavement.

I would like some clarification regarding the charging of visitor permits. In the order it states: "Visitors Permits cost £12 and each one is valid for 5 visits of up to one day's duration. A resident may apply for a maximum of 20 permits per annum allowing 100 visits. A resident who requires regular visits on medical grounds may be eligible for free visitors' permits. Blue badge holders can park in a permit holder bay without limit and free of charge."

This is not very clear as it refers to "permits" cost £12 and each one is valid for 5 visits of up to one day's visit. Does this mean one permit costs £12, but you can use it for five different days, such as Monday and Wednesday one week, then Tuesday, Wednesday and Thursday the following week, or do they need to be consecutive days?

Thank you for your letter inviting comments on the proposed parking restrictions at Trumpington Meadows.

I'd like to express my support for the proposed scheme, which is long overdue, having been established as part of the planning conditions for the development (and as was communicated by the developers during the sales process) prior to the first residents moving in, in 2013.

The lack of consistent private enforcement of restrictions in the interim period before the adoption of estate roads appears to have given rise to the unfortunate current situation where a minority of residents and visitors park inconsiderately. This has resulted in blocked pavements and bike racks, damaged verges and heavily restricted sightlines at junctions (e.g. Spring Drive/Consort Avenue).

The proposal to introduce the long planned waiting restrictions is welcome and should help relieve the risks arising from the above within the hours of operation.

Previous consultations raised objections from representatives of households who believed that they relied on ownership of a number of vehicles in excess of those for which parking spaces were allocated. Residents wishing to store vehicles outside their own curtilage are well served by the large Park and Ride site within five minutes walk of all parts of the development.

Nonetheless, perhaps this raises an opportunity for Councillors and officers to re-engage with residents about improving alternative options – e.g. improvements to bus services through Trumpington which have been reduced; attracting a presence by a car club; improvements to the Consort Avenue/Hauxton Road junction and Waitrose/Hauxton Road junction to make them safer and less intimidating to cyclists and pedestrians.

I email in support of the proposed parking restrictions in Trumpington Meadows. There is a need to traffic enforcement, as motorists park in inappropriate places causing obstructions to pedestrians and wheelchair/buggy users. Given the proximity of the estate to the park and ride and the popularity of the nature reserve and the insufficient parking available at these two locations, it is also important that parking facilities are reserved for the residents and their visitors. This comes at a cost to the local authority and they should be able to recover some of this cost from those who take advantage of the residents' parking.

However, I do express concern about the zoning arrangements are question the logic of separating the northern end of Renard Way from the southern end. As Renard Way residents who live in the proposed zone 1, our visitors are likely to look for parking provision along Charger Road or Renard Way. If visitor permits are

linked to the zones, we will have to purchase permits for both zones, depending on where our visitors may be parking. A more logical division of zones would be on an east/west divide, perhaps using Osprey Drive as the dividing line, but including both sides of the road in one single zone.

I am happy to discuss my concerns about zoning plans in person, either by phone xxxxxxxx, or on site, if a site meet is organised. I have copied in my incumbent county councillor and candidates for the upcoming county council elections if they wish to discuss any further also.

Thanks for your email and here are my views as County Council candidate for Sawston & Shelford

I support and will push for the roll out of the existing parking scheme, but would also encourage consultation by the County for an effective Parking Scheme in Trumpington Meadows which meets the requirements and concerns of as many residents as possible, and is in alignment with the County's existing environmental and transport policies.

You can see from attached – implementation of the parking schemes across the County was suspended for one year in March 2020, and last month was suspended again.

As regards illegal parking until then, I will work with the relevant police authority to see if warnings, followed by issue of penalties, could be taken against parking offenders.

This is to inform you that we are supporting the proposal.

But we are hoping that there will be stronger regulations: the restrictions on parking between 8am and 10pm. Currently, we often find some cars parked on the road, sometimes limiting our driving in and out of the carport. Stricter restrictions would be no problem as all houses have parking space and most garage/carports may accommodate two cars.

I am in favor of the restriction on a street parking here in Trumpington Meadows.
If I can suggest to include the restriction in Banner road extension this is in between house nos. 3 and nos. 5. This alley way always been park by inconsiderate people, they even blocking our garage.
The police was called at times and also reported it to the housing association many times.
If this parking restriction become in effect, most of them will park in this alley way.

I wish to write in favour of this TRO, it is long overdue.

Traffic and excessive parking has already become a problem in this area of Trumpington which is harmful to active travel and making streets amenable to family life.

I live on one of these streets and I am looking forward to the implementation of this Order. As soon as possible.

It has been a nightmare to drive in and out of my drive due to cars parked on the street or the pavements since 2016 (even worse since 2019). Impossible to walk on the pavement in a neighboring Road, a car permanently blocks the pavement.

Please give fines liberally to make people park their card in their ports!

Also please consider a 20 mph across the whole of trumpington meadows.

I am very much in favour of introducing parking restrictions at Trumpington Meadows to reduce the amount of obstruction caused by on street parking at present. However I feel strongly that these restrictions should be in force 24 hours, 7 days a week and that some way should be found to enforce them outside of normal daytime working hours.

I'd like to comment on the new parking regulations for Trumpington Meadows (PR0703).

I largely support these regulations – many people have converted their parking spaces into storage/garden space, and I don't see why public space should be devoted to the storage of private property. As a resident, I was told these regulations would happen when I bought the house so I don't think it should come as a surprise to anyone. The estate is also excellently connected to public transport and cycle/pedestrian routes to major centres of employment, reducing the need for private car ownership.

One potential shift I would suggest would be to allow short-term visitor parking outside of bays during the day to allow cleaners/dog-walkers/other visitors to visit properties.

OTHER REPRESENTATIONS (NEITHER OPPOSED NOR SUPPORTIVE AND/OR HAS MIXED VIEWS)

I am writing with comments on the above.

The stated reasons could be achieved differently.

1. Yellow line the development apart from marked bays. The bays could continue to be used on a first come first served basis, with cars parked dangerously outside of marked bays being given tickets.
2. Continue with the same level of restriction on parking as proposed, but the charge of £2.50 per permit rather than £12. With a restriction of 20 permits per annum per household, the cost will not deter but this will otherwise be an additional council tax for residents here.

Both of these options achieve all of the stated reasons.

Comments re proposed parking restrictions.

I do not understand the need for paid visitor parking pays in this area. The reasons you list, as stated below do not seem to cover implementing paid visitor parking. In fact all you will do is force more individuals to use the already over occupied park and ride or misusing the residential car park areas.

I support measures to halt individuals parking outside of the designated parking bays and to implement time limits for parking near Sainsbury's, but not paid visitor bays

For avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising.

For facilitating the passage on the road or any other road of any class of traffic.

For preserving or improving the amenities of the area through which the road runs.

I am writing to make comments and suggestions regarding the newly proposed parking scheme in Trumpington Meadows. I am a resident of Trumpington Meadows (Osprey Drive) and have been for almost seven years so I believe my comments are a good reflection of the realities of life on the estate. Here are the comments with the reasoning behind them:

1. In general, the council adopting the roads in Trumpington Meadows is a good thing.
2. The road network marked for parking restrictions mostly makes sense (but see 6., below).
3. The proposed price of parking permits of £12 for 5 visits, i.e., £2.40 per visit is, frankly, extortionate and ridiculous. While notionally the permit is valid for a full day (presumably 24 hours from the hour of displaying it) the vast majority of visits are going to be in the order of hours, not days. I would strongly suggest the pricing and durations for the paid permits is reconsidered and made significantly more affordable. Please also note the next item in this list:
4. There must be a facility for every household to receive a certain number of FREE parking permits every year. Not having ANY free permits to use, however small a number it may be, is disingenuous and again speaks of greed for revenue regardless of the best interest of the residents - who are the taxpayer and are entitled to get something in return.
5. On the face of it, the hours of parking restrictions are sensible, 8am to 6pm. A somewhat more creative approach like, e.g., in Burton Road, where it is, I think, 10am to 2pm to prevent work-related parking, may work better for the residents and better facilitate free parking for family and friends visitors.
6. I noticed that some of the pedestrian areas have been marked as "areas where parking restrictions apply" (green on the drawing, e.g., Huntsman Road, Piper Road, Consort Ave intersection) where these really should be cordoned off and parking disallowed completely as our experience is that cars parked in these areas significantly impair pedestrians, especially pushchairs and other mobility aids. Essentially, only parking bays and road surfaces proper should be allowed for parking. Should these areas be dedicated to parking anyway,

they should be clearly demarcated, e.g., by putting up curbs and making them part of the road just like parking bays.

If there is a short takeaway from the comments and objections above it is:

- Parking permit costs are extortionate.
- There should be a free permit allowance per household per year.
- Some surfaces that should be pedestrian-only are included in parking areas.

I sincerely hope these comments and suggestions will be considered seriously and changes made to make the parking in Trumpington Meadows really work for the residents.

I refer to the above with particular reference to the planned uptake of the maintenance of the roads within the Trumpington Meadows estate by Cambridgeshire County Council, and the planned car parking permit scheme.

On the estate, and off the roads, some houses have allotted parking places and others have carports, garages or drives. Some of the very smallest houses have a garage, but because these houses are the smallest, their garages are understandably used as storage areas. Over the whole country, it has been noticed that the majority of families do not park in their garages, and many convert their attached garages into extra rooms and park on the road or in drives. Indeed, we purchased our property because we saw the garage as potential dry storage. We knew we could park on the road, so we did not foresee the problem as it now arises.

Our garage is not attached to the house (a small inner terrace property). As our garage has to be used as a storage area (the norm as pointed out above), we have to find a layby in the street, which is often difficult. However, we are here during the day, so at some point we can usually find somewhere on the street to park legally. When permits are introduced, we shall have to use our visitor permit in order to park. This means, there will be nowhere for our visitors to park. We wish to know whether, under the planned scheme, it will be possible to obtain two permits, one for ourselves and one for any visitor. This would be fair because we have noticed that most houses have two cars, one of which is parked in the allotted space for their house and the other in a parking bay. Many houses also have two designated parking places, and could not reasonably expect two permits, but it is surely fair that the minority of houses like ours should expect two permits.

We thought it would be useful for you to have this comment as part of your consultation exercise and we should be grateful for your comments on this situation.

Thanks you for sending the notice on Proposed Waiting Restrictions, I am glad to hear that the Council is continuing to develop the area to the best of the residents and that the roads are moving to be maintained at public expense.

One question and thus a reservation I have with the proposal: Why not just make it a Resident Parking Scheme? Why is the area proposed for Visitors' Permits only?

In the time we have been living here, parking abuse hasn't seemed to be too much of an issue so it would seem natural to allow parking in the area for visitors and residents with a permit. A residents permit was something I was planning on applying for, which now seems like it will be a bit of an issue.

Would hope to see it expanded from Visitors' Permit to also Resident Permits, don't see why that would be a problem.

Thanks for the notice again and hope you consider this note.

I am writing to enquire about the proposed waiting restrictions of various roads in Trumpington Meadows, Cambridge.

I live in one of the Vista apartments on Renard Way and I am concerned that we have no visitors parking and with the pending parking restrictions how are we meant to have anyone visit?

Will each resistant be given a visitors parking permit for these occasions that allow parking at all times?

Also the restriction timings stated are later than any parking restriction in central Cambridge, why is this? As we are further out of the city.

I still have a few questions.

The purple area would be visitors parking near my flat for any visitors that may visit me however if they park here between the times stated they would get a ticket?

What does applying for a visitor permit get me? Only access with one visitors car?

We have seen the proposed waiting restrictions coming to Trumpington Meadows. We have been a resident since 2014.

Our house is next to a two vehicle parking area until 2017, when people decided to park their cars against the wall instead of parallel parking and made it to four to five car parking bay. We've asked Barratts and no resolution was given. We've asked BPHA who is still on the case. We've asked advice from the police, Citizen Advice Bureau, County Council but nobody was able to solve the issue. Our only hope is when you adapt each street and implement policies. It's nearly four years that this unsafe parking is causing us stress and has already caused damage to the property, when one vehicle managed to hit the rainwater pipe and run away.

I hope you can look unto this matter as well. We will highly appreciate your help. This parking is in Banner Road corner Old Mills Road.

I am a resident living at Raeburn House, Lapwing Avenue, Cambridge CB2 9AN.

I was proud to move here to be limited to one car ownership. As each resident only has one allocated bay in our basement carpark.

To date the 'visitor' bays on lapwing avenue have been used by residents who own two cars. Which is unfair as we haven't been able to invite visitors.

Looking at your proposals, the controlled hours will be from 8am to 6pm. Which means that people who work and have two cars will fill up the visitor bays overnight.

What we need is a strict enforcement to prevent residents who have two cars from finding a loophole to continue to keep their vehicles on our estate.

If they commute to work by car, they will not be effected by your proposed hours. At the weekends the visitor bays will be full of resident's second cars. We still won't be able to invite family or friends from afar to visit.

What we need is a system where we book visitor bays in advance online. Print out a pass and show it in our windscreen. Or have a system where we buy visitor permits.

Visitor bays should be controlled out of hours, and a weekends as this is when the demand for them is at peak. During the day, most people are at work and not socialising. It's only in the evenings and weekends when the bays are completely packed with cars which are mostly 'second' cars belonging to residents.

Your proposals won't discourage second car ownership and alternative forms of transportation.

I have been informed that there are to be parking restrictions in place for our community. I would like to know a few details. What are the exact restrictions and what allowances are going to be provided for residents?

We cannot be expected to pay for parking outside our own home!

I feel there needs to be more communication from someone regarding this.

I live at xx Kinsman Way (marked above) and would like to express my concerns regarding the parking where I live. I understand that there is a proposal to bring in parking restrictions between 8am and 6 pm. Whilst I support the scheme it is nowhere near enough to protect the safety of everyone who lives here. This will resolve the problem of anyone using our streets when the park and ride is full but it does not address the serious safety issues that we have and could make things worse as they simply park somewhere else instead of the parking bay

This estate was requested by the council to be designed to have the minimum of cars which is very nice except that no one manages that and about half of the people who live here have more cars than they have an allocated parking space. This is creating a dangerous situation of people parking anywhere. This is particularly a problem where I live because there are a lot of flats & cars in a small area. From the coloured plan above it shows the housing facing the meadows – 8 blocks of flats with 13 flats in each – 8 houses and a block of flats at the end with 10 flats – giving a total of 122 allocated parking spaces. If half have an extra car that's another 61 cars that just park all over the place – on the access roads, by the front doors of the flats and across the paths onto meadows. A number of times cars have parked on the access road to my flat meaning I can't get my car out of the garage (shown below). This is the very stressful and if it continues I will have no choice but to park on the road myself just so I don't have to constantly worry about not being able to get my car out of the garage to get to work. This is ridiculous to leave my garage empty but I feel I have no choice.

You may feel that you are only responsible for the roads but this area on Kinsman/Renards Way has lots of access roads that are used by 100s of people going to the meadows. When I bought my flat on the corner of Kinsman Way/Renard Way I thought no one would be using the area in front of our flats but literally 100s of people walk, jog or cycle past going to the meadows. These areas need to be kept clear of too many cars to keep everyone safe.

We need

- **Someone to be responsible for ensuring residents do not park any cars apart from in their allocated parking space.** Visitor parking bays are for visitors and not just between 8am & 6 pm (I have spoken to the housing management company Trinity 3 times about someone who has 3 vehicles 1 of which is such a large van it won't fit in the allocated parking space but nothing has been done. They are all still being parked here) People see that their neighbour has 1 parking space but has 3 cars and think well if it's ok for him then it's ok for me. Cars parked irresponsibly reduce visibility and cause accidents both to pedestrians and car drivers
- **Sign posts on Hauxton Road for parking for the meadows directing them to the park and ride and signs within the car park showing them where to walk through to get to the meadows** – this will reduce the number parking on our streets to go for a walk
- **Reduce the speed limits to 20** – cars travel much too fast and with so many people walking and cycling to the meadows it places them at risk. There are a lot of roads that don't even have paths which with cars going over the 30 mile an hour speed limit is an accident waiting to happen

This is very disappointing. the council wanted there to be minimum number of cars on this estate and needs to take responsibility for ensuring that decision works. Right now it doesn't work because every one just ignores it and no one wants to help what should be amazing place to live is terrible

I am writing regarding the proposal TRO (PR0703) for Trumpington Meadows.

I was quite disappointed to not see the same regulations in place for Ploughman way too as we have a serious problem of overload parking on the street that is quite dangerous. Everyone buys a house with garage or driveway but then parks in the middle of the street.

We have signs (now covered) where it is written "permit holder" but from your proposal our areas won't be controlled and I fear it will become even more congested as people will drive a little bit further to dump their car in our street.

We already have several cases of people driving to our street, park their car and leave it till evening. Few times inconsiderate parking cause our own car to be blocked in our driveway and had to take a cab to go to work. When I complain to the estate they told me is up to the council to have appropriate regulations in place.

We pay generous council taxes and expected to have these regulations in place for us as well.

Please, if you can take a drive through ploughman way and realise the situation we are into.
