

[REDACTED]
[REDACTED]
Gary Baldwin, Place and Economy Highways Service
Policy and Regulation Team
Vantage House, Washingley Road
Huntingdon, Cambridgeshire PE29 6SR

By email to: policyandregulation@cambridgeshire.gov.uk

03 June 2018

Dear Sir

Ref: PRO460 Proposed Residents Permit Parking Scheme – Newnham Area, Cambridge
Notice of objection and grounds of objection

I am writing in response to the public notice dated 9th May and the letter delivered to households on Fulbrooke Road on 11th May. I wish to object to the proposed order on the grounds numbered 1 to 3 below:

1. PERMIT PARKING AREA and SIGNAGE

Having received further information on the Traffic Signs Manual (paragraph 7.15) and the subsequent development to the regulations in 2011, 2013 and 2016, we now realise that there is likely to be a strong case for having Fulbrooke Road (as a cul-de-sac) set up as a Permit Parking Area. This would only require signs at the start of the road with possibly a single repeater sign half way along the road. No bay markings would be required. Since the end of consultation in December, the parking team have resisted having any technical discussion on this type of issue with residents or the road or RA reps.

We ask that the TRO is not implemented until this matter has been properly resolved between the parking officers, our County Councillor and road/RA representatives. If necessary we ask that the Parking Officers seek further advice and clarification from the technical team at the DfT.

There is also a strong case for seeking this clarification because of the significant savings that will be achieved both from installation costs and also reduced on-going maintenance and road marking painting.

2. PARKING CAPACITY

The parking team has not provided any information on resident parking capacity given that the number of parking spaces will be reduced in the central area of Newnham Croft. Therefore we are seriously concerned that the scheme will result in parking problems in the evening, with some of those residents having to park very far from their home. The TRO should not be approved until the Council has published information on capacity and an assessment of whether evening parking is likely to be a problem for some residents.

3. DAMAGE TO CONSERVATION AREAS (and potential Conservation areas)

The Road and RA representatives were told by Councillor Nethsingha in January that the Parking team were refusing to engage with the City Council's Conservation team. This is unreasonable. There is an acute danger that implementing a parking scheme without attempting to follow best practice for schemes in Conservation Areas will result in damage to both of the Conservation Areas (Newnham Croft and West Cambridge) which run through the proposed parking scheme area.



Gary Baldwin, Place and Economy Highways Service
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By email to: Policy.andRegulation@cambridgeshire.gov.uk

2 June 2018

Dear Sir

Ref: PRO460 Proposed Residents Permit Parking Scheme – Newnham Area, Cambridge
Notice of objection and grounds of objection

I am writing in response the public notice dated 9th May and wish to object to the proposed order on the grounds as follows.

1. Although the [REDACTED] requested to be included in the consultation process when our Chairman attended at the initial meeting, we are disappointed we were excluded from any consultation. We discovered only on Thursday that the Council, despite objections, were intending to enforce residents parking to nearby streets within Newnham.
2. Residents are concerned that this order will create displacement parking from the resident parking streets into adjoining roads. It took many years for the Council to accept [REDACTED] residents concerns about the safe entrance and exit from Champneys Walk onto Grange Road and to have double yellow lines installed to improve safety. The road is in constant use by cyclists who use it as a cut through from Grange Road to Newnham Road.
3. Prior to the yellow lines installation, cars were frequently parked throughout Champneys Walk. Although residents submitted their preferred options to the Council, sections of road, along Champneys Walk were left off the Council's final yellow lines scheme. If this order is implemented, these sections of road without yellow line would entice free parking spaces.

We ask that the TRO is not implemented until this matter has been properly resolved between the parking officers, our County Councillor and road/RA representatives who would be affected by displacement parking.

Yours sincerely

[REDACTED]
[REDACTED]
[REDACTED]



Gary Baldwin, Place and Economy Highways Service
Policy and Regulation Team
Vantage House, Washingley Road
Huntingdon, Cambridgeshire PE29 6SR

By email to: policyandregulation@cambridgeshire.gov.uk

3 June 2018

Dear Sir

Ref: PRO460 Proposed Residents Permit Parking Scheme – Newnham Area, Cambridge
Notice of objection and grounds of objection

I am writing in response the public notice dated 9th May and the letter delivered to households on Fulbrooke Road on 11th May. I wish to object to the proposed order on the grounds numbered 1 to 5 below:

1. SIGNAGE – excessive and taking no account of sketch map(s) provided

The level of new posts and signs shown on the published scheme map ("PRO460 Plan 3 SW Area.pdf") is unacceptably high. Prior to the parking officers and councillors visit to our area on 27th February, a detailed sketch map was provided to the officers showing where alternative signage could be placed on Fulbrooke Road including where householders had consented to having signs installed on their property. None of this has been taken into account on the scheme map which is extremely disappointing. On the day of the visit the officers said that their focus was to be on location of bays but to find out the scheme has gone to the TRO stage without any effort to establish a formal signage policy is again not reasonable. For some households, posts are shown placed directly in front of their front bay windows. We ask that the TRO is rejected or put on hold until (a) a signage policy is agreed with road and RA reps (b) draft signage maps provided and signed off by road and RA reps.

2. PERMIT PARKING AREA

Having received further information on the Traffic Signs Manual (paragraph 7.15) and the subsequent development to the regulations in 2011, 2013 and 2016, we now realise that there is likely to be a strong case for having Fulbrooke Road (as a cul-de-sac) set up as a Permit Parking Area. This would only require signs at the start of the road with possibly a single repeater sign half way along the road. No bay markings would be required. Since the end of consultation in December, the parking team have resisted having any technical discussion on this type of issue with residents or the road or RA reps.

We ask that the TRO is not implemented until this matter has been properly resolved between the parking officers, our County Councillor and road/RA representatives. If necessary we ask that the Parking Officers seek further advice and clarification from the technical team at the DfT.

There is also a strong case for seeking this clarification because of the significant savings that will be achieved both from installation costs and also reduced on-going maintenance and road marking painting.



Friday 1st June 2018

Dear Mr Hughes

RE: Traffic Regulation Order PR0460


I am writing to you to voice my concerns over the proposed Traffic Regulation Order PR0460. I live in [REDACTED] but I have worked [REDACTED]. Due to the lack of adequate public transport links between [REDACTED] and the Newnham area and medical issues that prevent me from cycling, I currently have no choice but to commute by car. My workplace on [REDACTED] has very limited parking for its growing number of employees and so I find myself having to park on residential streets in the Newnham area.

I am very sympathetic to the needs of local residents – I always park safely and without obstructing private property – but it seems obvious to me that no new Traffic Regulation Order should be implemented without first fully considering the impact on local businesses and introducing adequate alternatives for those who currently commute by car to the proposed area.

There are dozens of businesses within a 10-minute walk of the proposed area, including 6 University Colleges, 3 schools, and various small businesses, together employing hundreds of people. I would think that, like myself and the majority of my colleagues, many of these people commute in from other parts of Cambridge and even further afield. I expect that most of these businesses, like my own workplace, have no or very limited free parking for their employees. While I think it is a great idea for people to commute via public transport or bicycle when possible, this is simply not currently feasible for myself and my colleagues for the following reasons:

- Commuters live too far away to cycle to work
- Commuters have health problems which prevent them from cycling
- Lack of adequate bus services in the Barton Road area

I would love to be able to travel to and from work by bus but the Barton Road area lacks frequent, reliable buses which connect well to the bus station, train station and park and ride sites. Travelling to work from my home in [REDACTED] by bus takes on average 90 minutes. This is more than 3 times the length of time it takes me to drive, park and walk to my workplace near Newnham. Commuting by bus is simply not practical for working parents such as myself: not only is the current public transport provision too unreliable to ensure that I can get back to [REDACTED] to collect my children on time but the lengthier commute translates to higher childcare costs (please see table below).



Gary Baldwin, Place and Economy Highways Service
Policy and Regulation Team
Vantage House, Washingley Road
Huntingdon, Cambridgeshire PE29 6SR

By email to: policyandregulation@cambridgeshire.gov.uk

25 May 2018

Dear Sir

Ref: PRO460 Proposed Residents Permit Parking Scheme – Newnham Area, Cambridge
Notice of objection and grounds of objection

We are writing in response to the public notice dated 9th May and the letter delivered to households on Fulbrooke Road on 11th May. This, as you will gather, is one of a number of letters necessarily following a formula since only our street representative has had the time and made the effort to battle with the confusions, contradictions and general obfuscation that has attended this proposal. We now wish to join him and others in objecting to the proposed order on the grounds numbered 1 to 5 below:

1. SEVEN DAY SCHEME not required and not consulted on

We do not want restrictions at the weekend which is when we sometimes have visitors and family staying over. Having to purchase visitor tickets for the weekend will incur extra expense. The consultation last December was for a Monday to Friday (five day) scheme with restricted hours 11am-2pm. It is these days and hours that were voted for by the households who responded. We and the road and RA representatives were given no notice that change to a seven day scheme was being planned. We understand that this decision was taken at the last minute by our county councillor, Lucy Nethsingha, at the instigation of the parking team. This action was simply unreasonable, unfair and undemocratic and we ask that the scheme is moved back to a five day scheme without delay.

In the event that there is an interest in having seven day restrictions for example in the central Newnham Croft area, then we ask that arrangements are made to consult on a street-by-street basis so that each road can make its own choice between five and seven day restrictions. This would be the only fair and reasonable basis on which to make such a fundamental change to the scheme.

2. SIGNAGE – excessive and taking no account of sketch map(s) provided. TOP PRIORITY in our objection.


The level of new posts and signs shown on the published scheme map (“PRO460 Plan 3 SW Area.pdf”) is unacceptably high. Prior to the parking officers and councillors visit to our area on 27th February, a detailed sketch map was provided to the officers showing where alternative signage could be placed on Fulbrooke Road including where householders had consented to having signs installed on their property. None of this has been taken into account on the scheme map which is extremely disappointing. On the day

Councillors, the Conservation team as well as road and RA reps so that signage and best practice issues can be addressed and some proper conclusions and policies arrived at.

With all good wishes

Yours sincerely

A solid black rectangular box used to redact a signature.



Cambridgeshire County Council
Policy & Regulation Team
Vantage House
Washingley Road
Huntingdon
Cambs
PE29 6SR

Dear Sir or Madam

Proposed Residents Permit Parking Scheme – Newnham Area, Cambridge – PR 0460

We are writing in response to the Traffic Regulation Order consultation on the Newnham area permit parking scheme PRO460. Our comments on the proposed scheme are as follows:

We agree that parking should be restricted to permit holders only between the hours of 11 am and 2 pm on every day of the week, including weekends, and not only on Monday to Friday.

We also agree that the hours of the limited waiting bays should be between 9 am and 5 pm, as proposed.

We strongly object to the posts and signs indicating the hours of residents only parking that are proposed to be placed on the pavement on the north side of Grantchester Meadows. We consider that, as proposed, the posts would make the pavement impassable for buggies and mobility vehicles. They cannot use the opposite side of the road as there is no pavement but only a gravel verge which is unsuitable for such vehicles and so they would be forced to use the carriageway which would raise safety issues. We suggest that it would be better to attach signs to the lampposts and telegraph poles which are sited on the opposite, i.e. south, side of Grantchester Meadows and already have some small signs on them. This would avoid the need for further street furniture which would unnecessarily clutter the environment and impede passage. If, for some reason, it is not possible to fix signs to the lampposts and telegraph poles then we consider that it would be preferable to fix them to the boundary walls of the properties on the north side of Grantchester Meadows rather than install posts on the pavement outside those properties.

Yours faithfully



Dear Sir/Madam

I am writing in response to the Traffic Regulation Order consultation on the **Newnham Area permit parking scheme PRO460**

I wish to make the following comments on the scheme as proposed:

- I agree that the scheme should operate 7 days a week, provided the restriction on the limited waiting parking bays is 11am-2pm not 9-5. (see below)
- The proposals for signage in the Newnham Croft Conservation Area are totally unacceptable. There are no through roads in this area so it should be treated like Gough Way and signed at the entrances with no road markings. Wherever possible signs should be on walls and lampposts not on poles, as in other areas of the city, as this would significantly decrease the need for such disfiguring poles. Local residents undertook the necessary research etc to have the area made a Conservation Area and do not want to see that work ruined by the overuse of street furniture.
- The hours for the limited waiting bays should be 11am- 2pm like the rest of the scheme, in order to ensure that the local shops are not adversely affected by potential customers being unable to park.
- The number of parking places in Newnham Croft has been severely reduced. Before a TRO is approved the Council should provide an assessment on whether evening parking will be a problem for residents. There is a substantial number of elderly residents in the area for whom being unable to park near their house is a considerable problem, especially in the evenings. The number of places available in the Croft should be increased by removing passing bays in Eltisley Avenue and/or reducing yellow lines proposed for Owlstone Road (south west corner with Grantchester Street and by fire hydrant), Hardwick Street and Derby street.

I hope these comments will be taken into consideration.

Yours truly,

[REDACTED]

[REDACTED]

Proposal


Focus on Hardwick Street, CB3

As a resident, we believe that 11am-2 pm daily is **inadequate for Hardwick Street, Newnham in particular**. It should be extended to at least **11am – 9pm**, 7 days a week. These are the reasons:

Hardwick Street in particular suffers from being:

- **The closest free parking street to Cambridge:** can walk to centre in 10 minutes. It attracts a high volume of cars coming in to Cambridge on main artery (A603 Barton Road).
- **It is the only (legal) right turn into Newnham Croft village** –turning right at traffic lights is not permitted (apart from Derby Street, which is very narrow and thus avoided by motorists).

Therefore 'Cruising' in search of free parking spaces on Hardwick Street **after 2pm will continue to bring competition for spaces, noise, congestion and pollution.**



Furthermore, what the 11-2pm restrictions fails to address is that **commuters are not the only group** parking in **Hardwick Street**. **After 2pm** residents of Hardwick Street **will still be competing with:** 



- Cars of **Red Bull pub users**. They park on Hardwick Street, **despite the fact that Red Bull has a large car park**. Pub users still choose to park on Hardwick Street and will continue to do so after 2pm Why? Because they can. So, **Between 2pm -11.30pm, 7 days a week. Residents of Hardwick Street will be competing with pub users and residents of Hardwick Street will continue to be exposed to:**

People shouting as they leave the pub anytime up to midnight; car doors banging; engines running; radios playing; noise of cars manoeuvring backwards and forwards to get out of tight parking spaces.

Other groups who will continue to park in Hardwick Street after 2pm include:

- **Tourists** visiting Cambridge (all year round problem)
-  **Shoppers** in Cambridge (all year round). Why pay for a car park when, after 2pm, they park for free in Newnham!
- People going to the **restaurants, pubs and clubs** in central Cambridge afternoons and evenings,  (all year round)
- People going to the **Corn Exchange, Arts theatre, ADC theatre, Arts Picturehouse etc** afternoon and evenings (all year round)
- **Newnham Croft school parents** will continue to park in Newnham before 11 am and after 2pm

These motorists bring noise, smell of diesel and petrol in our houses:

Car doors banging, engines running as drivers sort out their satellite navigation, radios playing, cars manoeuvring etc This is a **conservation area**. The houses are Victorian, with original sash windows (UPVC double-glazing is not permitted). The vibration of engines running outside, the banging of car doors can be felt and heard inside the houses.

An experiment was done whereby a resident car was moved after 2pm for 2 weeks. It took 5-10 minutes on average for an opportunistic driver (not a resident) to fill the

[REDACTED]
[REDACTED]
[REDACTED]

Gary Baldwin, Place and Economy Highways Service
Policy and Regulation Team
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Huntingdon, Cambridgeshire PE29 6SR
By email to: policyandregulation@cambridgeshire.gov.uk

Dear Mr Baldwin

Ref: PRO460 Proposed Residents Permit Parking Scheme – Newnham Area, Cambridge
Notice of objection and grounds of objection

I am writing in response to the public notice dated 9th May 2018, and the letter delivered to households on Fulbrooke Road on 11th May. I wish to object to the proposed order on the grounds numbered 1 to 5 below:

1. SEVEN DAY SCHEME not required and not consulted on

The consultation and vote last December was for a Monday to Friday (five day) scheme. It is not reasonable to change to a seven day scheme without an explicit mandate. In the absence of such a mandate, I ask that the scheme is changed back to five days.

2. SIGNAGE – excessive and taking no account of sketch map(s) provided

The level of new posts and signs shown on the published scheme map ("PRO460 Plan 3 SW Area.pdf") is unacceptably high, and does not take into account the feedback provided by residents of Fulbrooke Road before the parking officers' and councillors' visit on 27th February. I ask that the TRO is not approved until a signage policy has been agreed with road and RA reps, and draft signage maps have been provided and signed off by road and RA reps.

3. PERMIT PARKING AREA

I understand that there is a case for having Fulbrooke Road set up as a Permit Parking Area. That would only require signs at the start of the road and possibly a single repeater, would not require bay markings, and would be cheaper. I also understand that the parking team has resisted discussing this issue with residents or with the road or RA reps. I ask that the TRO is not approved until this matter has been properly resolved.

4. PARKING CAPACITY

The parking team has not provided any information on residents' parking capacity. I am concerned that the resulting capacity will be insufficient, and ask that the TRO is not approved until the council has published information on parking capacity, and analysed whether it will be enough.

5. DAMAGE TO CONSERVATION AREAS (and potential Conservation areas)

I understand that the Parking team are not engaging with the City Council's Conservation team. I am concerned that this will result in damage to the conservation areas, and ask that the TRO is not approved until it is established to the satisfaction of the Conservation team that it will not.

Yours sincerely

[REDACTED]

Gary Baldwin, Place and Economy Highways Service
Policy and Regulation Team
Vantage House,
Washingley Road
Huntingdon,
Cambridgeshire PE29 6SR

By email to: policyandregulation@cambridgeshire.gov.uk

2nd June 2018

Dear Mr Baldwin,

Ref: PRO460 Proposed Residents Permit Parking Scheme – Newnham Area, Cambridge
Notice of objection and grounds of objection

We are writing in response the public notice dated 9th May and the letter delivered to households on Fulbrooke Road on 11th May. We wish to object to the proposed order on the grounds numbered 1 to 5 below:

1. SEVEN DAY SCHEME not required and not consulted on

We do not want restrictions at the weekend which is when we often have guests. Having to purchase visitor tickets for the weekend will incur extra expense. The consultation last December was for a Monday to Friday (five day) scheme with restricted hours 11am-2pm. It is these days and hours that were voted for by the households who responded. We and the road and RA representatives were given no notice that change to a seven day scheme was being planned. We understand that this decision was taken at the last minute by our county councillor, Lucy Nethsingha, at the instigation of the parking team. This action was simply unreasonable, unfair and undemocratic and we ask that the scheme is moved back to a five day scheme without delay.

In the event that there is an interest in having seven day restrictions for example in the central Newnham Croft area, then we ask that arrangements are made to consult on a street-by-street basis so that each road can make its own choice between five and seven day restrictions. This would be the only fair and reasonable basis on which to make such a fundamental change to the scheme.

2. SIGNAGE – excessive and taking no account of sketch map(s) provided

5. **DAMAGE TO CONSERVATION AREAS (and potential Conservation areas)**

The Road and RA representatives were told by Councillor Nethsingha in January that the Parking team were refusing to engage with the City Council's Conservation team. This is unreasonable. There is an acute danger that implementing a parking scheme without attempting to follow best practice for schemes in Conservation Areas will result in damage to both of the Conservation Areas (Newnham Croft and West Cambridge) which run through the proposed parking scheme area.

Examples of good practice in the Norwich City area were provided to Councillor Nethsingha and the parking team. We ask that the TRO is not approved until a working group has been established including members of the parking team, City and County Councillors, the Conservation team as well as road and RA reps so that signage and best practice issues can be addressed and some proper conclusions and policies arrived at.

Yours sincerely

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[REDACTED]
[REDACTED]
[REDACTED]
Gary Baldwin, Place and Economy Highways Service
Policy and Regulation Team
Vantage House, Wasingley Road
Huntingdon, Cambridgeshire PE29 6SR

By email to: policyandregulation@cambridgeshire.gov.uk

4 June 2018

Dear Mr Baldwin

PRO460 Proposed Residents Permit Parking Scheme – Newnham Area, Cambridge

I am the [REDACTED] and I am writing on behalf of the Club's committee to express our considerable concern over the lack of consultation with the club that has occurred in the design of the proposed residents parking scheme.

A general letter of objection has been prepared and was circulated late last week amongst club members and I believe that at least twenty or so members and committee members have signed this letter and copies have been sent to you by email. The text of which is below in italics.

Both I and my fellow committee members support the content of this letter. I am sure that many more of the club members will sign this or equivalent letters in due course. As a club we always seek to be good neighbours in the community and naturally, if there is a general desire among the community to have a residents' parking scheme, we would not wish to challenge this directly.

But it is important that such a scheme should work for all the community including organisations that serve and support that community. As the general letter of objection says we attempted to make contact with our local county councillor, Lucy Nethsingha, but we have heard nothing from her.

And so far as we can make out no provision for the interests of the club has been built into the design of the scheme. We do need to be able to have parking spaces for our staff and also organisers of activities within the club. This need is the same as for the employees of the local shops for whom we understand provision is being made.

As a club we are sorry to have to object to the TRO at this stage but having been left out of the loop we need to register our objections before it is too late.

Both I and my committee are available a short notice to meet with the ward city and county councillors and members of the parking team to explore what can be provided for the club.

We look forward to hearing from them as soon as possible. This should not wait until the arrival of the Cambridge Joint Area Committee meeting.

[REDACTED]
[REDACTED]
Yours sincerely

[REDACTED]
[REDACTED]

[REDACTED]

8. *The club is actively seeking to offer more community activities during the daytime and the lack of parking spaces in future will make this very much more difficult to progress.*
9. *During the evening, most social activities or games start around 8pm to allow visiting teams to have their evening meals and travel time to get to the club. However (as above) residents returning from work at the beginning of the evening will use up all of the parking places in the central Newnham Croft and indeed places further away, if concerns about an overall deficit of parking spaces in the central area prove to be correct. So visitors to the club will struggle to find any spaces at all or have to take their chances on double yellow lines.*
10. *We have also become aware that the proposed parking scheme has been changed at the last minute from a five day to a seven day scheme. We understand that this was not the voted for option in the consultation and that seems to be highly irregular. Seven day restrictions along with the reduction in parking spaces in the central area will make residents extremely reluctant to move their cars at the weekend as well for fear of losing a parking space. This will contribute to a general lock-down in car parking in the area so visitors to the club will struggle to find a car parking space at the weekend as well as the weekday evenings.*

In view of these points, I ask that the TRO should not be approved until proper consultation has been carried out with the Club's committee by the local councillors and the parking team to arrive at arrangements which mitigate the impact of the scheme on the club and might include staff permits and allocated parking bays for the club.

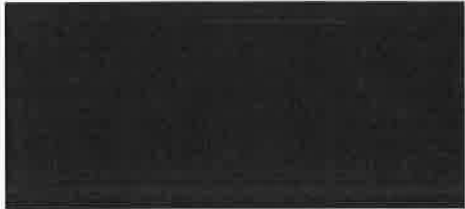
It would be indeed be sad if a community facility built with subscriptions raised in the Edwardian era were to be damaged or lost due to a lack of careful thought and planning.

I ask the Cambridge City Joint Area committee to consider these points at their meeting in July 2018 and the wider community need with some care.

Yours sincerely

_____ [Signature] _____ [Name in capitals]

_____ [Email address for acknowledgement of receipt of Objection]



Gary Baldwin,
Place and Economy Highways Service
Policy and Regulation Team
Vantage House, Washingley Road
Huntingdon,
Cambridgeshire
PE29 6SR

By email to: policyandregulation@cambridgeshire.gov.uk

30 May 2018

Dear Sir

Ref: PRO460 Proposed Residents Permit Parking Scheme – Newnham Area, Cambridge
Notice of objection and grounds of objection

I am writing in response the public notice dated 9th May and the letter delivered to households on Fulbrooke Road on 11th May. I wish to object to the proposed order on the grounds A and B (1) to (5) below:

A. OBJECTION TO SCHEME IN PRINCIPLE

I object to the imposition of a Residents Parking Permit in principle.

Piecemeal parking permit schemes are not a long-term solution to the fundamental problem of traffic congestion in the Cambridgeshire area. Alternatives (e.g., road pricing, anti-rat-running closures, improved public transport, etc.) should be considered as a better way to reduce the volume of motor traffic entering Cambridge in the first place.

The scheme penalizes residents (in the form of an annual charge plus any day passes for friends and family) as a result of the failure to control non-resident commuter traffic by other means. It is inequitable that residents should be paying for the actions of others in this way.

B. SPECIFIC OBJECTIONS TO THE PROPOSALS

1. Seven Day Scheme NOT Required and NOT Consulted On; A Five Day Scheme Should be Trialled in the First Instance.

I do not want restrictions at the weekend which is when we often have visitors and family staying over. Having to purchase visitor tickets for the weekend will incur extra expense.

The consultation last December was for a Monday to Friday (five day) scheme with restricted hours 11am-2pm. It is these days and hours that were voted for by the households who responded. The road and RA representatives were given no notice that

5. Damage to Conservation Areas (and Potential Conservation Areas)

The Road and RA representatives were told by Councillor Nethsingha in January that the Parking team were refusing to engage with the City Council's Conservation team. This is unreasonable. There is an acute danger that implementing a parking scheme without attempting to follow best practice for schemes in Conservation Areas will result in damage to both of the Conservation Areas (Newncroft Croft and West Cambridge) which run through the proposed parking scheme area.

Examples of good practice in the Norwich City area were provided to Councillor Nethsingha and the parking team. I ask that the TRO is not approved until a working group has been established including members of the parking team, City and County Councillors, the Conservation team as well as road and RA reps so that signage and best practice issues can be addressed and some proper conclusions and policies arrived at.

Yours sincerely





House of Commons
London SW1A 0AA

Graham Hughes
Executive Director for Economy, Transport and Environment
Cambridgeshire County Council
Shire Hall
Castle Hill
Cambridge
CB3 0AP

Our Ref: ZA68127

23 May 2018

Dear Graham

I am contacting you on behalf a constituent who raised concerns with me about the proposed Residents' Parking Scheme in the ward of Newnham, Cambridge. This constituent runs a dentistry practice in the area, providing jobs and vital services to the local community.

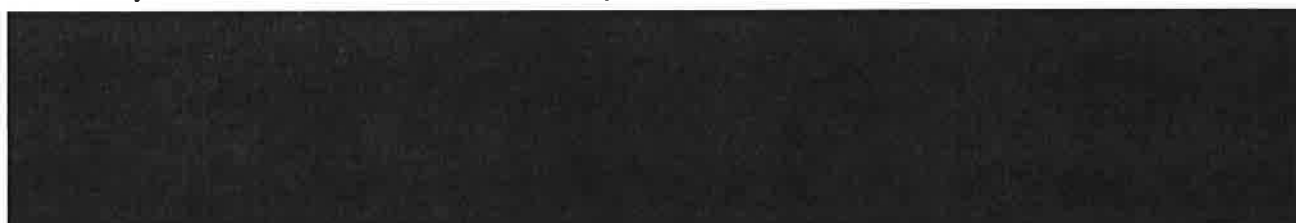
During our meeting the constituent expressed his worry to me that this new scheme will have a detrimental impact on local businesses, as people working in the area will no longer be able to park their vehicles when they come to work. This concern has been raised by other local stakeholders and I understand the local County Councillors were made aware of this several months ago also.

In the case of the constituent I spoke with, his concerns included:

- Staff leaving as a result of the scheme and it being difficult to replace them.
- Patients struggling to attend surgery appointments as they have no place to park.
- The consequence will be that the practice will have to close and there will be a decline in vital local services, which is currently running at capacity.

I would be very grateful if you could provide details as to whether these issues have been brought to your attention already, and if so what has been done to assess the impact of this new scheme on local businesses and the community? Furthermore, what parking provision will be available for those businesses, and their staff, if this scheme is to be implemented?

I understand that there is an ongoing consultation, which closes on Monday 4 June 2018. Please can you confirm this and state the best way for those in the local community to raise



[REDACTED]

Dear Mr. Gary Baldwin (Policy & Regulation Team
copy to Rod Cambill (Councillor Newnham)
Proposed Residents Permit Parking Scheme Newnham

The proposals are welcome. No mention is made of provision for parking of those with disabled badges. Such parking is needed in the shopping areas of Devly St. Newnham Cro St. and particularly near the chemist (Jank) at one end of Eltersey Avenue.

Yours sincerely

[REDACTED]

Proposed TRO (Reference Number PR0460) – Proposed Residents Parking Scheme – Newnham Area, Cambridge

FROM: [REDACTED]

STATEMENT OF OBJECTIONS

As indicated below the required formal consultation was therefore fatally flawed, misleading and wholly inaccurate. Any support for the consultation proposals cannot therefore be presumed for proposed scheme outlined in the TRO which is clearly stated to be for a different purpose, a different scheme, operating over a longer period and without the safeguards promised to local businesses and community facilities.

I object to this TRO and request it be withdrawn pending further review and another consultation.

Reasons for objection (not in priority order).

1. Imposed as a result of minority support, restricted vote of one per household and not a vote of residents. Over 80% of households did not express support for a scheme. Further any consultation should have been of all residents not simply households in our community.
2. Reasons for the order as stated are at variance to those in the consultation document. The consultation stated that it was to obviate the parking difficulties perceived by a number of residents. The order states is to facilitate the movement of traffic and enhance safety etc., as the area covered by the TRO almost exclusively covers a series of narrow residential no through roads it is unlikely any householders would have supported a scheme designed to facilitate movement of traffic (either speed or volume)
3. The consultation documents expressly stated that “residents” permits would be limited to 3 per household; the draft TRO states that there will be a restriction to a maximum of 2 per household.
4. The consultation stated that “the intention is to ensurewhilst also ensuring that the needs of local businesses and community facilities are taken into account” This misleading and inaccurate

10. The consultation made no explicit mention of the imposition of mixed use parking and further extension of double yellow lines on the Barton Road.
11. The issue of parking displacement from the south of Newnham into other areas does not appear to have been considered explicitly and this is a major concern for other residents.
12. The effect on the local streetscape of the physical infrastructure (e.g. signage, road markings) will be to further damage the local environment for residents. Following on from the damage done by the 20's Plenty road and street signage it would appear that the conservation area status for most of Newnham should now be reviewed with a view to removing it.



Dear Sir/Madam,

Proposed Residents Permit Parking Scheme – Newnham Area PRO460

I am writing with regard to the above scheme on behalf of the South Newnham Neighbourhood Forum (SNNF), which is designated as a Statutory Consultee for planning purposes by Cambridge City Council.

The proposed permit-parking scheme covers most of our designated Neighbourhood Area, and while we do not wish to comment on the highways aspects of the proposals as they are outside our remit, we write to **object** to the 'indicative signage' shown. The ground of our objection is that the signage proposals demonstrate a lack of regard for environmental impact, which goes against the following:

1. The Conservation Area status of Newnham Croft: The last Conservation Area appraisal of Newnham Croft (June 2013) comments on the adverse impact of 'street clutter', including signs, and says that the lack of road markings is a positive feature which contributes to the character of the CA. It notes that: *"Long term parking by commuters, which is the responsibility of the County Council, is a particular problem in this Conservation Area. Subject to the views of the community, a residents' parking scheme could be introduced, although **road markings and signage must be kept to the minimum necessary** (8.6):*

<https://bit.ly/2LBnOHk>

2. National policy: The national 'Signing the Way' policy reforms introduced over the past 7 years are designed to minimise the impact of traffic signs on the environment and reduce unnecessary costs. The Traffic Advisory Leaflet January 2013 recommends a 'do minimum' approach to signage - it says 'permit holders only beyond this point' signs to show area-wide parking controls 'can be an effective way of removing the need for road markings to indicate waiting restrictions and parking bays.' This is the signage shown for the Gough Way area in the current scheme, and we would like to see the same approach applied to the other cul de sacs in the zone (e.g. Barton Close, St Mark's Court, Fulbrooke Road) and to the Newnham Croft Conservation area, which also has limited access with no through roads.

The January 2013 guidance also states that 'Local Authorities should work closely with their communities when planning new signing schemes.'

As the final approval of the TRO is a joint matter decided by the Cambridge Joint Area

May 17th, 2018

To Policy and Regulation Team
Vantage House
Washingley Road
Huntingdon Cambs
PE29 6SR


Ref. PR 0460

Dear Sir./Madam

Thank you for your letter of 8 May 2018 about the Proposed Residents Permit Parking Scheme - Newnham Area, Cambridge as a follow up to the consultation at the end of 2017 in which I took part.

I am much cheered by the prospect of seeing and using the support offered by the proposed scheme which will make a great deal of difference to me and those around me. I hereby agree to paying the fee of £52 per annum for the permits of two per household - one per my car, one for visitor's permit, it mostly being domestic, assistant, medical, paramedical staff and occasional guests.

I am firmly and wholeheartedly supporting the proposed scheme and much look forward to it.




Highways Department
Cambridgeshire County Council
Shire Hall
Castle Hill
Cambridge
CB3 0AP



04 June 2018

Dear Both,

Newnham Residents Parking Scheme Proposals



This letter is to formally set out my views on the proposals that are being consulted on with residents, as set out in Appendix 1. My views also reflect the many emails I have received from residents regarding the TRO consultation.

I would like to request that prior to any final report being circulated to CJAC for consideration at the July meeting, there is an opportunity for ward councillors and officers to reflect in the final proposals the responses from residents.

In addition, given that a large element of the area where the scheme will be introduced is a conservation area, I believe that it is critical that a detailed discussion is undertaken with the City Council Conservation Officers regarding the impact of the scheme on the street environment.

I look forward to your response on these important issues.

Kind regards

Yours sincerely,



Dear Mr. Baldwin,

With regard to the
Resident Parking Scheme (RPS):

- (1) We have up to 5 Builders/contractors
vans per our street all year round
- (2) The above would be exempt
from parking charges i.e. they
would be paid for by those who
employ them (They take up a $\frac{1}{4}$
of the limited number of designated
spaces).
- (3) Savage cuts to no of bays in narrow
streets i.e. Derby Street at Hardwick St
will lead to pressure on our street!
So we oppose any RPS scheme.
Remarks,




Dear Sir/Madam

I am writing in response to the Traffic Regulation Order on the Newnham Area permit parking scheme PRO460.

I support the hours of 9-5 for the limited waiting bays.

I object to the signage shown. All these poles are entirely unacceptable and hideous in a Conservation Area. Signage should be minimal, and on walls wherever possible.



Response Comments (1)

Dear Mr Hughes -

I am writing to you about the proposed Traffic Regulation Order (PR0460) to introduce on-street parking controls in roads in the Newnham area of Cambridge.

These proposals are very welcome and generally well planned. However, there are some local details in __ that should be refined before implementation. These were mentioned in response to the earlier consultation, but seem to have been overlooked in the final plan.

I am therefore making this formal representation on the grounds that some aspects of the proposals will impede the movement of traffic, reduce safety for road users and damage the amenity of the area.

Impeding the movement of traffic and reducing road safety.

Two parking spaces are shown on the road outside Number _ B _.

It would be better if the double yellow lines at the northern end of the Close continued through one of these to allow space for large vehicles, including emergency vehicles, to turn round the corner at the end.

Damaging the amenity of the area.

There is no indication whether or not the proposed parking spaces will be marked out with white lines. The use of the word 'bays' suggest that they might. This seems completely unnecessary and would be unattractive in a conservation zone. I hope that there will not be any white paint on the road.

The proposal suggests the installation of eight signs, one outside each house with parking in Barton Close and two outside __ Barton Road. This is excessive and would be unattractive. Two signs on the existing posts at the entrance to Barton Close would be entirely adequate. If necessary, additional signs could be put on the three existing lamp posts outside Numbers __, __ and __ in the Close, but installing any additional posts is unnecessary.

Finally, it would make much more sense for the restrictions to apply between 12 and 2 rather than 11 and 2. If a three hour limitation is necessary, it would be more convenient for local residents if this ran from 12 until 3.

I write concerning the proposal PR0460, the consultation for which closes tomorrow 4th June.

I am very much in favour of this scheme in general and hope that it will help the local residents. I live at __ __, just opposite the entrance to __ __. We are one of _ houses there that have no off road parking. We would like you to consider adding a further parking bay or two to the set you have proposed for our side of the street and we think that that would just make it easier to park near our house.

We welcome the additional double yellow lines but as this will make the traffic flow better at to speed at 30 mph we think it therefore more important that we can park near to our house. All other houses in the immediate vicinity have off road parking.

We would be grateful if you could consider this.

with many thanks,

yours sincerely,

(Letter separate - scanned)

Thank you for sending the update dated 20th May 2016 regarding the proposed introduction of the above residence parking scheme.

We live at ____ Cambridge. I am expressing a wish for residents further up Barton Road but still in Cambridge to have the option to purchase residence parking scheme permits for the Newnham area. There are no shops. Post office or school at this end of Barton Road and the various shops and school are used by residents of this part of Newnham/Barton Road.

Please would you acknowledge and incorporate this in the planning.

Thank you for the thoughtful work you have done to craft a parking scheme for Newnham Croft, where __ __ and I live at __ __ __. We are pleased by many aspects, including the proposal that the arrangement operate for seven days a week, as the weekend is a particularly difficult time for parking given the proximity of green and play areas, and for the stipulation that waiting bays should be designated in shopping areas from 9-5.

My wife and I do have two concern, however, that we hope you will take into account. First is the number of double yellow lines. Must it be necessary to reduce the total number of parking places so dramatically? Second, and more important from our view, is the potential for overbearing signage on poles, a concern we share with many neighbours.

Might the number be reduced substantially in light of the character and ecology of the area, with the integration of signs into existing structures as has been done in other areas?

Hi,

As a resident of the area to be covered by TRO ref PR0460, I would like to state my overall support for the scheme.

- I fully support the TRO being enforced for 7 days a week. Indeed, this is a key element in improving life for residents of the area.
- I fully support the Limited Waiting bays being enforced between 9am and 5pm.
- I think 12 Limited Waiting bays is about 6 too many.
- I am not sure the plans to put double-yellow lines along one side of Hardwick & Derby Streets are really necessary. Slightly concerned about the significant reduction in parking spaces.
- I object to the number and locations of proposed signage. As you know, Newnham Croft is a conservation area so effort should be made to conserve the character of the area. I don't think installing a large number of posts to hold small plaques are 1) Necessary by law, 2) Necessary for the public, 3) Respectful of the aims behind creating Conservation Areas. Surely it would be more suitable for the area and more acceptable to the hard-pressed taxpayer to locate signage on existing street furniture (i.e. lampposts) and on walls. This is not uncommon up and down the country. Even better for residents and taxpayers would be to restrict signs to the entrances to Newnham Croft, also fairly common throughout the kingdom. Including the CPZ notices in Cambridge city, situated only at the entrance points to the CPZ.

Thanks for your work on this scheme that will be greatly appreciated by most residents.

Kind regards,

Cambridgeshire County Council
Policy & Regulation Team
Place and Economy Highways Service
Huntingdon PE29 6SR

Contact: Gary Baldwin

Thank you for your letter of 8 May 2018 regarding the statutory consultation on the Newnham Area, Cambridge, permit parking scheme PRO460 proposals. We note your letter claims that the scheme is "supported by a majority of those who live in your area". This is not strictly true. A majority of respondents to the informal consultation agreed with the proposal to introduce a scheme; but respondents in favour represent only 24% of the 953 households within the Newnham area. Two-thirds of households were not sufficiently motivated to want a scheme.

We are a single car household resident of long standing (___ years) in the part of __ Street that only has on-street parking. We note that the Statement of Reasons for resident parking schemes is "for preserving or improving the amenities of the area through which the road runs". We object to the proposals as they look unlikely to preserve or improve local amenities. Newnham Croft is a 'cul de sac' area without through routes. Additional parking signage will add to the street clutter in a verdant preservation area and may deter visitors to the local shops.

We do not believe such a scheme will stop resident complaints about parking as there will be some 60 fewer parking places in the Croft. Commuter parking has been 'demonised' as the culprit of present parking difficulties but we believe this may prove to be an illusion. Whilst there may be some commuter parking in the area, our sense is that spaces are occupied by residents overnight (ie before and after alleged commuters arrive and depart) and throughout the day if the vehicle is not moved. Streets are public roads and residents have no entitlement to park outside their front door. Spaces taken up during the day may principally be by visitors to residents, to the local shops, to Newnham Croft School, to the Scouts & Guides Centre and to Lammas Land park. Many of these will be for shortish periods. If Newnham is to preserve its (very special) shop amenities then adequate parking has to be provided for shop staff and shop visitors. Two 30 minute time limited spaces from 9.00 am to 5.00 pm per shop may not be sufficient to prevent a decline in custom.

We strongly object to the change in hours of operation proposed in the December 2017 consultation from 5

I am writing you in connection of the proposed introduction of Resident Parking Scheme in the area of Newnham, Cambridge.

Part of the proposed parking scheme involves introducing new double yellow lines in Derby Street, where I live. The problem with the introduction of a continuous double yellow line on one side of the street is that the remaining parking places on the other side of the street will not be enough for the residents to park their vehicles.

The following is a picture I took yesterday at around 8pm in Derby Street, when there are supposedly no more commuters' cars in the area. The cars visible in the picture are therefore most likely all cars belonging to residents.

As you can see there are practically no parking spaces left. After the introduction of the new double yellow lines, roughly half of the residents will have to find parking in nearby areas (where new double yellow lines are going to be introduced as well..), despite now being forced to pay for a resident parking permit. Incidentally the new scheme will also make the street less safe, allowing faster traffic.

I therefore urge you to reconsider the introduction of new double yellow lines in the area, as this will make life more difficult and not easier for the residents. If the original idea was to improve the situation, introducing the new double yellow lines will make it worse.

From

To the Policy Regulations Team, Cambs County Council, Washingley Road, Huntingon, PE29 6SR.

I write in connection with the latest plans to introduce "Residents' Parking in Newnham Croft Consultation Stage".

As a resident of Derby Street _ _ _ _ , I realise that this is an extremely important issue. I understand that the number of parking spaces has been increased by removing double yellow lines, so there should be c.50 spaces over and above the cars parked by residents.

This is to be welcomed, but there are still going to be difficulties in providing for the parking needs of local residents, not least for the essential service vehicles on which we all depend- whether the vans of builders and other house maintenance repair staff, medical and care staff, electricians, plumbers and other visiting engineers and workmen, to name only some of them. Our houses are nearly all old and require frequent and constant maintenance; there is nowhere to park other than on the street.

The following improvements could be made to the existing proposed scheme, by removing some yellow lines to increase the spaces, as below:

1. The north end of the Cenacle, where a turning head is proposed=the street already provides this.
2. Merton Street at both ends on the south side and alongside the Club
3. Hardwick Street opposite Newnham Croft Street and at the south end outside the Club (the new Darwin College residence is likely to attract increased traffic, of only from visiting family)
4. Derby Street at the south end at the junction with Merton Street (most important-Derby St and Hardwick

I am writing in response to the Traffic Regulation Order consultation on the Newnham Area permit parking scheme PRO460

I wish to make the following comments/objections to the scheme as proposed:

- The signage is completely unacceptable in the Newnham Croft Conservation Area. There are far too many intrusive signs. Since there are no through roads, the area should be treated like Gough Way and signed at the entrances with no road markings. Signs should be on walls not on poles.
-
- The number of parking places in Newnham Croft have been reduced. The Council should provide an assessment on whether evening parking will be a problem for some residents before a TRO is approved.
- The number of places available in the Croft should be increased by removing passing bays in Eltisley Avenue/Marlowe Road/Owlstone Road. A far better solution (to protect water hydrant sites) would be a short (1m) island with a kerb and tree planting. This would both enhance the appearance of the streets and physically prevent obstructive parking, while maximising parking spaces. If expense is an objection here, I am sure the residents would be prepared to sponsor street trees. However, I suspect the real problem is a lack of imagination by the council.

Dear Sir/Madam,

I am writing to object to the proposed Order for Newnham Croft. My main concerns are the removal of existing parking capacity, and the level of signage.

Currently, Newnham Croft is near fully parked for almost all the time. This includes overnight, when one expects that the vast majority of those parking will be residents. However, your proposals add many new double yellow lines that will reduce capacity by some 60-80 places. Thus, far from alleviating parking problems for residents, I believe the proposals will make it hugely more difficult to park. The effect will be the opposite of what is intended.

The proposed number of signs is ridiculous, and quite out of keeping for the area – which is, I remind you, a Conservation Area. This should be reconsidered. I suggest that the proposed 90 or so signs could be replaced by prominent signs at the three entry points to the Croft (Hardwick Street, Derby Street, and Grantchester Street).

Further to these major objections, I believe that parking provision for the local shops remains poor. These are facilities much valued by local residents. For example, parking outside the Co-Op is heavily used by shoppers, but the current five spaces have been reduced to only three spaces by new double yellow lines. Other shops likewise need more parking, closer to them. Also, the operating hours for the short stay bays should reflect the opening hours of the shops they service, and in particular extend into the evening (e.g. 22:00 for the Co-Op).

I am writing in response to the Traffic Regulation Order consultation on the Newnham Area permit parking scheme PRO460.

I have lived at __, Eltisley Avenue, for __ years. The parking problem is caused by commuters.

I suggest that the parking scheme should operate for five days a week from 11am to 2pm. The road leads to Grantchester Meadows and is a no through road. A Residents Parking notice at the north end of Eltisley Avenue would suffice and there is no need for the expense of additional unsightly signage.

Yours faithfully,

Dear Sir/Madam,

I am writing in response to the Traffic Regulation Order consultation on the Newnham Area permit parking scheme PRO460. I wish to make the following comments on and objections to the scheme as proposed:

The scheme should operate 7 days a week.

The signage is not acceptable in the Newnham Croft Conservation Area: signs should be minimal and on walls, not poles.

The hours for the limited waiting bays should be 9-5, as proposed.

I hope the Council will provide an assessment on whether evening parking will be a problem for some residents. Reducing yellow lines will help to increase the number of parking places available in Eltisley Avenue..

I hope that residents with temporarily more than one car (such as one belonging to visitors) can get temporary permits?

I fully support your proposals to implement residents parking 7 days a week from 11am to 2pm.
Regards

Dear Sir/Madam

I am writing in response to the Traffic Regulation Order consultation on the Newnham Area permit parking scheme PRO460

Although I think that a Residents Parking Scheme is now needed due to the increase in commuter parking, I am concerned that the current proposals may not have the desired result of improving parking spaces for residents and that additional signage, as proposed, will damage the local environment.

I therefore urge the council to:

- increase the number of parking spaces in Newnham Croft by removing proposed passing bays in Eltisley Avenue/Marlowe Road/Owlstone Road and keeping yellow lines as now, unless essential for access of emergency vehicles e.g. in Derby Street

- Reduce signage to a minimum, with signs only at the entrances and no road markings, as in Gough Way. Signs should be on walls and not poles.

- The hours for the limited waiting bays should be 11- 2 like the rest of the scheme

In addition, I would prefer the scheme to operate on weekdays only.

Dear Sir or Madam

I am a resident of this area and having seen the plans, I object to the 'indicative signage' as currently shown. Any signs should be no more than is necessary to meet the needs of the scheme and appropriate environmentally.

I consider that the indicative signage to be completely unacceptable - there is a real danger that the Newnham Croft Conservation Area will be blighted by a blitz of road markings and signs. Of the 90 planned for the Croft some are now shown on lamp posts, which is acceptable, but most are on 3m high poles every 30 metres, which is not acceptable and not necessary to enforce the scheme. Signage should be as in other Conservation Areas, such as De Freville and Riverside, where many signs are on house or garden walls, and the environmental impact is therefore minimal.

I would be very grateful if you would take these views into account in your planning.

Yours faithfully

Dear Sir

Thank you for the opportunity to provide resident's feedback. I am resident of this Conservation Area. Having seen the plans I have certain objections.

The indicative signage is not acceptable. 90 signs are planned for the area, many shown on lamp posts or poles 3m high which spoil the area unnecessarily. Schemes in other conservation areas such as De Freville and Riverside, use signs on house or garden walls which are effective without being obtrusive.

I would be very grateful if you could take these views into account.

With respect, and thanks again for this opportunity.

yours faithfully,

Dear Sir,

I wish to add to my previous email about this consultation:

The scheme should operate 7 days a week.

Hours for limited waiting bays should be 9-5

Thank you

yours faithfully

Dear Sir/Madam,

With regard to the reference above about the residents' parking scheme I would like to point that Newnham Croft is a conservation area and it is therefore inappropriate to plant about 90 poles along the roads for signage. I object to this as it is visually very unattractive.

We will lose 60 parking spaces but no indication has been given as to how many are needed for every household to be able to park. I would be very glad if you can inform us on this as it is crucial that every house has a space.

I hope you will take these two points into consideration when you take the final decision on this issue.

Yours sincerely,

~~Dear Sir/Madam~~

I am writing in response to the Traffic Regulation Order consultation on the Newnham Area permit parking scheme PRO460

I wish to make the following comments/objections to the scheme as proposed:

- The scheme should only operate 5 days a week to allow for Cambridge families to come and visit The Meadows freely at the weekends.
-
- The signage is not acceptable in the Newnham Croft Conservation Area. There are no through roads so the area should be treated like Gough Way and signed at the entrances with no road markings. Signs should be on walls not on poles
- The hours for the limited waiting bays should be 9 -5 (as proposed)
- The hours for restricted parking should be 11- 1pm(not 2pm as proposed), to allow ease for resident's visitors to come for lunch without the need to use a permit.
- The number of parking places in Newnham Croft have been reduced. The Council should provide an assessment on whether evening parking will be a problem for some residents before a TRO is approved.
- The number of places available in the Croft should be increased by removing passing bays in Eltisley Avenue/Marlowe Road/Owlstone Road.

Dear Sir/ Madam

I am writing in response to the Traffic Regulation Order consultation on the Newnham Area permit parking scheme PRO460

I wish to object in particular to the signage proposal which seems excessive, unnecessary and totally out of keeping with the conservation area which many residents are keen to preserve as as much as is possible. There is absolutely no need to have so many intrusive high poles which could easily be put on walls and fences. Many residents would be happy to allow this rather than having an intrusive forest of grey metal.

Also there are no through roads in the Croft so why not treat it like Gough Way and put up signs at the entrances with minimal road markings?

Yours faithfully,

Dear Sir/Madam

I am writing in response to the Traffic Regulation Order consultation on the Newnham Area permit parking scheme PRO460

I wish to make the following comments/objections to the scheme as proposed:

- The scheme should operate 7 days a week (as is proposed). THERE IS AN URGENT NEED FOR A PARKING SCHEME AT WEEKENDS TOO.
- The hours for the scheme should be 9 to 5 (not 11-2 as proposed). I AM CONCERNED THE MORE LIMITED HOURS OF 11-2 ARE NOT SUFFICIENT.
- The hours for the limited waiting bays should be 9-5 (as proposed)
- The hours for the limited waiting bays should be like the rest of the scheme.
- The number of places available in the Croft should be increased by removing passing bays in Eltisley Avenue/Marlowe Road/Owlstone Road and/or reducing yellow lines. THERE IS ABSOLUTELY NO NEED FOR PASSING BAYS - THE CURRENT SYSTEM (BASED ON POLITENESS) WORKS FINE AND THERE IS NO JUSTIFICATION FOR REDUCING PARKING IN THESE ROADS.

Dear Sir or Madam

I am writing to give my comments about the Traffic Regulation Order consultation, which concerns the Newnham Area permit parking scheme (PRO460).

I am strongly in favour of introducing a residents parking scheme in this area, in line with many comparable residential areas across the city. This is long overdue and would potentially greatly improve residents' quality of life.

However, I would like to raise the following significant concerns about the proposed plans as they stand. I fear that through poor planning this plan actually risks making our quality of life worse than it currently is.

1. In my view (and based on my own experience) the proposed hours of the parking scheme (11-2 only during weekdays) are seriously flawed and inadequate. The area is frequently used not only by commuters during the week, but also by many people who park in the Newnham Croft area in order to use recreation areas at the weekend - both Grantchester Meadows, and also the Lammas Land playground and lido, because the car park to the latter is often overflowing quite early in the day and cars park all the way up the Driftway. For instance in summer you can see people walking to the Lido/Lammas Land with their families and inflatable boats from parking on our road, Eltisley Avenue, or heading off to a picnic in the meadows.

The current plans would leave us significantly exposed to problems at the weekend, because there would be many fewer parking spaces for residents PLUS no protection at all at the weekend from competition from non-locals using our area as an extended car park. This I can envisage would lead to people having to park very far from home, including potentially out of Newnham Croft altogether (especially over summer when there is intense pressure on parking for local recreation areas).

2. I feel especially strongly about this on the grounds of disability and equality rights. Many elderly people, and mothers or carers of infants and young children, live in this area. It is intolerable - and potentially raises legal issues under the Equality Act - when such people of limited mobility and/or carrying children or shopping are forced to park far from home and struggle back with difficulty. This is as much of an issue at the weekend as it is during the week. I have two small children of my own and was (and often still is) a significant problem for me, I know this from personal experience. I am extremely concerned about the fate of such vulnerable groups within Newnham Croft particularly during the weekend. It is outrageous if the 'needs' of tourists and non-locals

Subject: Newnham Area permit parking scheme PRO460

Date: 28-05-2018 20:49

policyandregulation@cambridgeshire.gov.uk

Dear Sir/Madam

RE NEWNHAM AREA PERMIT PARKING SCHEME PRO460

1. The aim of the scheme is supposed to be making it easier for residents to park near their homes, and restrictions from 11 - 2 should make that much better during the day. I am concerned however that the large number of places lost due to additional double yellow lines will make it more difficult in the evenings, and while some are necessary for safety for eg on Hardwick Street and Derby St, others are not, eg. those that have been added in where there are fire hydrant markings. I OBJECT TO THESE, as they are not required by the Fire service, and are arbitrary as 'passing places' - visibility is good on these streets and there is already plenty of space for cars to pull in and wait if a car is approaching in the opposite direction.

2. I ALSO OBJECT TO THE NUMBER OF SIGNS ON POLES, which will be very detrimental to the Newnham Croft Conservation Area.

If this is the only way that the County Council is prepared to implement residents parking in Newnham then I OBJECT TO THE WHOLE SCHEME.

(Letter separate - scanned)

Dear Sir/Madam

I am writing in response to the Traffic Regulation Order consultation on the Newnham Area permit parking scheme PRO460

I wish to make the following comments/objections to the scheme as proposed:

- The signage is not acceptable in the Newnham Croft Conservation Area. There are no through roads so the area should be treated like Gough Way and signed at the entrances with no road markings. Signs should be on walls not on poles
- The scheme should operate 7 days a week
- The hours for the limited waiting bays should be 9 -5 (as proposed)

Signed

Dear Sir/Madam,

I am writing in response to the Traffic Regulation Order consultation on the Newnham Area permit parking scheme PRO460

I wish to make the following comments on the scheme as proposed:

1. Please consider putting a ZIPCAR space on Eltisley Avenue. We have got rid of our car because we barely needed it and use Zipcar frequently. Others might do the same if Zipcar was immediately available. This would be a much better use of space than passing bays. Car clubs are vastly superior to individual car ownership and Cambridge should encourage them.
2. Please reduce the planned indicative signage, largely for the sake of the disabled. A single sign at the three streets entering the Croft should suffice. If more is required signs could be put on walls or fences. There has been difficulty for wheelchair users previously in this neighbourhood because of uneven pavements and street signage/telephone poles and the pavements need to be kept as clear as possible.
3. Passing bays are unnecessary. Traffic is slow and informal waiting at either end of Eltisley Avenue has always worked well up to now. The view up the street is clear so the passing bay is effectively the wider space at each end. Similar considerations apply to the other Croft streets.
4. There is no real need for a lot of double yellow lines. Some locations eg around the tree at the meadows end of Eltisley need them so the rubbish lorries can get through. Other than keeping space for rubbish and emergency vehicles, there is no reason for them.

Yours Sincerely,

~~Proposed Residents permit parking scheme - Newnham area, Cambridge~~

I am writing to raise objections to this scheme which has been developed without real thought to the needs of the area and whose methodology and resultant data have been withheld or held back from the public. I would like to deal with this part first:

Withheld information

At the initial consultation stage I asked officers at a presentation held at the Rugby Club, Grantchester Road for information about the number of parking spaces in Newnham Croft that would be lost if the scheme were implemented and whether the remaining spaces would be sufficient for residents' parking demand and was unable to get an answer.

At that event I also queried how the subsidiary questions in the feedback form would, or even, could be analysed, again - no answer.

Subsequent to that event I also wrote to my County Councillor, Cllr _ and have not been provided with information.

On April 10th. 2018, I made the following Freedom of Information request:

FOI Request

All reports summarising the Newnham residents parking consultation provided by Cambridgeshire county council officers to county councillors between 4 December 2017 and 12 April 2018, including any report relating to the impact of the reduction in parking capacity.

And on May 10th. 2018 received the following response:

Response

The Resident Parking Scheme information can be found on the Cambridgeshire County Council website <https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/parking-permits-and-fines/parking/resident-parking-scheme-consultation/>

Gary Baldwin, Place and Economy Highways Service
Policy and Regulation Team
Vantage House, Washingley Road
Huntingdon, Cambridgeshire PE29 6SR

By email to: policyandregulation@cambridgeshire.gov.uk

4 June 2018

Dear Mr Baldwin

PRO460 Proposed Residents Permit Parking Scheme – Newnham Area, Cambridge

Notice of objection – Impact on Newnham Croft Social and Sports Club – Hardwick Street

As President of Newnham Croft Social and Sports Club and local resident, I am writing to OBJECT to the proposed Traffic Regulation Order (TRO) mentioned in your letter dated 8th May which was delivered to households in the South Newnham area on 11th May or thereabouts. FYI I did not receive a copy of this letter to my above address.

The grounds of Objection are the adverse impact that the scheme will have on the Newnham Croft Social and Sports Club which is located at the southern end of Hardwick Street and the local and wider community using the club. I have set out below some background to the club, the community facilities it offers and my reasons for believing that the scheme as proposed will damage the club.

One of our committee members emailed Councillor __ on 3rd April to express concern and ask her to get in touch. So far we have heard nothing from her by way of response. Nor have any of the Highways team officers been in touch.

Background Information

1. The social club (founded in 1909) provides an important meeting place for all sections of the community. Although it is currently constituted as a private members club (a Friendly Society regulated by the FCA), the annual membership fees (£10 singles and £4 seniors) are kept low so as not discourage people from joining and there are discounted rates for couples, students and sports teams.

2. In terms of social games the club offers snooker/billiards, pool, skittles, darts, bingo, crib and table tennis. For several sports (snooker, pool, skittles and crib) the club is registered in the local sporting leagues and

(See letter with email)

Dear Mr Baldwin,

Thank you for your letter of May 8th regarding the proposed residents permit parking scheme. We are replying as residents at [REDACTED].

We wish to object to some aspects of the proposed order on the following grounds:

1. Seven day scheme.

We feel that a seven day scheme is excessive in order to control commuter parking, which is the purpose of the order. A five day scheme was placed before the residents back in December, and this was the basis on which residents gave the council an approval to proceed. If there has subsequently been evidence or argument to support a seven day scheme, this hasn't been presented to the residents, and we don't understand the council's change in one of the fundamental aspects of the scheme.

2. Signage

The council has issued original and revised plans for the location of signs. There is scheduled to be a post placed directly outside our house. We provided feedback to the inspecting officers via a coordinating neighbour, __, that the wall on an adjacent property was acceptable and less obtrusive. This, and none of the other feedback to the officers, has been incorporated in the revision. We therefore don't know whether comments have yet to be processed, rejected, or ignored.

We can see the need for a scheme in Newnham Croft, and therefore for adjacent areas such as ours that would be affected. However, there are a lot of sensitivities to how this is implemented, and there doesn't appear to be much response from the council to various representations that have been made. You refer in your letter to a summary of questions raised and the Council's responses at www.cambridgeshire.gov.uk/resident-parking.

~~Gary Baldwin, Place and Economy Highways Service~~

Policy and Regulation Team
Vantage House, Washingley Road
Huntingdon, Cambridgeshire PE29 6SR

By email to: policyandregulation@cambridgeshire.gov.uk

25 May 2018

Dear Sir

Ref: PRO460 Proposed Residents Permit Parking Scheme – Newnham Area, Cambridge
Notice of objection and grounds of objection

I am writing in response the public notice dated 9th May and the letter delivered to households on Fulbrooke Road on 11th May. I wish to object to the proposed order on the grounds numbered 1 to 5 below:

1. SEVEN DAY SCHEME not required and not consulted on

I do not want restrictions at the weekend which is when we often have visitors and family staying over. Having to purchase visitor tickets for the weekend will incur extra expense. The consultation last December was for a Monday to Friday (five day) scheme with restricted hours 11am-2pm. It is these days and hours that were voted for by the households who responded. We and the road and RA representatives were given no notice that change to a seven day scheme was being planned. We understand that this decision was taken at the last minute by our county councillor, __, at the instigation of the parking team. This action was simply unreasonable, unfair and undemocratic and I ask that the scheme is moved back to a five day scheme without delay.

In the event that there is an interest in having seven day restrictions for example in the central NewnhamCroft area, then I ask that arrangements are made to consult on a street-by-street basis so that each road can make its own choice between five and seven day restrictions. This would be the only fair and reasonable basis on which to make such a fundamental change to the scheme.

2. SIGNAGE – excessive and taking no account of sketch map(s) provided

TO: Gary Baldwin

Dear Mr Baldwin

One of my neighbours on Fulbrooke Road has asked me to scan and send to you her letter of concern/objection about the proposed residents parking scheme.

Please see attached pdf.

I would be grateful if you could email her an acknowledgement that her letter has been received and will be added to the list of objections over this scheme.

Dear Mr Baldwin,

Please find attached my letter raising concerns about this scheme.

Yours sincerely,

Dear Mr Baldwin, I attach letter concerning the above proposals. With thanks,

Please find attached my letter raising concerns about this scheme.

(See letter with email)

Dear Mr Baldwin, Kindly find attached objection to the above proposed scheme. Thank you.

Gary Baldwin, Place and Economy Highways Service
Policy and Regulation Team
Vantage House, Washingley Road
Huntingdon, Cambridgeshire PE29 6SR
By email to: policyandregulation@cambridgeshire.gov.uk
25th May 2018

Dear Sir

Ref: PRO460 Proposed Residents Permit Parking Scheme – Newnham Area, Cambridge
Notice of objection and grounds of objection

I am writing in response the public notice dated 9th May and the letter delivered to households on Fulbrooke Road on 11th May. I wish to object to the proposed order on the grounds numbered 1 to 5 below:

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I do not want restrictions at the weekend which is when we often have visitors and family staying over. Having to purchase visitor tickets for the weekend will incur extra expense. The consultation last December was for a Monday to Friday (five day) scheme with restricted hours 11am-2pm. It is these days and hours that were voted for by the households who responded. We and the road and RA representatives were given no notice that change to a seven day scheme was being planned. We understand that this decision was taken at the last minute by our county councillor, __, at the instigation of the parking team. This action was simply unreasonable, unfair and undemocratic and I ask that the scheme is moved back to a five day scheme without delay.

In the event that there is an interest in having seven day restrictions for example in the central Newnham Croft area, then I ask that arrangements are made to consult on a street-by-street basis so that each road can make its own choice between five and seven day restrictions. This would be the only fair and reasonable basis on which to make such a fundamental change to the scheme.

2. SIGNAGE – excessive and taking no account of sketch map(s) provided

The level of new posts and signs shown on the published scheme map ("PRO460 Plan 3 SW Area.pdf") is unacceptably high. Prior to the parking officers and councillors visit to our area on 27th February, a detailed sketch map was provided to the officers showing where alternative signage could be placed on Fulbrooke Road including where householders had consented to having signs installed on their property. None of this has been taken into account on the scheme map which is extremely disappointing. On the day of the visit the officers said that their focus was to be on location of bays but to find out the scheme has gone to the TRO stage without any effort to establish a formal signage policy is again not reasonable. For some households, posts are shown

Dear Sir ... the link below quoted on the recent letter (scan of letter attached, paragraph three) delivered to households in the South Newnham area doesn't appear to work.

I am road rep for __ Road and one of our residents has mentioned this to me as has one of the other RA reps.

<https://www.cambridgeshire.gov.uk//resident-parking-scheme-consultation>

On my computer the link brings up the site on the screenshot below but on clicking/selecting option 2 – nothing happens. The link appears to be dead or not responding.

Is there something else we should be doing or is the link not working?

Can it be fixed? It is fairly important as we are in the middle of the statutory TRO consultation period.

FAO Gary Baldwin

Please find attached my letter of objection to the proposed scheme.

Gary Baldwin, Place and Economy Highways Service
Policy and Regulation Team
Vantage House, Washingley Road
Huntingdon, Cambridgeshire PE29 6SR

26 May 2018

Dear Sir

Ref: PRO460 Proposed Residents Permit Parking Scheme – Newnham Area, Cambridge
Notice of objection and grounds of objection

I am writing in response the public notice dated 9th May and the letter delivered to households on Fulbrooke Road on 11th May. I wish to object to the proposed order on the grounds numbered 1 to 5 below:

1. SEVEN DAY SCHEME not required and not consulted on

I do not want restrictions at the weekend which is when we often have visitors and family staying over. Having to purchase visitor tickets for the weekend will incur extra expense. The consultation last December was for a Monday to Friday (five day) scheme with restricted hours 11am-2pm. It is these days and hours that were voted for by the households who responded. We and the road and RA representatives were given no notice that change to a seven day scheme was being planned. We understand that this decision was taken at the last minute by our county councillor, ___, at the instigation of the parking team. This action was simply unreasonable, unfair and undemocratic and I ask that the scheme is moved back to a five day scheme without delay.

In the event that there is an interest in having seven day restrictions for example in the central Newnham Croft area, then I ask that arrangements are made to consult on a street-by-street basis so that each road can make its own choice between five and seven day restrictions. This would be the only fair and reasonable basis on which to make such a fundamental change to the scheme.

2. SIGNAGE – excessive and taking no account of sketch map(s) provided

Please find attached my objection letter to recent proposals regarding Residents' parking on Fulbrooke Road.

Regards,

Gary Baldwin, Place and Economy Highways Service
Policy and Regulation Team
Vantage House, Washingley Road
Huntingdon, Cambridgeshire PE29 6SR

By email to: policyandregulation@cambridgeshire.gov.uk

31 May 2018

Dear Sir,

Ref: PRO460 Proposed Residents Permit Parking Scheme – Newnham Area, Cambridge
Notice of objection and grounds of objection

We have considered carefully the proposals relating to Fulbrooke Road and we are writing to raise the following objections. This letter is in response to the public notice dated 9th May and the letter delivered to households on Fulbrooke Road on 11th May. We wish to object to the proposed order on the grounds numbered 1 to 5 below:

1. SEVEN DAY SCHEME not required and not consulted on

We do not want restrictions at the weekend which is when we often have visitors and family staying over. Having to purchase visitor tickets for the weekend will incur extra expense. The consultation last December was for a Monday to Friday (five day) scheme with restricted hours 11am-2pm. It is these days and hours that were voted for by the households who responded. We and the road and RA representatives were given no notice that change to a seven day scheme was being planned. We understand that this decision was taken at the last minute by our county councillor, ___, at the instigation of the parking team. This action was simply unreasonable, unfair and undemocratic and we ask that the scheme is moved back to a five day scheme without delay.

In the event that there is an interest in having seven day restrictions for example in the central Newnham Croft area, then we ask that arrangements are made to consult on a street-by-street basis so that each road can make its own choice between five and seven day restrictions. This would be the only fair and reasonable basis on which to make such a fundamental change to the scheme.

From:

To:

Gary Baldwin, Place and Economy Highways Service
Policy and Regulation Team
Vantage House, Washingley Road
Huntingdon, Cambridgeshire PE29 6SR

By email to: policyandregulation@cambridgeshire.gov.uk

25 May 2018

Dear Sir

Ref: PRO460 Proposed Residents Permit Parking Scheme – Newnham Area, Cambridge
Notice of objection and grounds of objection

I am writing in response the public notice dated 9th May and the letter delivered to households on Fulbrooke Road on 11th May. I wish to object to the proposed order on the grounds numbered 1 to 5 below:

1. SEVEN DAY SCHEME not required and not consulted on

I do not want restrictions at the weekend which is when we often have visitors and family staying over. Having to purchase visitor tickets for the weekend will incur extra expense. The consultation last December was for a Monday to Friday (five day) scheme with restricted hours 11am-2pm. It is these days and hours that were voted for by the households who responded. We and the road and RA representatives were given no notice that change to a seven day scheme was being planned. We understand that this decision was taken at the last minute by our county councillor, __a, at the instigation of the parking team. This action was simply unreasonable, unfair and undemocratic and I ask that the scheme is moved back to a five day scheme without delay.

In the event that there is an interest in having seven day restrictions for example in the central Newnham Croft area, then I ask that arrangements are made to consult on a street-by-street basis so that each road can make its own choice between five and seven day restrictions. This would be the only fair and reasonable basis on

29 May 2010

Dear Sir

Ref: PRO460 Proposed Residents Permit Parking Scheme – Newnham Area, Cambridge
Notice of objection and grounds of objection

I am writing in response the public notice dated 9th May and the letter delivered to households on Fulbrooke Road on 11th May. I wish to object to the proposed order on the grounds numbered 1 to 5 below:

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I do not want restrictions at the weekend which is when we often have visitors and family staying over. Having to purchase visitor tickets for the weekend will incur extra expense. The consultation last December was for a Monday to Friday (five day) scheme with restricted hours 11am-2pm. It is these days and hours that were voted for by the households who responded. We and the road and RA representatives were given no notice that change to a seven day scheme was being planned. We understand that this decision was taken at the last minute by our county councillor, ___, at the instigation of the parking team. This action was simply unreasonable, unfair and undemocratic and I ask that the scheme is moved back to a five day scheme without delay.

In the event that there is an interest in having seven day restrictions for example in the central Newnham Croft area, then I ask that arrangements are made to consult on a street-by-street basis so that each road can make its own choice between five and seven day restrictions. This would be the only fair and reasonable basis on which to make such a fundamental change to the scheme.

2. SIGNAGE – excessive and taking no account of sketch map(s) provided

The level of new posts and signs shown on the published scheme map ("PRO460 Plan 3 SW Area.pdf") is unacceptably high. Prior to the parking officers and councillors visit to our area on 27th February, a detailed sketch map was provided to the officers showing where alternative signage could be placed on Fulbrooke Road including where householders had consented to having signs installed on their property. None of this has been taken into account on the scheme map which is extremely disappointing. On the day of the visit the officers said that their focus was to be on location of bays but to find out the scheme has gone to the TRO stage without any effort to establish a formal signage policy is again not reasonable. For some households, posts are shown

Hello

Please find attached an objection letter, in response to the TRO for the Newnham residents' parking scheme.

Kind regards

(See letter with email)

Dear Council members,

As residents of __ we strongly support the resident parking scheme but are deeply disappointed at the limited hours it will operate. Why only 3 hours in the middle of the day?

While it will deter all-day commuter parking, it will not rescue us from the blight of Rugby club, Model railway and Tennis club weekend parking.

We recognise that all these organisation try and get their attendees to park in the relevant car parks, but without complete success.

A simple extension of the hours would solve this problem at little or no extra cost.

We ask that the Council review and extend the hours of scheme to cover a full day i.e. from 9am to 5pm.

Yours sincerely

Dear Mr Baldwin

Please find attached my response to the proposed parking scheme for the Newnham area.

Kind regards

Dear Sir,

Please find our letter of objection attached.

Yours sincerely,

To Gary Baldwin

Place and Economy Highways Service
Policy and Regulation Team

Dear Sir

Ref: PRO460 Proposed Residents Permit Parking Scheme – Newnham Area, Cambridge

We am writing in response the public notice dated 9th May and the letter delivered to households on Fulbrooke Road on 11th May. We wish to object to the proposal. Please see attached letter for the grounds of our objections.

Core issues are:

- unwished for change from 5 to 7 day scheme
- too many street signs, and refusal of team to discuss this topic with us, even though some good alternatives exist
- potential damage to conservation areas

See attached for specifics

Notice of objection and grounds of objection

My comments on and objections to the public notice dated 9th May and the letter delivered to households on _
_ on 11th May are set out below:

1. We did not vote for a seven-day scheme. The proposed weekday scheme with restricted hours 11am-2pm was designed to deter commuters. We do not want or need weekend restrictions in Fulbrooke Road. There is a strong case for street-by-street consultation on this matter.
2. The proposed level of signage is excessive. The placing of signs should be agreed in consultation with residents or street reps. As Fulbrooke Road is a cul-de-sac, surely it can be designated a Permit Parking Area; this would require only signs at the entrance to the road and a single repeater sign half way down the road, and no bay markings would be needed. Why have residents or road reps not been consulted by the parking team?
3. The question of overnight parking seems not to have been addressed. As the number of parking spaces will be reduced in the central area of Newnham Croft, many people will be forced to park far from home. More information is needed on resident parking capacity.
4. In addition, I should like to raise a matter I have not heard mentioned so far in the proposed Residents' Parking Scheme:
A great deal of building work goes on in Newnham. Councillor _ informs me that permits can be obtained for having a skip on the street outside one's house. Provision needs to be made for builders to park their vans for periods of weeks, sometimes months, without incurring prohibitive costs for the households employing them.

Gary Baldwin, Place and Economy Highways Service

Policy and Regulation Team
Vantage House, Washingley Road
Huntingdon, Cambridgeshire PE29 6SR

By email to: policyandregulation@cambridgeshire.gov.uk

4 June 2018

Dear Sir

Ref: PRO460 Proposed Residents Permit Parking Scheme – Newnham Area, Cambridge
Notice of objection and grounds of objection

I am writing in response the public notice dated 9th May and the letter delivered to households on Fulbrooke Road on 11th May. I wish to object to the proposed order on the grounds numbered 1 to 5 below:

1. SEVEN DAY SCHEME not required and not consulted on
I do not want any parking restrictions at the weekend, which is when we often have visitors and family staying over. After a recent bereavement in our family, these family visits have become a very important means of providing support to a number of individuals, and other residents in the street have other reasons for needing or benefiting from frequent family visits, some being quite elderly and in need of help in the house or garden, or just some friendly company. Having to purchase visitor tickets for the weekend will incur extra expense and will not likely deter some of these valuable visits. The consultation last December was for a Monday to Friday (five day) scheme with restricted hours 11am-2pm. It is these days and hours that were voted for by the households who responded. We and the road and RA representatives were given no notice that change to a seven day scheme was being planned. We understand that this decision was taken at the last minute by our county councillor, ___, at the instigation of the parking team. This action was simply unreasonable, unfair and undemocratic and I ask that the scheme is moved back to a five day scheme without delay. A seven day scheme clearly goes beyond what is needed to deter week-day commuters from using the road to park in.

In the event that there is an interest in having seven day restrictions for example in the central Newnham Croft area, then I ask that arrangements are made to consult on a street-by-street basis so that each road can make

Dear Mr Baldwin,

Ref: PRO460 Proposed Residents Permit Parking Scheme – Newnham Area, Cambridge
Notice of objection and grounds of objection

I am writing in response to the public notice dated 9 May and the letter delivered to households on Fulbrooke Road on 11 May. I wish to object to the proposed order on the grounds set out below:

1. CONSULTATION WAS ON A FIVE-DAY, NOT SEVEN-DAY SCHEME

I do not want restrictions at the weekend when I often have visitors who may stay over. Having to buy visitor permits for weekends will incur extra expense. I will need all my permit entitlement for work-related use (see 2 below) and will not have any spare entitlement for personal visitors. The consultation last December was on the basis of a Monday-Friday (five-day) scheme with restricted hours 11am-2pm. Those households who responded were commenting on these days and these hours. No notice was given to me or this street or RA representatives that a change to a seven-day scheme was being planned. I am told this decision was taken at the last minute by our county councillor, ___, at the suggestion of the parking team. This is undemocratic and unreasonable as we have not had a chance to consult or vote on that. The scheme should be revised to the five-day scheme consulted on without delay.

If there is wide interest in seven-day restrictions, e.g. in the central Newnham Croft area, then arrangements should be made to consult on a street-by-street basis so that each road can make its own choice between five and seven-day restrictions. This would be the only fair and reasonable basis on which to make such a fundamental change to the scheme.

2. NOT ENOUGH MIXED-USE BAYS, HARMING LOCAL MICRO-BUSINESSES

The new maps only show 16 'mixed-use' (pay and display/residents') parking bays/areas in Barton Road, and they are close to the shops in Newnham and about ten minutes' walk from my home.

This point affects me very significantly. I see psychotherapy clients at home and with only the proposed amount of pay and display parking within a short walk of our street, I would have to apply and pay for the maximum number of visitor permits, use them all for my work, with none for personal visitors, and I would still only have enough for 100 visits (maximum 20 permits at 5 visits each*) whereas I would need permits for up to 440 visits per year (up to 10 visits a week between 11am and 2pm, about 44 weeks a year). A visitor permit allows a visitor to park all day, but each client needs only just over an hour. Others currently/in future working from home in the area will be in a similar position (architects, counsellors, accountants, any kind of consultant or advisor,

FOA: Gary Baldwin, Place and Economy Highways Service, Policy and Regulation Team.

Please find attached our comments on the above proposal.

Yours sincerely,

Gary Baldwin, Place and Economy Highways Service
Policy and Regulation Team
Vantage House, Washingley Road
Huntingdon, Cambridgeshire PE29 6SR

By email to: policyandregulation@cambridgeshire.gov.uk

4th June 2018

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In the event that there is an interest in having seven day restrictions for example in the central Newnham Croft area, then I ask that arrangements are made to consult on a street-by-street basis so that each road can make its own choice between five and seven day restrictions. This would be the only fair and reasonable basis on which to make such a fundamental change to the scheme.

2. SIGNAGE – excessive and taking no account of sketch map(s) provided

1 June 2016

Dear Sir

Ref: PRO460 Proposed Residents Permit Parking Scheme – Newnham Area, Cambridge
Notice of objection and grounds of objection

I am emailing in response the public notice dated 9th May and the letter delivered to households on Fulbrooke Road on 11th May. I wish to object to the proposed order on the grounds numbered 1 to 5 below:

1. BLOCKAGE TO EAST END OF DRIVEWAY AT ___ FULBROOKE ROAD

The published scheme map for Fulbrooke Road ("PRO460 Plan 3 SW area v1") shows proposed parking bays adjacent to ___ Fulbrooke Road. ___ Fulbrooke Road has off-street parking, accessible from both the east and west ends of its frontage to the road. We object to the positioning of the proposed bays as they will block proper access to the east end of number ___'s driveway. If the scheme proceeds, we ask, therefore, that the parking bays adjacent to ___ Fulbrooke Road are reduced in length so that full access (including for large vehicles) to both ends of number ___'s driveway is maintained.

2. SEVEN DAY SCHEME not required and not consulted on

I do not want restrictions at the weekend which is when we often have visitors and family staying over. Having to purchase visitor tickets for the weekend will incur extra expense. The consultation last December was for a Monday to Friday (five day) scheme with restricted hours 11am-2pm. It is these days and hours that were voted for by the households who responded. We and the road and RA representatives were given no notice that change to a seven day scheme was being planned. We understand that this decision was taken at the last minute by our county councillor, ___, at the instigation of the parking team. This action was simply unreasonable, unfair and undemocratic and I ask that the scheme is moved back to a five day scheme without delay.

In the event that there is an interest in having seven day restrictions for example in the central Newnham Croft area, then I ask that arrangements are made to consult on a street-by-street basis so that each road can make its own choice between five and seven day restrictions. This would be the only fair and reasonable basis on

1 June 2016

Dear Sir

Ref: PRO460 Proposed Residents Permit Parking Scheme – Newnham Area, Cambridge
Notice of objection and grounds of objection

I am emailing in response the public notice dated 9th May and the letter delivered to households on Fulbrooke Road on 11th May. I wish to object to the proposed order on the grounds numbered 1 to 6 below:

1. BLOCKAGE TO EAST END OF DRIVEWAY AT ___ FULBROOKE ROAD

The published scheme map for Fulbrooke Road ("PRO460 Plan 3 SW area v1") shows proposed parking bays adjacent to ___ Fulbrooke Road. ___ Fulbrooke Road has off-street parking, accessible from both the east and west ends of its frontage to the road. We object to the positioning of the proposed bays as they will block proper access to the east end of number ___'s driveway. If the scheme proceeds, we ask, therefore, that the parking bays adjacent to ___ Fulbrooke Road are reduced in length so that full access (including for large vehicles) to both ends of number ___'s driveway is maintained.

2. SEVEN DAY SCHEME not required and not consulted on

I do not want restrictions at the weekend which is when we often have visitors and family staying over. Having to purchase visitor tickets for the weekend will incur extra expense. The consultation last December was for a Monday to Friday (five day) scheme with restricted hours 11am-2pm. It is these days and hours that were voted for by the households who responded. We and the road and RA representatives were given no notice that change to a seven day scheme was being planned. We understand that this decision was taken at the last minute by our county councillor, ___, at the instigation of the parking team. This action was simply unreasonable, unfair and undemocratic and I ask that the scheme is moved back to a five day scheme without delay.

In the event that there is an interest in having seven day restrictions for example in the central Newnham Croft area, then I ask that arrangements are made to consult on a street-by-street basis so that each road can make its own choice between five and seven day restrictions. This would be the only fair and reasonable basis on

Gary Baldwin,
Place and Economy Highways Service
Policy and Regulation Team
Vantage House, Washingley Road
Huntingdon,
Cambridgeshire
PE29 6SR

Dear Mr. Baldwin

Please see attached letter regarding my objections to the proposed residents parking scheme in Newnham, Cambridge.

Regards

Notice of objection and grounds of objection

1. The residents asked for a five-day scheme with restricted hours (11-14) and have been given a seven-day scheme instead.
2. The signage connected with this scheme seems excessive and unacceptably high.
3. The question of a permit parking area has not been resolved and needs to be before the scheme is operative.
4. No information has been supplied on resident parking capacity. Parking restrictions in other parts of Newnham may well have an impact on Fulbrooke Road.
5. There appears to have been no consultation on conservation issues that may result from the proposed scheme.

Yours sincerely,

Ref: PRO460

I am writing to say that I strongly oppose the suggestion of resident's parking at weekends in the Newnham area. 66% in favour of the scheme in general is hardly a ringing endorsement, so please at least show respect for the 34% who have not given approval to the scheme by allowing 28.6% of the week to be non permit time!

I do not wish to have the extra expense and hassle of visitor permits over a weekend every time friends drop by. What a shame it would be if we end up having to pave over our front garden for weekend visitors to park on.

Yours sincerely,

Hi

I would like to object to the proposal that 'indicative signage' for this scheme be put exclusively on poles. There will be nearly 100 of these in the Newnham Croft area; they are ugly (street clutter).

They are also likely to make pavements impassable, particularly for wheelchair users and parents with children in single or double pushchairs. When bicycles are padlocked to them it is probable, on Newnham's narrow pavements, that these relatively vulnerable people will be forced into the road. This cannot be right.

If generic parking restrictions notices cannot be posted at the three entrance points to Newnham Croft (Grantchester Street, Derby Street, Hardwick Street), then at the very least please allow the superabundance of signage to be fixed to walls and fences.

Thank you

Reference PR0460

I write about the proposal for a Residents' Parking Scheme for Newnham.

First we welcome this initiative most warmly. It is clear that something on these lines is now required since the number of cars daily left in the area far exceeds those belonging to residents.

We have a couple of points which we hope you will take account of:

1. The signage proposed for the area does seem excessive. The positioning of the new light poles put in a few years ago have already messed up the pavements, making progress along the footpaths difficult for those with prams, pedestrians with frames or those in wheelchairs.
Yet more poles and posts will make matters worse and add unnecessary and unsightly clutter to what is (meant to be) a conservation area. Could you make more use of walls and existing poles in your plans?

2. We suspect Grantchester Meadows is not the only street that will require resurfacing (at least the edge of the road) if yellow lines are to be applied. The edge is currently one long pothole here.

We now look forward to a restricted parking scheme and hope you can still take account of these two comments.

Please see attached letter in response to the above consultation.

Kind regards

Re proposed parking scheme in Newnham.

I email to alert you a highly dangerous parking space on Grantchester Meadows. The parking space in question is in front of number __/__ Grantchester Meadows.

Parking in this space, particularly with a van or larger car as often occurs, currently results in a cyclist being unable to see any car coming from Marlowe road until it is too late. I live opposite at __ Grantchester Meadows and have seen several collisions and many more near collisions involving both bicycles and cars (and even children on scooters).

Cars reversing down Marlowe Road also cannot see the cyclist coming because of the vehicle parked in this space. Neither cyclist or car have sufficient reaction time to avoid a collision if the timing is unfavourable. I would estimate that 95% of cars reverse out of Marlowe Road and will continue to do after the proposed changes - there is no reasonable alternative.

Given the sheer volume of cyclists travelling past this point a fatality will be inevitable. Many cyclists are unaware of the danger and even at normal speeds have little chance of avoiding a reversing car that suddenly seems to appear 'out of nowhere'. The car driver cannot see the cyclist until it is too late either.

I note the existing yellow lines added a few years ago extending from the opposite site of Marlowe Road into Eltisley Avenue are a great deal longer than those currently proposed although cars from Marlowe Road are not reversing in that direction.

As residents of ___ __ for ___ years we support a Residents' Parking Scheme but have 2 particular reservations about the proposed Scheme.

1. There is no need to have the huge number of signs particularly down Eltisley Avenue. With the road markings making it quite clear it is a Residents' Parking area signs at the entrance to this cul-de-sac area are quite sufficient.
2. Passing Bays on Eltisley Avenue would just be a waste of much needed parking space. In ___ years we have NEVER driven up or down Eltisley Avenue if we can see a car has started coming the other way even if we can see there are spaces en route. Apart from safety it is much quicker to wait!

I am writing in response to the Traffic Regulation Order consultation on the Newnham Area permit parking scheme PRO460.

I wish to make the following comments/objections to the scheme as proposed:

1. We support the proposal that:
 - a) The scheme should operate 7 days per week as there are parking problems during the weekend as well as on weekdays
 - b) The hours for the limited waiting bays should be 9-5
2. We feel that the proposed signage is not acceptable for the Newnham Croft Conservation Area. As there are no through roads in Newnham Croft, we think there can be signage at the entrances to the Croft without the need for road markings. Consistent with the Croft's Conservation Area status, we feel that signs throughout the Croft should be minimal and environmentally appropriate, and would be better on garden walls where possible, rather than on 3m high poles. We understand that other Conservation Areas such as De Freville Ave and Riverside have signs on garden walls
3. Given the reduction in the number of car parking spaces throughout Newnham Croft, we are concerned that residents arriving home in the evening may have difficulty parking, and therefore ask that the Council undertake an assessment of evening parking before a TRO is approved

Good Morning

I write in support of the proposed parking scheme which I hope will be implemented shortly.

Best wishes

My address is ___ __, Newnham.

I am happy with the proposal to have the residents permit parking in operation on all days of the week between 11am and 2pm.

I would request that, before final signage etc. decisions are made, the officers consult with the City's Conservation Team, as well as our Councillors, local RA chairs and street/road reps.

Dear Sir/Madam,

We write in basic support of the PRO0460 Residents Permit-Parking Scheme in the Newnham Area (but see caveat below).

Although the process has been confusing and challenging for residents to engage in, almost all of the features of the proposed scheme will make a big improvement to the current terrible congestion, pollution, danger and inconvenience caused by free all-day parking in our neighbourhood. We have been needing such a scheme for many years.

We support the 7-day-per-week scheme, from 11-2 each day. This should deter all-day commuters, shoppers and people 'storing' their vehicles on our residential streets.

The introduction of short-stay bays for people wishing to patronise our valued local shops will be particularly positive.

However, we remain very concerned about the approach to signage and road markings, particularly in the Newnham Croft Conservation Area, which we believe would have a negative impact on streetscape and environment. We also cannot understand why new passing bays have been introduced on Eltisley Ave and Owlstone Road, whereas anyone actually driving on those roads knows there is no problem and no need for such bays. No-one needs to back up more than a few feet, if that, because it is very easy to see if there is another vehicle in the road and one simply has to wait and give way for it to pass before entering.

We ask that the final details of signs and road markings (where absolutely necessary) be worked out through a process of positive consultation among County and City officers, our local Councillors and residents associations.

Thank you.

I respond as a resident of Newnham, to to communicate our support for the proposals you have put forward, insofar as we understand them.

My wife and I have lived since ____ at ____ ____, and several years ago bought ____ as more suitable for our retirement.

There are several details on the plan PRO460 3 SW area v1 that we fear neither match the current reality (with over 100 years of precedent) nor our needs for safe access to the replacement property.

We have been led to understand, however, that you are interested at this stage in gauging the degree of support for a residents' parking scheme, rather than in the fine detail.

May we therefore register our grateful thanks and approval of the proposals; a residents' scheme is sorely needed.

May we further request that you write to us at our temporary address (_____, as below), when the time comes to consider the detail of dropped curbs and access for safe turn-in and out. Postal delivery to _____ Grantchester Road will be extremely unreliable until the house build has been completed.

We would be very grateful for advice of how to contact any officer who has already been appointed to consider the detail, as we could then submit a concise note of the points we would like to raise.

Thank you

Dear Sir or Madam,

I write to support enthusiastically the scheme being considered now

As a resident of Grantchester Road, we are very much in need of some help with the problem of turning our street into a one-way road.

All day the street is jammed with commuter cars preventing residents from parking (those of us who have no driveway especially), or from being able to be sure that workmen, repairmen, and friends can park near us when they need to.

It is most dangerous also for cyclists and even for pedestrians, and there is much aggravation caused to motorists because they have to wait or weave in and out of tiny spaces if someone is coming from the other direction.

Please turn our streets into true, two-way streets again, where we can all be safe from over-crowded parking which obstructs clear views and makes it feel rather dangerous to go anywhere.

Yours sincerely,

(Letter separate - scanned)

Dear Sir/Madam

Reference the proposed residents permit scheme for Newnham Croft I wish to make the following comments:

Signage - I really think the installation of so many signs on poles will detract from the character of the area ; please reconsider to at least either reduce the number or/and erect them on walls etc.

Places. It seems we will be losing around 60 parking places. You have already (3-5 years ago) reduced the numbers available with the painting of double yellow lines on all corners - a further reduction will severely restrict the ability to park our car near our house.

Timings. Please consider extending hours from 10-3pm Thanks

~~Dear Policy and Regulation Team,~~

Thank you for the opportunity to comment on the scheme for the Newnham area. I support the overall principle of the scheme and most of the components but have a few objections as below.

The main elements I support are the 7 days per week, the 12 limited waiting bays for shoppers (which should be reviewed to see if they are all necessary) and ,the intended policy change to allocate 2 staff permits per shop for staff where they don't already have spaces.

While there has been a welcome increase to the number of parking spaces for residents following the walk around the area with officers I think there is still scope to reduce some of the existing and proposed double yellow lines. This could be achieved without affecting safety and access. The suggested locations are as follows;

- The north end of the Cenacle where a turning head is proposed - the short street already provides this.
- Merton Street at both ends on the south side and alongside the sports club.
- Hardwick street opposite the end of Newnham Croft Street out side No __ and at the south end outside the club
- Derby Street west side close to the junction with Merton Street.
- Barton Road south side approaching the entrance to the Church - who would also benefit. In our walk around officers thought 1 or 2 spaces could be swapped with the north side of Barton Road which would still allow vehicles to pass.
- The so-called passing spaces around hydrants in Eltisley Avenue, Owlstone and Marlowe Roads.

The above individually are minor changes which taken together improve the number of spaces for residents and make it easier to park near their homes . A key aim of the scheme..

The proposed signage still needs to be resolved and reduced to ensure it is compatible with the Conservation

Dear Policy and Regulation Team,

Thank you for the opportunity to comment on the above scheme I support the scheme overall but have a few points for changes as below.

I support are the 7 days per week, the 12 limited waiting bays for shoppers (which should be reviewed to see if they are all necessary) and ,the intended policy change to allocate 2 staff permits per shop for staff where they don't already have spaces.

While there has been a welcome increase to the number of parking spaces for residents following the walk around the area with officers I think there is still scope to reduce some of the existing and proposed double yellow lines. This could be achieved without affecting safety and access. The suggested locations are as follows;

- The north end of the Cenacle where a turning head is proposed - the short street already provides this.
- Merton Street at both ends on the south side and alongside the sports club.
- Hardwick street opposite the end of Newnham Croft Street out side No ___ and at the south end outside the club
- Derby Street west side close to the junction with Merton Street.
- Barton Road south side approaching the entrance to the Church - who would also benefit.

The above above changes would make it easier for residents to park around Hardwick and Derby Streets where spaces will be lost along one side.

The proposed signage still needs to be reduced to ensure it is compatible with the Conservation Area. This could be by having signs only at the entrances to the Croft with some limited repeats within the area and no parking bays marked. The alternative would be to place signs , only where they are necessary, on lamp posts, street signs , the front and garden walls of houses and other buildings and not have new poles installed.

Further to your letter regarding the proposed residents parking scheme in Newnham I am writing to place my concerns on record.

Firstly as a resident of Newnham I wholeheartedly support a residents parking scheme , as currently it is a nightmare with hundreds of commuters leaving their cars in Newnham during the day and once we leave our houses we know we won't be able to park again any where near our houses again until the evening. However the proposed scheme will only partially solve the issue, at weekends and during holidays we are still flooded with cars on Saturdays and Sundays after 2pm, and as we will lose so many parking spaces in the Croft area as a result of the new yellow lines we simply won't be able to park anywhere near our houses between 2 pm and the evening at weekends (or on weekdays).

The scheme has to be for longer, especially when a number of the shops close on Sundays in Newnham and therefore we don't need to provide so many spaces to support our local businesses.

It could well be agreed that we don't need to provide any spaces for them, they don't have any now and its not an issue ?

From 730 am no potential shopper to any of Newnhams shops can park anywhere near a shop currently, they simply pull up on double yellow lines , as no doubt they will continue to do.

The scheme must be extended at minimum until 6 pm at weekends, and preferably all 7 days, as it is most other areas of Cambridge.

regards

I have been away, so hope I'm not too late to add my voice to those who plead for a few extra places for residents of Newnham Croft - eg in Merton St, Hardwick St, Derby St, and Barton Rd.

Yours,

Dear Policy and Regulation team,

Thank you for your letter with information about the proposals for the Newnham residents' parking scheme. I would like to make the following comments:

1 I am concerned that there still seem to be a lot of signposts proposed, which will spoil the narrow streets of Newnham Croft. Surely one sign at the entrance to each street would be adequate. Also signs should be attached to existing lampposts, house drainpipes etc wherever possible so that more posts are not introduced.

2 The number of spaces for residents could be increased by reducing the yellow lines where it is possible. For example

In Hardwick St there could be an extra space opposite Newnham Croft St and another outside the social club.

In Derby St there could be another space on the west side at the end near the junction with Merton Street.

On Merton St, there could be extra spaces at both ends and on the opposite side alongside the social club.

The Cenacle could have an extra space as no turning point is needed there.

On Barton Rd, on the southside near the church, another space could be added.

I hope these suggestions will be taken into consideration as Hardwick St and Derby St will have far fewer parking possibilities in the new scheme so as many spaces as possible need to be found in this small area.

Thank you

Subject: PR0460 – Newnham Area residents permit parking scheme

I am writing in response to the Traffic Regulation Order consultation on the Newnham Area permit parking scheme. I wish to make the following objections to the scheme:

The scheme signage should be reduced to take account of the fact that Newnham Croft is a conservation area and the number of cul-de-sacs in the Newnham Area. In particular, the Council should consider seriously the following changes:

- Reducing the number of signs for the Newnham Croft area, given there are only three access roads.
- Not painting permit bays on the road, as is the approach used by Norwich City Council for all conservation areas around their city centre.
- Where signs are absolutely necessary, establish with residents if they are willing to have signs on their front garden wall or fence, as is the case in the De Freville and Riverside schemes.

The Council has not provided any information on resident parking capacity given the number of parking spaces will be reduced under the scheme. As a resident of Hardwick Street, I think this may have a serious effect on our ability to park by our house. I therefore am seriously concerned that the scheme will result in parking problems in the evening, with residents having to park very far from their home. The Council should not implement the scheme as proposed until they have published information on capacity (particularly in the affected areas of Derby St, Newnham Croft St and Hardwick Street) and an assessment of whether evening parking is likely to be a problem for some residents.

The increased use of yellow lines to introduce passing bays and turning circles at the end of cul-de-sacs restricts the number of parking places in the Newnham Croft area and should be reviewed.

Kindest regards,

I am writing in response to the Traffic Regulation Order consultation on the Newnham Area permit parking scheme and although I largely welcome the scheme I want to make the following objections:

1. The scheme should not be in operation every day of the week. The Council proposed a Monday to Friday (11am to 5pm) scheme in December 2017 and this is what the majority of residents including myself supported. There are no reasons given by the Council for changing their proposal. A 7-day scheme is unnecessary given the main parking issues are due to commuters during the week.
2. The scheme signage should be reduced to take account of the fact that Newnham Croft is a conservation area and the number of cul-de-sacs in the Newnham Area. In particular, the Council should consider seriously the following changes:
 - Reducing the number of signs as proposed for Gough Way, for the Newnham Croft area given there are only three access roads, and for other cul-de-sacs in the Newnham Area.
 - Not painting permit bays on the road, as is the approach used by Norwich City Council for all conservation areas around their city centre.
 - Where signs are absolutely necessary, establish with residents if they are willing to have signs on their front garden wall or fence, as is the case in the De Freville and Riverside schemes.
3. The Council has not provided any information on resident parking capacity given the number of parking spaces will be reduced under the scheme. I therefore am seriously concerned that the scheme will result in parking problems in the evening, with residents having to park very far from their home. The Council should

Dear Sir/Madam,

I am writing with regards to the ongoing consultation concerning residents parking in the Newnham Croft area. I am aware that a level of parking restrictions needs to be enforced to enable safe access of emergency services. My concern is to the limited parking spaces and the increase in double yellow lines. Removal of some of the planned double yellow lines could provide an additional 10 parking spaces.

I am a community specialist nurse and I have to drive to work and for my work therefore I require a car and I feel that enhancing restrictions in this area will only move the problem to neighbouring streets.

Please can you therefore consider allowing the modification of your current plans.

Kind Regards

Dear Sir or Madam

I broadly welcome the scheme but am concerned that it will result in an overall reduction of available parking for residents, given that double yellow lines will be extended, and parking will be a free-for-all outside the hours of 11am-2pm - which will no doubt please visitors to the City centre.

To enable to scheme to achieve its aims, I suggest strenuous efforts be made to increase the number of available resident parking bays (while still maintaining access for emergency vehicles, service vehicles and the like):

The North end of the Cenacle could be used to provide extra residents' parking.

Merton Street on its South side should be fully employed for residents' parking at both ends.

Ditto Hardwick St opposite Newnham Croft St junction could provide extra residents' parking, while still allowing turning space (there will be yellow lines on the East side of Hardwick St).

Ditto Derby St at the South end.

Barton Road on the South side.

Twelve proposed visitors'/shoppers' bays seems overly generous for the current number of shops, especially as visitors/shoppers will be free to park at all times other than 11am-2pm. I would suggest these be cut to eight.

Kind regards

Dear Sir/Madame,

Concerning the Proposed TRO (Reference Number PR0460) in relation to the implementation of residents parking, specially as proposed for Hardwick Street, Newnham.

The existing double yellow lines serve their purpose well.

I am writing to object to the plan proposed for Hardwick Street.

There are a minimum 35 households on Hardwick Street, plus the new block of student accommodation recently built. At just one car per household that implies a minimum parking requirement of 35 spaces. The DOT statistics Published Sept 2016) show an average of 1.34 car per household in SE England, which would imply a requirement of 47.

The proposal to extend double yellow lines all the way down the East side of Hardwick Street and to implement resident's parking bays on the West side reduces the number of parking spaces to 22. So, in order to implement the parking scheme to help residents with parking you are actually making matters worse by not better!

Best regards,

I strongly object to the proposed restrictions on parking in the above area applied to 7 days The 5 day plan is quite enough to deter commuter parking.

To: Policy and Regulation Team

Proposed residents parking area - Newnham

Like many others I am in favour of this scheme but I am not at all sure why it needs to operate over 7 days a week rather than just Mon-Fri?
A further query is why each house has the potential for 2 permits?
A very rough assessment would indicate that each house in Newnham is not much more than a car length wide. Hence there is not sufficient capacity - on average - for two cars per household? An alternative might be to at least charge more for the second car permit?

Yours sincerely

scheme. I wish to make the following comments on the scheme:

SUPPORT

I support the introduction of residents parking 5 days a week 11am to 2pm.

OBJECTIONS

- The scheme signage should be minimised to take account of the fact that Newnham Croft is a conservation area and the number of cul-de-sacs in the Newnham Area. There are 11 signs and posts made in Marlowe Road alone! This is excessive. In particular, the Council should consider seriously the use of permit parking area in Newnham Croft as is planned for Gough Way, with simple entry signs and no painted permit parking bays.
- We do not need a turning circle at the end of Marlowe Road. The increased use of yellow lines to introduce turning circles at the end of cul-de-sacs restricts the number of parking places in the Newnham Croft area, including Marlowe Road. This is an unnecessary modification which will increase the volume of traffic to the end of the road.
- The scheme should not be in operation 7 days a week. The area is heavily used at weekends by people going to the Meadows and other green spaces around and I believe that we should encourage this and not put barriers in place to the use of this fantastic facility on our doorstep. For most people, there is not the same difficulty parking at weekends as there is in the week since their cars are already in place on Saturday morning. The Council proposed a Monday to Friday (11am to 5pm) scheme in the 2017 consultation and this is what the majority of residents supported.
- There is no need for double yellow lines on the north side of Grantchester Meadows (west of Marlowe Road). This will reduce parking significantly in the area and encourage cars to speed up - when at the moment they are

Dear Sir/Madam,

I am writing in response to the Traffic Regulation Order consultation on the Newnham Area permit parking scheme. I wish to object to any scheme being imposed. I represent the entire household in this respect, that is _

Firstly I wish to point out that the survey result can only be interpreted as being against a car parking scheme (or at least the one proposed) by a very large majority of 728 to 225 (not even 24% of the total residents support a scheme). The status quo must therefore remain as the majority of residents have not agreed to one being imposed. The presumption that those who did not respond to the survey are actually sanguine to a scheme is in itself a huge leap of faith. It is more likely that they are very busy, and/or fed up of the many surveys (and other matters posted through their letter boxes) and ideas of some parties trying to get a scheme imposed on the majority who neither need nor want it. Indeed, they may not have responded as all previous attempts have ended in failure anyway - as this one certainly should be interpreted as having failed.

My Objections are as follows: -

1. The survey cannot be interpreted as supporting a scheme (that is any scheme) as it simply does not carry a majority of resident of Newnham in favour of a scheme.
2. Should a scheme be imposed on the residents, any car parking scheme must be paid for by those that wish to park in the area who do not live here or are not visiting those that live here.
3. Any scheme proposed must add parking spaces not take them away. In this respect, we have already recently suffered the loss of 4 parking spaces on Marlowe Road, 2 due to a council scheme for yellow lines and a pavement alteration next to the tree at its entrance (also resulting in the loss of 2 spaces on Eltisley Avenue), and 2 due to an inexplicable decision to allow a double garage construction in the rear garden of _ _ _ _ that is clearly unsuitable for use as a garage, cannot be used as a garage and consequently is not used as a garage - but most importantly permanently sterilises 2 more parking spaces in Marlowe Road to ensure vehicular access is always available to that 'garage'.
4. We do not want to see additional signage introduced in Newnham Croft - it is a conservation area and street furniture and double yellow lines simply detract from an areas attractiveness.
5. The increased use of yellow lines to introduce 'turning circles' at the end of cul-de-sacs restricts the number of parking places in the Newnham Croft area, including Marlowe Road. This is a completely unnecessary modification which will increase the volume of traffic to the end of these roads and reduces the available

I am writing in response to the Traffic Regulation Order consultation on the Newnham Area permit parking scheme. . I have lived here for 14 years and have never experienced any problems with parking in my street or neighbouring streets. I wish to make the following objections to the scheme.

- The scheme should not be in operation every day of the week. The Council proposed a Monday to Friday (11am to 5pm) scheme in December 2017 and this is what the majority of residents supported. There are no reasons given by the Council for changing their proposal. A 7-day scheme is unnecessary given the main parking issues are due to commuters during the week.
 - The scheme signage should be reduced to take account of the fact that Newnham Croft is a conservation area and the number of cul-de-sacs in the Newnham Area. In particular, the Council should consider seriously the following changes:
 - Reducing the number of signs as proposed for Gough Way, for the Newnham Croft area given there are only three access roads, and for other cul-de-sacs in the Newnham Area.
 - Not painting permit bays on the road, as is the approach used by Norwich City Council for all conservation areas around their city centre.
 - Where signs are absolutely necessary, establish with residents if they are willing to have signs on their front garden wall or fence, as is the case in the De Freville and Riverside schemes.
 - The Council has not provided any information on resident parking capacity given the number of parking spaces will be reduced under the scheme. I therefore am seriously concerned that the scheme will result in parking problems in the evening, with residents having to park very far from their home. The Council should not implement the scheme as proposed until they have published information on capacity and an assessment of whether evening parking is likely to be a problem for some residents.
 - The increased use of yellow lines to introduce passing bays and turning circles at the end of cul-de-sacs restricts the number of parking places in the Newnham Croft area, including Marlowe Road. These are unnecessary modifications which will be a detriment to Marlowe Road residents, as cars will be more likely to
- Dear members of the policy and regulation team,

we are writing in response to the Traffic Regulation Order consultation on the Newnham Area permit parking scheme. I wish to make the following objections to the scheme:

- The scheme signage should be reduced to take account of the fact that Newnham Croft is a conservation area and the number of cul-de-sacs in the Newnham Area. In particular, the Council should consider the use of permit parking area in Newnham Croft as planned for Gough Way, i.e. with simple entry signs and no painted permit parking bays.
- The increased use of yellow lines to introduce turning circles at the end of cul-de-sacs restricts the number of parking places in the Newnham Croft area, including and especially in Marlowe Road. This is an unnecessary modification which will increase the volume of traffic to the end of the road, putting at risk residents and especially children.
- It does not seem obvious that the scheme should not be in operation every day of the week. The Council proposed a Monday to Friday (11am to 5pm) scheme in the 2017 consultation and this is what the majority of residents supported.

Hi,

I am writing in response to the Traffic Regulation Order consultation on the Newnham Area permit parking scheme. I wish to make the following objections to the scheme:

- The scheme signage should be reduced to take account of the fact that Newnham Croft is a conservation area and the number of cul-de-sacs in the Newnham Area. In particular, the Council should consider seriously the use of permit parking area in Newnham Croft as is planned for Gough Way, with simple entry signs and no painted permit parking bays.
- The increased use of yellow lines to introduce turning circles at the end of cul-de-sacs restricts the number of parking places in the Newnham Croft area, including Marlowe Road. This is an unnecessary modification which will increase the volume of traffic to the end of the road.
- I agree with the planned 7 day scheme but I note that this is not what the Council originally proposed in the 2017 consultation.

We spoke late last week when I enquired as to whether the County Council would accept the results of an online survey from residents and you kindly advised that this would be fine. Following discussion with the residents associations, however, it was agreed that we should simply encourage residents to write to the Council directly if they have any comments or objections. With that in mind, here is my individual response: I am writing in response to the Traffic Regulation Order consultation on the Newnham Area permit parking scheme. I wish to make the following objections to the scheme:

- The scheme should not be in operation every day of the week. The Council proposed a Monday to Friday (11am to 5pm) scheme in December 2017 and this is what the majority of residents supported. There are no reasons given by the Council for changing their proposal. A 7-day scheme is unnecessary given the main parking issues are due to commuters during the week.

- The scheme signage should be reduced to take account of the fact that Newnham Croft is a conservation area and the number of cul-de-sacs in the Newnham Area. In particular, the Council should consider seriously the following changes:

- o Reducing the number of signs as proposed for Gough Way, for the Newnham Croft area given there are only three access roads, and for other cul-de-sacs in the Newnham Area.

- o Not painting permit bays on the road, as is the approach used by Norwich City Council for all conservation areas around their city centre.

- The increased use of yellow lines to introduce passing bays and turning circles at the end of cul-de-sacs restricts the number of parking places in the Newnham Croft area, including Marlowe Road. These are unnecessary modifications which will be a detriment to Marlowe Road residents, as cars will be more likely to drive to the end of the road in order to turn. As stated in the conservation area plan, "the general absence of

I am writing in response to the Traffic Regulation Order consultation on the Newnham Area permit parking scheme. I wish to make the following objections to the scheme:

- The scheme signage should be reduced to take account of the fact that Newnham Croft is a conservation area and the number of cul-de-sacs in the Newnham Area. In particular, the Council should consider seriously the use of permit parking area in Newnham Croft as is planned for Gough Way, with simple entry signs and no painted permit parking bays.
- The increased use of yellow lines to introduce turning circles at the end of cul-de-sacs restricts the number of parking places in the Newnham Croft area, including Marlowe Road. This is an unnecessary modification which will increase the volume of traffic to the end of the road.
- The scheme should not be in operation every day of the week. The Council proposed a Monday to Friday (11am to 5pm) scheme in the 2017 consultation and this is what the majority of residents supported.

Best,

I am writing in response to the Traffic Regulation Order consultation on the Newnham Area permit parking scheme. I wish to make the following objections to the scheme:

- The scheme signage should be reduced to take account of the fact that Newnham Croft is a conservation area and the number of cul-de-sacs in the Newnham Area. In particular, the Council should consider seriously the use of permit parking area in Newnham Croft as is planned for Gough Way, with simple entry signs and no painted permit parking bays.
- The increased use of yellow lines to introduce turning circles at the end of cul-de-sacs restricts the number of parking places in the Newnham Croft area, including Marlowe Road. This is an unnecessary modification which will increase the volume of traffic to the end of the road.
- The scheme should not be in operation every day of the week. The Council proposed a Monday to Friday (11am to 5pm) scheme in the 2017 consultation and this is what the majority of residents supported.

Kindest regards,

I am writing in response to the Traffic Regulation Order consultation on the Newnham Area permit parking scheme. I wish to make the following objections to the scheme:

- The scheme signage should be reduced to take account of the fact that Newnham Croft is a conservation area and the number of cul-de-sacs in the Newnham Area. In particular, the Council should consider seriously the use of permit parking area in Newnham Croft as is planned for Gough Way, with simple entry signs and no painted permit parking bays.
- The increased use of yellow lines to introduce turning circles at the end of cul-de-sacs restricts the number of parking places in the Newnham Croft area, including Marlowe Road. This is an unnecessary modification which will increase the volume of traffic to the end of the road. Better 'no through road' signage to inform non local drivers of cul-de-sacs could be an effective alternative.
- The scheme should not be in operation every day of the week. The Council proposed a Monday to Friday (11am to 5pm) scheme in the 2017 consultation and this is what the majority of residents supported.

Best wishes,

Gary Baldwin
Cambridge County Council
Policy & Regulation
Huntingdon
PE29 6SR

Dear Mr Baldwin,

We reference to your letter of the 8th May and details of the proposed Newnham parking scheme. I am pleased this is going ahead. Having looked at the PR0460 plan overview I am raising an objection to the number of signs and posts in Marlowe Road. I have spoken to Councillor __ about keeping signage to minimum. The plan shows 1 x sign and post outside my house as well as one nearby (3x carbays width) along the wall to south ie entrance of Marlowe Road. This seems overkill. Why not have sign along the blank brick wall. We have a street light at the front of house and another post and sign would make this unpleasant. So I am raising an objection to this. If there absolutely needs to be a sign there perhaps this can be fixed to the lamppost.

Kind regards

I am writing in response to the Traffic Regulation Order consultation on the Newnham Area permit parking scheme. I wish to make the following objections to the scheme:

I am opposed to the introduction of a residents' parking scheme as I do not see it necessary. In my opinion if such a scheme is introduced, it should be restricted to within 250 yards of Barton Road.

If the scheme has to be introduced then I have the following objections:

- The scheme should not be in operation every day of the week. The Council proposed a Monday to Friday (11am to 5pm) scheme in December 2017 and this is what the majority of residents supported. There are no reasons given by the Council for changing their proposal. A 7-day scheme is unnecessary given the main parking issues are due to commuters during the week.
- The scheme signage should be reduced to take account of the fact that Newnham Croft is a conservation area and the number of cul-de-sacs in the Newnham Area. In particular, the Council should consider seriously the following changes:
 - o Reducing the number of signs as proposed for Gough Way, for the Newnham Croft area given there are only three access roads, and for other cul-de-sacs in the Newnham Area.
 - o Not painting permit bays on the road, as is the approach used by Norwich City Council for all conservation areas around their city centre.
- The Council has not provided any information on resident parking capacity given the number of parking spaces will be reduced under the scheme. I therefore am seriously concerned that the scheme will result in parking problems in the evening, with residents having to park very far from their home. The Council should not implement the scheme as proposed until they have published information on capacity and an assessment of whether evening parking is likely to be a problem for some residents.

Dear Sir or Madam,

I am writing in response to the Traffic Regulation Order consultation on the Newnham Area permit parking scheme. I wish to make the following objections:

- The scheme signage should be reduced. The Council should consider the use of permit parking area in Newnham Croft as is planned for Gough Way, with simple entry signs and no painted permit parking bays.
- The increased use of yellow lines to introduce turning circles at the end of Marlowe Road is undesirable and potentially dangerous.
- I agree with the planned 7 day scheme.

Yours truly,

I am writing in response to the Traffic Regulation Order consultation on the Newnham Area permit parking scheme. I wish to make the following objections to the scheme:

- The increased use of yellow lines to introduce turning circles at the end of cul-de-sacs restricts the number of parking places in the Newnham Croft area, including Marlowe Road. This is an unnecessary modification which will increase the volume of traffic to the end of the road.
- The scheme should not be in operation every day of the week. The Council proposed a Monday to Friday (11am to 5pm) scheme in the 2017 consultation and this is what the majority of residents supported.

Kindest regards

Dear Sir or Madam

I am writing in response to the Traffic Regulation Order consultation on the Newnham Area permit parking scheme. I wish to make the following objections to the scheme:

- The scheme should not be in operation every day of the week. The Council proposed a Monday to Friday (11am to 5pm) scheme in December 2017 and this is what the majority of residents supported. There are no reasons given by the Council for changing their proposal. A 7-day scheme is unnecessary given the main parking issues are due to commuters during the week.

- The scheme signage should be reduced to take account of the fact that Newnham Croft is a conservation area and the number of cul-de-sacs in the Newnham Area. In particular, the Council should consider seriously the following changes:

- o Reducing the number of signs as proposed for Gough Way, for the Newnham Croft area given there are only three access roads, and for other cul-de-sacs in the Newnham Area.

- o Not painting permit bays on the road, as is the approach used by Norwich City Council for all conservation areas around their city centre.

- o Where signs are absolutely necessary, establish with residents if they are willing to have signs on their front garden wall or fence, as is the case in the De Freville and Riverside schemes.

- The Council has not provided any information on resident parking capacity given the number of parking spaces will be reduced under the scheme. I therefore am seriously concerned that the scheme will result in parking problems in the evening, with residents having to park very far from their home. The Council should not implement the scheme as proposed until they have published information on capacity and an assessment of whether evening parking is likely to be a problem for some residents.

Subject: PR0460 – Newnham Area residents permit parking scheme

I am writing in response to the Traffic Regulation Order consultation on the Newnham Area permit parking scheme. I wish to make the following objections to the scheme:

The scheme signage should be reduced to take account of the fact that Newnham Croft is a conservation area and the number of cul-de-sacs in the Newnham Area. In particular, the Council should consider seriously the use of permit parking area in Newnham Croft as is planned for Gough Way, with simple entry signs and no painted permit parking bays.

The increased use of yellow lines to introduce turning circles at the end of cul-de-sacs restricts the number of parking places in the Newnham Croft area, including Marlowe Road. This is an unnecessary modification which will increase the volume of traffic to the end of the road.

With best wishes,

I am writing in response to the Traffic Regulation Order consultation on the Newnham Area permit parking scheme. I wish to make the following objection to the scheme:

The positioning of yellow lines at the cul-de-sac end of Marlowe Road will create a turning circle at the end of the road. This will have a disastrous effect on the community character of the street in the following respects:

Marlowe Road is a street of that has a special local character, both historically and today. It is a no through road, and (perhaps consequently) it is a street which houses many families, extended and otherwise. So it has always been a place where children play safely in the street, where adults meet regularly at odd times throughout the day, and where the wide community spirit of the area across the generations is particularly marked and sustained. This character of the street will be destroyed by the proposal to create a turning circle at the end. For:

- i) The road will become readily used by every car in Marlowe Road for turning purposes, so that all of the forward traffic in the street will be funnelled down to the end. This will make the street unsafe for playing children and unwelcoming to its present neighbourliness.
- ii) The turning circle at the end will be very restricted indeed, even if the bollards are moved. The risk of accident and damage to local property will be increased (at present risk is avoided by turning manoeuvres taking place at a more careful distance further back down the street).
- iii) Moving the bollards to improve the turning possibilities will increase the risk of accident from and to both pedestrians and cyclists using the lane into Millington Road: note especially the regular traffic of small children that way to and from the Millington Road nursery.
- iv) The pollution levels from turning vehicles in a restricted space, and the many-point turns this will require, will be hugely increased, much to the detriment of the local environment.

While we entirely understand the problem to which the Parking Scheme is a response, we are at a loss to understand why this imposition of yellow lines at the end of Marlowe Road is of any advantage at all to the local amenities; and we strongly urge that this application of standardised protocols about cul-de-sacs be suspended for this case.

Dear Sir/Madam,

I am an Eltisley Avenue resident concerned about the proposed plans for "Indicative signage".

Putting signage on existing poles makes sense, and I fully appreciate that extra signage is needed, but why not attach it to walls and fences instead? I for one would be perfectly happy if you want to attach a sign to my fence, and I'm sure many other residents feel this way as well. Apart from the negative visual impact the numerous extra poles will have on the area, on a practical level the pavements are quite narrow and as many people park bikes outside their fences, extra poles are just going to make life more difficult for disabled people and those with pushchairs.

I hope you will reconsider the plans and look as more environmentally sensitive alternatives.

Dear Policy and Regulation,

Like many of my co-residents of Newnham, I am pleased with how the residents parking scheme is developing, and I just have the comment that it would be good to avoid double-yellow lines where they are not strictly necessary, such as:

- * At the north end of the Cenacle;
- * Merton Street (where I live) at both ends of the South side and alongside the club;
- * Hardwick Street opposite Newnham Croft Street and outside the Club;
- * Derby Street south end at Merton Street junction;
- * Barton Road south side near the Church entrance.

Thanks,

Dear Team

I am so looking forward to Residents Parking but request that the turning spaces/yellow line areas are reviewed. I live at _ _ _ _ _

We know that once those roads which at present allow parking on both sides, allow parking on one side only there will be fewer spaces. Of course there needs to be space to allow vehicles to safely go round corners, but please could there be a review of the yellow line restrictions:

1. Merton Street: please review the MANY parking spaces that could be made available around the the Sports and Social Club, and the Grantchester Street end of Merton Street. The current double yellow lined areas are unnecessarily wide for vehicles to turn.
2. There is a needlessly large area of yellow line restriction at the base of Derby Street, which leads into Merton Street.
3. The Cenacle parking is over restricted at both ends.
4. Why is parking not allowed on Grantchester Street opposite the entrance to Chedworth Street?

At present the rubbish lorries (amazingly) are able to manage the streets with parking on both sides and with cars parked illegally at the corners. Do they really need the extra spaces once the roads are made wider?

Recently I have (with permission) parked at Newnham College as there was NOWHERE to park within sensible range of my house. I am very concerned that with Residents Parking and allowed visitor parking for tradesmen, we will be not much better off than at present.

To: the Policy Regulations Team

We wish to comment on proposals to change the residents' parking scheme for Hardwick, Derby, Merton and Grantchester Streets. We do so as residents of _ _ _ . We have the following points.

(1) In none of the consultations and surveys made concerning this scheme are we aware of any data gathering on the number and type of vehicles that residents' of Hardwick, Derby, Merton and Grantchester Streets wish to park near their homes. This seems to us to be an unfortunate omission. If the data exist, we think that residents should have been informed of them. In the absence of this information, the likely consequences of the changes on the availability of parking spaces for residents are impossible to judge. However, our assessment is that demand will exceed supply and that there will be a shortage of spaces.

(2) Reducing the extent of double yellow lines from that in the proposal maps on the council website does NOT seem to us to be an appropriate solution. In particular, (a) the double yellows proposed in the Cenacle all seem necessary for safe turning, (b) the double yellows on Merton Street, Hardwick Street opposite Newnham Croft Street and outside the Club, on Derby Street at the junction with Merton Street and on the south side of Merton Street near the junction with Hardwick Street are all necessary for safe turning at the junctions involved. Measurements indicate that parked vehicles will be a significant traffic hazard at these locations where removal of double yellows have been suggested. This will be especially the case if the parked vehicles are vans, lorries and wide 4WDs. These vehicle types are commonly parked in the area and already cause safety problems when parked illegally at or near junctions. Hence, we object to removal of proposed double yellow lines in all the locations referred to in this item.

(3) We support the proposal to extend the operation of the scheme to 7 days per week.

(4) As we have commented previously, we think that allowing two parking permits per resident household at the same cost is mistaken. It would be better for there to be one permit available per household at relatively low cost, with a second permit being available at much higher cost. This would encourage residents to make appropriate choices, albeit difficult ones, about how many vehicles to own and where to park them.

(5) The proposals for signage should be reconsidered. We think that having large numbers of additional signs on 3 metre posts is unnecessary and would detract from the appearance of the streets, which are already excessively cluttered.

Dear Sir/Madam, please see attached letter which contains my comments on the proposals for

Dear Sir/Madam

I am writing in support of the above scheme but wish to make the following comments:

The indicative signage is not acceptable in the Newnham Croft Conservation Area. There are no through roads so the area should be treated like Gough Way and signed at the entrances with no road markings. Wherever possible signs should be on walls and not on 3 m high poles.

Yours sincerely

(Letter separate - scanned)

I think:

- The scheme should operate 7 days a week
- The signage is not acceptable in the Newnham Croft Conservation Area. There are no through roads so the area should be treated like Gough Way and signed at the entrances with no road markings. Signs should be on walls not on poles. It is a waste of money when all public money is in short supply due to austerity policies.
- The hours for the limited waiting bays should be 11- 2 like the rest of the scheme
- The number of parking places in Newnham Croft have been reduced. The Council should provide an assessment on whether evening parking will be a problem for some residents before a TRO is approved.

Dear Sir/Madam,

I am writing in response to the Traffic Regulation Order consultation on the Newnham Area permit parking scheme PRO460

I wish to make the following comments/objections to the scheme as proposed:

- The scheme should operate 5 days a week
- The signage is not acceptable in the Newnham Croft Conservation Area. There are no through roads so the area should be treated like Gough Way and signed at the entrances with no road markings. Signs should be on walls not on poles
-
- The hours for the limited waiting bays should be 11- 2 like the rest of the scheme
- The number of parking places in Newnham Croft have been reduced. The Council should provide an assessment on whether evening parking will be a problem for some residents before a TRO is approved.
- The number of places available in the Croft should be increased by removing passing bays in Eltisley Avenue/Marlowe Road/Owlstone Road and by keeping the same yellow double yellow lines as at present.

I am writing in response to the Traffic Regulation Order consultation on the Newnham Area permit parking scheme PRO460.

Firstly I should point out that I voted 'no' to the proposed parking scheme. In the thirty-four years we have lived in Owlstone Road we have never had to park more than a hundred yards from our house. Daily commuters looking for parking spaces have been an irritation, especially when there are builders vans in the area too, but evening parking has always been fine. Moreover, commuter parking seems to have lessened now after the Park and Ride became free of charge.

I wish to make the following comments about the scheme as it is proposed:

The scheme should only operate 5 days a week. If we are to have the scheme at all then it should be the weakest version possible.

The hours for the limited waiting bays should be 11- 2 like the rest of the scheme.

The passing bays proposed for the fire hydrants in Eltisley Avenue, Marlowe Road and Owlstone Road are unnecessarily large, taking up as they do at least one valuable car space. If the double-yellow-lined areas are 'supposed' to be this big, why were they originally so much smaller?

There are too many double yellow lines being proposed and some in places where they have never been necessary eg Grantchester Street behind Owlstone Road and the eastern end of Grantchester Meadows.

This scheme would result in there being many fewer spaces for parking and residents would have considerably more problem parking near their own houses.

I would like it to be scrapped and for things to remain as they are.

Yours faithfully

Dear Sir/Madam,

I am writing in response to the Traffic Regulation Order consultation on the Newnham Area permit parking scheme PRO460.

I voted against the scheme as originally proposed and sent my comments about its many and manifest faults.

And while some of those faults have been partially addressed (e.g. the small decrease in hours of operation of the shoppers parking bays), other faults remain and yet others have been introduced.

Accordingly, I wish to make the following comments and objections to the scheme as proposed:

1. The scheme should operate only for 5 days per week.

I see no reason why the scheme should operate for 7 days. For most of the year there are no issues about parking in the Newnham area on weekends. For a few days in the summer, when people want to visit Lammas Land, there is extra traffic, but so what? We want people to be able to use and enjoy the public facilities. And if, as an adjunct to the parking permit scheme, there will be charges for parking at the Lammas Land car park, then this will discourage people and impact negatively on the new kiosk business.

2. The hours for the limited waiting bays should be 11- 2 like the rest of the scheme. Shoppers will be able to park anywhere outside of these hours; why should residents not be able to park in the reserved bays similarly, especially given the location of the bays by residences.

3. The number of parking places in Newnham Croft has been reduced.

Whilst some of the extra yellow lines will have no effect, because there is no room to park anyway, other new lines are totally unnecessary. Remove those extra yellow lines on Grantchester Meadows and Owlstone Road.

4. Remove passing bays and do not increase yellow lines at hydrants.

Why have passing bays been introduced? I understand the fire department do not require them.

Yellow lines were recently added near to hydrants, and it was deemed at the time that there was no need for

Dear Sir/ Madam,

I am writing in response to the Traffic Regulation Order consultation on the Newnham Area permit parking scheme PRO460.

I wish to make the following comments/ objections to the scheme.

(1)The number of places available in the Croft should be increased by removing the passing bays in Owlstone Road, Eltisley Avenue, Marlowe Road. These passing bays are quite unnecessary, we can all negotiate the streets perfectly well and have been doing so for years. We need all the parking spaces possible to make this scheme work. I also ask that any other yellow lines that are not absolutely essential be removed for the same reason.

(2) The suggested signage is absolutely unacceptable in the Newnham Croft Conservation area.

Some may be on lamp posts, but the rest of the signs should be on walls or house walls, not on intrusive ugly poles. There are no through roads , so we need only have signage at the entrances(as in Gough Way), with no road markings.

Signage in other Conservation areas such as de Freville have many signs on walls, and so the visual impact is much less. It should be the same in this Conservation area, minimal and appropriate environmentally.

(3) The hours of operation should be from 11-2 pm , for five days a week.

(4) The overall number of parking spaces in the Croft area has been significantly reduced. The council should provide an assessment on whether evening parking will be a problem for residents before a TRO is approved.

(5) The shops which are vital to the community should have 12 limited (30 mins)parking bays from 9-5 pm . Each shop should have two parking permits for staff.

Yours sincerely,

To Whom it May Concern,

We are writing regarding the proposed Newnham Area permit parking scheme (PRO460), in order to raise the following concerns:

- 1) The signage in the Newnham Croft Conservation Area is unnecessary and undesirable. There are no through roads so the area should be treated like Gough Way and signed at the entrances with no road markings. Signs should be on walls not on poles
- 2) The number of parking places in Newnham Croft have been significantly reduced. The Council should provide an assessment on whether evening parking will be a problem for some residents before a TRO is approved.
- 3) The passing bays on Eltisley Avenue/Marlowe Road/Owlstone Road reduce valuable parking spaces, and they are not necessary. The residents in this area have managed very well without them for a long time, and we can continue to do so in the future.

Sincerely,

Dear Sir/Madam

I am writing in response to the Traffic Regulation Order consultation on the Newnham Area permit parking scheme PRO460

I wish to make the following comments to the scheme as proposed:

- The scheme should operate 6 days a week. There are no builders' vans or commuters on Sundays, so I think unregulated parking will be fine then.
- The amount of signage is excessive for a conservation area. There are no through roads so the area should be treated like Gough Way and signed at the entrances with no road markings. Signs should be on walls not on poles.

best wishes,

Your new scheme will make parking for residents more difficult than it is now. We will have fewer parking spaces and as you are offering two permits per household there may be more cars than spaces provided. Also, as I have said before, our parking problems relate not only to commuter parking but to cars parked by people who come to Newnham to walk on nearby green spaces. They come for shortish periods before 11a.m. and after 2p.m. and having restrictions from 11a.m. to 2p.m. will be insufficient. We should be protected for the whole day which is what happens in other parts of Cambridge. Why are we being protected for such a meagre period of time?

I also find it unnecessary to have as many signs strewn around the area. Are you under-estimating the awareness of motorists to the signs they see when they come in to Newnham?

I am writing in response to the Traffic Regulation Order consultation on the Newnham Area permit parking scheme PRO4060

I wish to make the following comments and objections to the scheme as proposed:

The indicative signage is not acceptable in the Newnham Croft Conservation Area. There are no through roads in Newnham Croft so the area should be treated like Gough Way and signed at the entrances to Grantchester, Derby and Hardwick Streets with no road markings within the area other than for the limited waiting spaces. Where signs are required they should wherever possible be on walls and existing poles and not on new poles.

The scheme should operate 7 days a week in the Newnham Croft area where there is substantial parking from both commuters and shoppers at weekends.

I support the proposed hours for the limited waiting bays of 9 -5

The number of parking places in Newnham Croft have been reduced. The number of places available in the Croft should be increased by removing the proposed passing bays in Eltisley Avenue, Marlowe Road and Owlstone Road. There is no need for these bays as cars have visibility along these roads and wait at the end until any car coming the opposite way has passed. there is rarely a need to reverse. The proposed passing bays are based on an arbitrary interpretation of guidance.

The proposed passing bays are sited on the existing 1.2m double yellow lines which protect fire hydrants, given the reduction in spaces in the area lengthening them to 1.5 car lengths will increase the possibility of illegal parking on them with the attendant problems for the Fire Service.

Dear Cambridge forum for Parking,

Re PARKING PROPOSALS IN NEWNHAM AREA AND SIGNAGE

I often travel to Oxford and note that, on the approach to the city, the resident roads are marked, just at the junction to the main road, with a sign that very clearly indicates the resident parking restrictions.

In the conservation area, could we not have something similar? I am aware that lots of people are concerned about signage clutter here, and rightly so I think.

Yours sincerely

Dear Sir/Madam,

I am writing in response to the Traffic Regulation Order consultation on the Newnham Area permit parking scheme PRO460

I wish to make the following comment and objections to the scheme as proposed:

- * The scheme should operate 5 days a week
- * The signage is not acceptable in the Newnham Croft Conservation Area. There are no through roads so the area should be treated like Gough Way and signed at the entrances with no road markings. Signs should be on walls not on poles
- * The hours for the limited waiting bays should be 9 -5 (as proposed)
- * The number of parking places in Newnham Croft have been reduced. The Council should provide an assessment on whether evening parking will be a problem for some residents before a TRO is approved.
- * The number of places available in the Croft should be increased by removing passing bays in Eltisley Avenue/Marlowe Road/Owlstone Road and reducing yellow lines

Thank you for taking these points into consideration

Dear Sir/Madam,

I am writing to draw your attention to the fact that the existing H bar running across the garage doors at the end of our garden has been omitted on the proposed parking consultation map. It has been replaced with a double yellow line.

Re: Proposed Residents Parking Scheme in Newnham area ref PR0460

I am in objection of the scheme as a whole.

If the scheme must go ahead, then I object to the controls being 11-2 on all days of the week - I feel Mon-Fri will suffice in obtaining the purpose of allowing residents and visitors to park. I also feel one or two hours of controls will suffice rather than three.

Thank you

We are writing to you with comments about the proposed residents parking scheme in Newnham reference PR0460. We have 3 points to make:

1. We object to the restrictions applying at weekends. We thought the purpose of the scheme was to address commuter parking so dont understand why it is to be 7-days a week (unless it's to raise money). For example, Barton Road looks completely different at weekends - virtually clear of parked cars - suggesting there isnt a parking problem in Newnham at the weekends. It would be a nuisance for friends and relatives visiting at weekends if we need to organise visitor permits.
2. Chedworth Street "limited waiting bays" - we object to these being in Chedworth Street as it's a dangerous and busy junction at school drop-off and pick-up time. We could do without the extra vehicle movements in Chedworth Street and cars backing around the corner when there are many children from the primary school on bikes and scooters. (Please take a look at what it's like there at 3:15pm - it's absolute chaos with hundreds of children and cars reversing all over the place).
3. Barton Road / King's Road corner double yellow lines - turning out of King's Road into Barton Road the visibility is bad to the west, so could do with reducing the number of residents bays and extending the length of double yellow lines to the west of the junction for safety reasons.

We object to the need for so many signs and posts along the south side of Selwyn Road in connection the above proposed Residents' Permit Parking Scheme.

The proposed 9 No. signs and posts along Selwyn Road will add to the street clutter on an already narrow pavement which it is difficult for disabled people or those using push chairs to navigate. Such impediments to access on the pavement would be exacerbated on bin collection days.

If the parking scheme is to be implemented then the number of signs should be reduced significantly. In the light of our objection please let us have a response that informs us of the action to be taken.

Dear Sirs,

We agree with the new parking scheme and support all the proposals.

In Gough Way and Spens Avenue non resident cars are parked by drivers who then use their cycles which they bring in their cars to continue their journeys. Some drivers park their cars and then call a taxi to take them in to town. These and other roads nearby are clearly used for " park and ride". Some cars are even parked on corners which is very dangerous.

Yours sincerely,

We refer to our previous comments concerning the proposals to introduce residents' parking in Newnham. We remain of the view that whilst there may be advantages in implementing the proposals in some parts of Newnham, the situation in St Mark's Court would be harmed and any remaining problem with parking seriously exacerbated.

Before the double yellow lines were extended into the Court there was a problem with parking, especially in the entrance to the Court, by commuters' vehicles. Thankfully the extended double yellow lines solved the problem. There is therefore no need to change the status quo.

All the existing proposals will do is reduce the parking in St Mark's Court available to residents and habitually used by residents (and their visitors/contractors), and force residents/visitors/contractors to seek to park outside the Court where there is already a severe shortage of parking spaces. We would therefore wish to register our objection to these proposals and urge you to reconsider.

Hello

The website address you provided in your letter to view the Council's responses to the issues raised is not working - it says wrong url or access denied.

I've tried using the version in the letter with //resident- (as it's listed in your letter on Page1) and with /residents- (as it is listed on Page2 of the letter), but neither address works.

<http://cambridgeshire.gov.uk//resident-parking-scheme-consultation/>

Could you please provide the correct url

Thank you.

Best regards,

Please can we get on with the proposals It is about time Please don't delay

Dear Sirs/Madam,

I am writing in connection with the present plans for Residents Parking in Newnham. Broadly, I support the plans, indeed I welcome them in our congested area.

However, in our Conservation Area of Newnham Croft, I urge planners to think very carefully about signage. In the absence of a nationwide scheme with regard to signage in Conservation Areas, this is an opportunity to lead the way in thoughtful signage. For example, since the Croft is a No Through Road area, signs could be posted at the junctions into the Croft with Barton Road. The present plans to have vast numbers of poles on narrow roads is visually inappropriate as well as being dangerous for the many pedestrians, children and oaps, who regularly cross and recross.

With kind regards,

Hello! Can you tell me how long it is likely to take to introduce the parking restrictions if this scheme is implemented?

Thank you

I live in ___, Newnham and have been requesting via ___, my local counsellor some form of parking restrictions in Newnham for many years and am pleased to hear that proposals are at last progressing. However, I feel the proposed restrictions from 11:00am - 2pm (weekdays) don't really address issues relating to people parking in our area to go shopping in town or walking to Grantchester, thus making it really difficult to park residential cars during the day. The 3 hour window is really too short - people will inevitably continue to park from 8:30 until 11:00 and go walking, shopping in town etc, ditto from 2:00pm. The proposed hours will not significantly deter them. It really needs to be from minimum 10:00am to 3pm. Likewise having no restrictions on Saturday or

I am a Newnham resident living in ___.

I have received a letter detailing the proposed residents permit parking scheme - Newnham area.

It states that the cost of a permit for visitors will be £12 for 5 days.

Can you clarify whether this means 5 separate days or a block of 5 days?

If the proposal is for a block of 5 days, I would strongly object to this. For example, I'd have to pay £12 if my father just came in his car for lunch on a Sunday. Surely we can buy a batch of day permits that can be used individually?

I look forward to hearing from you.

Kind regards

Dear Sir or Madam

Following my previous email, I would just like to clarify that I am in support of the scheme and the only thing I would like to have clarification on is the visitor permits.

My husband and I agree with the idea of residents parking 11am-2pm. As it is a conservation area in Newnham it is not necessary to have a whole lot of unsightly notices along Eltisley Avenue and Grantchester Meadows and elsewhere in this area. One well signed one giving the information on Grantchester Street/Barton road corner for all to see as they come into Newnham. I believe this has been done in Gough Way.

around the pavement side of the bend by the green opposite numbers ___ and ___ Gough Way. This will be ineffective unless the yellow lines are also put on the other side of this piece of road alongside the green. If that doesn't happen then cars will just park on that side of the narrow road and the present problems of cars parking

I wish to comment on the proposed residents' parking restrictions on Gough Way.

A large part of Gough Way is tree-lined with a wide grass verge and traffic island. People unfortunately do park completely off road on this verge but not a lot.

I am concerned that the order as proposed will cause large numbers of cars to be parked on the grass to escape the regulations on the road.

If the scheme is implemented please can you consider how you manage the verge. Either can you introduce an order and signage to disallow verge parking (ideally at all times) or consider some other type of control?

The map showing St Mark's Court has 7 parking bays marked in green, but only 2 on the list above. Please correct.
Residents parking in the streets that stem off the Barton Road in Newnham should be all day and not restricted to 2 hours.

My name is ___ and I am a resident of ___ in Newnham. I am writing to express my strong support for the proposed Residents' Permit Parking Scheme ref: PR0460 and in particular for the fact that it will operate seven days a week. I hope that it can be implemented as soon as possible.

My only objection is to the "indicative signage". I along with many other Newnham residents feel it is signage overload, especially as we live in a designated Conservation Area. Newnham is known for its special character and residents are very sensitive to any change which is visually detrimental to our environment. We know that in other Conservation Areas within Cambridge (eg. De Freville and Riverside) where Resident Parking Schemes have been introduced the signage was much more subtle, with walls and houses being used rather than additional poles. Surely if this can be the case for Newnham then everybody wins because presumably it will be cheaper for the County Council if less poles are needed?

Thank you for listening.

I live in _ and work in City Centre Cambridge. As you are very well aware the bus service from Comberton to Cambridge is useless – the times do not suit my working hours (e.g. I work until 5PM but there is no bus until 5.50PM), they are frequently late, they are overpriced, buses frequently breakdown etc. etc. I have little choice but to drive to work.

However, I am not provided with a parking space at work and cannot afford the ridiculous charges in the car parks AND I do not want to add to the congestion. Therefore, I drive to Newnham and walk the rest of the way. I don't like parking in front of someones house in Newnham but as there is nowhere else to park it can't be helped.

It is with annoyance and disappointment that I have now seen your proposal to make all areas of Newnham resident only parking.

I want to know what affordable and convenient alternative parking the Council will be providing for all the commuters, builders and the like that will be displaced by this TRO? And I suggest that this alternative parking is provided BEFORE the permit scheme is brought in.

My guess, though, is that you are not making any provision whatsoever for people like myself. You are simply pushing people to find parking elsewhere and will be adding to the congestion coming into town or on the Madingley Road side where people will now be hunting for a parking space. If you are not going to improve the

I am a resident of fulbrooke rd cambridge.

I am writing at your invitation to state my objection to the plans for parking procedures generally for fulbrooke rd. It is going to particularly hard for the elderly to organise and pay for the permits.

In particular I object to any restriction on weekend parking. This is wholly unnecessary .

Yours

Dear Sir / Madam

I am writing to you in response to the Traffic Regulation Order consultation on the Newnham Area Permit Parking Scheme PR0460.

I wish to make the following comments to the scheme as proposed:

- The scheme should operate 7 days a week.
- The signage is not acceptable in the Newnham Croft Conservation Area. There are no through roads so the area should be treated like Gough Way and signed at entrances with no road markings. Signs should be on walls and fences NOT on 3m poles every 30m.
- The hours for the limited waiting bays should be 9-5 as proposed.

Yours faithfully

Subject: Newnham Area Permit Parking Scheme PR0460

Dear Sir / Madam

I am writing to you in response to the Traffic Regulation Order consultation on the Newnham Area Permit Parking Scheme PR0460.

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- The hours for the limited waiting bays should be 9-5 as proposed.

Yours faithfully

Ref: PR0460

I am aware that Millington Road is not part of this scheme, nevertheless there are aspects of the scheme that I find disturbing. We do not live in isolation and the scheme will impact on those living in Millington Road in a number of ways. The purpose of this letter is to also to express support our neighbours in the streets affected in their request to have the proposal modified:-

1. Excessive signage, when one or two signs per street would be sufficient. I ask you to adopt the ideas of residents, namely to make signage discreet by reducing the number of signs, attaching them to lamp posts. There is no need for double yellow lines at the dead end of Marlowe Road; it is inconvenient for the last houses on each side because they park their cars there.
2. Lack of dedicated parking for shop staff. If this cannot be provided the idea of bays for shoppers is a contradiction, for the shops are threatening to close if they do not have dedicated parking. My husband and I, like many others in our neighbourhood, depend on our local shops. It means we can support independent businesses, which know where they source their food from. It means we don't have to use a car to reach a supermarket, thus we do not add to pollution since we go shopping on foot. There are many elderly people who depend on the local Chemist Mrs Jank. We must do everything to keep these shops open for the benefit of our community.

My conclusion: better no parking restriction scheme at all than one which leads to closure of our shops or

I am writing in response to your recent communication about the proposed residents parking scheme in the Newnham Area. I fully support the introduction of such a scheme as a resident of the area, for I feel it would improve the current situation where it is often impossible to park in the street let alone outside my house. When trying to unload heavy shopping, for instance, I am forced to park some distance away and make many trips with the shopping. To leave a space in the road at any time during the day is to return and find there are no spaces available.

I do, however, have some concerns, not about the scheme itself but about some of the proposals which go alongside the scheme. When giving its reasons for the introduction of the scheme the Council states, "It is to facilitate the movement of traffic and to enhance safety for all road users and for "preserving or improving the amenities of the area through which the road runs." It is an interesting fact that there are no roads which run through Newnham and I believe that contributes to the unique feel of the area. I have written to the council on this subject before but what concerns me is the excess signage which appears to be used in this

I have been studying the proposed suggestions for parking in my particular road „Marlowe Road and am disappointed that there seems to be no acknowledgement that we are in a conservation area and thus would be upset to have too many yellow lines and signs destroying the character of our street. .

The proposed scheme should remove all-day commuters, but given the increase in double yellow lines there will be around 60 fewer places to park in the Croft, which may have an impact on residents in the evening and at weekends. There are still concerns among some residents that this means the proposed scheme may not meet its aim of enabling residents to park near their homes.

The county has also proposed a double-yellow line “passing bay” on Marlowe Road (and Eltisley Avenue and Owlstone Road) and a double-yellow line “turning circle” at the end of Marlowe Road to reduce the need for cars to reverse. This does mean, however, reduced spaces overall and increased likelihood that there will be more cars driving to the end of the road in order to turn.

I have lived in Marlowe for 35 years and have seen the way that the increase in commuter parking in our street has risen rapidly, added too by the amount of builders vans that are working here also. so at times it is impossible to park near our house . So obviously there is a great need to introduce this residents parking asap!

Dear Sir/Madam,

I am writing in response to the Traffic Regulation Order consultation on the Newnham Area permit parking scheme PRO460

I would like to offer some comments on the scheme as proposed:

- The signage being suggested is really inappropriate for the Newnham Croft Conservation Area. Signs can easily be attached to walls and lampposts rather than new poles; in other Conservation Areas such as De Freville and Riverside many signs are on house or garden walls, which is less ugly and presumably cheaper than erecting 3m poles. Intransigence on the part of the traffic engineers over this issue seems most ill-advised: making the scheme an eyesore will alienate residents.
- The number of parking places in Newnham Croft has been reduced by @ 60, I believe. Residents already

Please see the mail below regarding Barton Close. I support the position of the Residents Association.

I don't see why Barton Close can not be treated in the same way as Gough Way is being treated in that it is a cul-de-sac and in particular it is part of the West Cambridge conservation area. Therefore, the approach of signage at the entrance of the close and no signage in the close or markings would appear appropriate.

Regards

From:

Sent: 20 May 2018 22:17

To:

Subject: Traffic regulation order parking restrictions in Newnham

Dear Mr Hughes,

Re Traffic Regulation Order PRO460

Barton Close _ _ _ _ _ comprises of 10 detached properties plus two houses which have their entrance in the Close but have a Barton Road address. Wolfson College owns three of the properties, one of which is the President's Lodge. The Close has one entrance from the Barton Road and has an oval island with a tight turn at the apex. Barton close is in the

I am writing in response to the Traffic Regulation Order consultation on the Newnham Area permit parking scheme PRO460.

I have lived in Eltisley Avenue nearly 40 years. The parking problem is caused by commuters. I suggest that the parking scheme operate for five days a week from 11am to 2pm.

The signage is not acceptable in the Newnham Croft Conservation Area. There are no through roads so the area should be treated like Gough Way and signed at the entrances with no road markings. Signs should be on walls NOT on poles.

Dear Policy & Regulation team,

I am living in __ in Newnham and I initially supported the proposed residents permit parking scheme for this area because I thought it would improve the parking situation for residents. However, in your plan you propose to introduce double yellow lines in Derby Street that will take away half of all the available parking spaces. Often in the evenings when I come back from work there are only a few parking places left in Derby Street and given that the resident permit parking will only be in operation between 11am and 2pm, I am VERY CONCERNED that with the proposed changes I may no longer be able to park in the street where I live despite now having to pay for a permit. Similar reduction of parking spaces in nearby Hardwick Street will make the situation only worse.

Derby Street is NOT a through road and does not require streamlining of traffic. Also there is a local bakery/cafe which will be negatively impacted by this radical reduction in parking spaces in Derby Street.

This new parking order will benefit few people and cause disruption to many.

I believe that it will benefit few people because resident parking spaces in many streets are underused. In streets that have no resident parking, some should be provided, but I see little benefit in turning all the on-street parking into residential parking.

I believe that it will cause disruption to many because this restriction is not accompanied by any concomitant effort to improve public transport.

Perhaps my own situation will illustrate this:

I work near the bottom of __ and live in __. There is no longer any bus service between these two points, so this short trip would require two bus journeys. The buses are generally frequent enough, but the staffing is inadequate to cope with illnesses, so when a driver is absent, the bus does not run, and the bus that comes after the missing one is likely to be full.

The Council could specify in the contract with bus companies that every scheduled run was carried out, with a significant fine for non-compliance.

I don't think anyone drives into Cambridge because they want to. The hassle of finding a space in the limited parking that is available is already a sufficient disincentive. The fact that people are using these spaces is not an indication that they are reprehensible, but that other problems exist that could be fixed.

Dear Graham,

Please see attached a letter sent to you today on the proposed Residents' Parking Scheme in Newnham, Cambridge.

As the consultation for this scheme is set to close in less than two weeks, please feel free to respond electronically.

I look forward to hearing from you.

I am writing in response to the Traffic Regulation Order consultation on the Newnham Area permit parking scheme PRO460

I object to the 'indicative signage' shown for the scheme. The number of poles and road markings would have a very negative impact on the Newnham Croft Conservation Area, and mean that the scheme fails to achieve the objective given in the reasons for the TRO of 'preserving or improving the amenities of the area through which the road runs'.

There is no through road in Newnham Croft - all the streets are cul de sacs like the Gough Way area, and the signage for the Newnham Croft CA should be reduced in the same way, with signs at the 3 access roads and limited repeaters. There is no need for road markings, which are no longer prescribed - other authorities do not use them in their Conservation Areas.

The County Highways team should work with the City Council officers to implement the scheme in a way that does not harm the character of the area, following up-to-date DfT guidance that all signage should be minimal.

I object to the introduction of 'passing bays' at all the fire hydrant points. This is an unnecessary modification which is not required by the fire service or DfT guidance - there are 2 in Eltisley Avenue for eg, yet there is no situation when a driver needs to reverse more than a couple of metres as visibility is good and there is space to pull in at both ends of the road.

The loss of these spaces is important, as parking places have been lost due to the additional double yellow lines and in Newnham Croft this may mean that the scheme cannot meet the objective given in the initial consultation of enabling residents to park within a reasonable distance of their homes in the evenings.

Finally, this is a time when people may be willing to change their habits so the scheme should make the most of this opportunity to:

Reference: PR0460

Dear Sirs

I am writing to object Order no. PR0460, in the current proposal, for the reasons explained below.

The current proposal does not include any form of daily parking, for example, a park & ride along Cambridge Road or Barton Road and/or full day pay and display bays close to Newnham. The current proposal will create severe difficulties for people, such as me, who do not live in Newnham, work in the city centre and whose children attend Newnham Croft Primary School.

I will explain my specific situation which I know is common to several other parents of Newnham Croft Primary School Children. My family has lived in Newnham for _ years but has since moved out to __. I rely on a car and being able to park close (walking distance) to Newnham to be able to drop my son off at that school before continuing to work on foot. This allows me to safely take my son to school and avoids the need to drive into the city centre. The reason I rely on my car to do this is as follows:

i. There is currently no public transport alternative in the Barton Road / Cambridge Road axis. Note that, on school days, the 7:47AM no. 18 Bus when returning to Cambridge from _ does not return back to Newnham, but follows on to Trumpington. This Bus allows Newnham children to travel to __ but does not allow the opposite (primary school children that live in _ / _ / surrounding villages to travel to Newnham).

ii. Although there is a good cycle lane along Cambridge Road / Barton Road, I do not consider to be safe for a primary school child to cycle across the two M11 slipways and over the M11 viaduct, even when cycle alongside his parent. This situation is made worse in the winter.

I understand that the proposed resident only bays will operate 11am-2pm and that this allows for school drop-

I am writing in response to Traffic Regulation Order consultation on the Newnham Area permit parking scheme PRO460:

I wish to make the following comments/objections to the scheme as proposed:-

- 1) The scheme (if there is any scheme) should operate 5 days a week. There is hardly any traffic in Grantchester Meadows over the weekend.
- 2) The signage is not acceptable in the Newnham Croft Conservation Area. It treated like Gough Way. and signed at the entrances with no road markings. Can't you put "No commuters" in the sign at the entrances? That would solve everything.

(See letter with email)

Please consider reducing the amount of double yellow lines.

1. Derby St at the south end at the junction with Merton St.
2. Mertom St at both ends on the south side and alongside the Club.
3. Hardwick St opposite Newnham Croft St and at the south end outside the Club.
4. The north end of the Cenacle where a turning head is proposed - the street already provides this.
5. Barton Rd south side approaching the entrance to the church.

These locations could provide an additional 10 spaces locally making it easier to park.

Thank you

Dear Sir,

Please record me as in support of the proposed new parking regulations in this area of Cambridge.

Having lived here in Grantchester Rd since ____, I have watched with dismay the gradual overcrowding on our Newham streets.

The major issue is, as I am sure you know, safety, not merely convenience or obstruction of traffic flow. Grantchester road, for example, is dangerous for cyclists and pedestrians.

The annoyance to motorists is also worrying. Because so many of the streets are now essentially one way, due to excessive commuter parking (in the main), drivers become frustrated and drive fast through the parked-up areas, in order to be out of the way in case of oncoming cars. A pedestrian or cyclist trying to cross the road

I am writing to object to just one element of the proposed parking scheme for Newnham Croft.

I object to a seven-day scheme:

A seven-day scheme is more expensive, unnecessary and will only increase frustration for residents who are visited by family and friends at the weekends.

At weekends, the streets around Newnham Croft are simply not busy at the weekends. Residents leave for the weekend or drive out leaving plenty of space on the streets. The introduction of parking limitations on the weekend would simply cause frustration among residents who would require permits for family gatherings. Large gatherings in our homes (like my extended family) would become very difficult and expensive.

The policing of the area by parking attendants would be a waste of resources.

In addition, when we as a community were consulted, the questions asked by the Council were regarding a five-day scheme. The decision to change the scheme to seven days was not an open one. Was the decision made by an accountant who realised the council would make money from a seven-day scheme?

My hope is that a decision to return to a five-day scheme will be reinstated.

I was left a Public Notice on my car with respect to the Council enforcing waiting restrictions and street parking on various streets around the Barton Road area.

As I work in the centre of Cambridge and there is limited parking, I use these roads to park and then cycle into work. However, I do appreciate it must be very annoying for local residents with the amount of cars parked outside their houses during the week and I can understand their reasoning behind the new changes.

All this will do is push the problem to a different area, the Council needs to come up with an answer to assisting these commuters in getting to work. I live in a village outside of Cambridge and am unable to use public transport to get to work without driving some way, either to a train station or as previously the peripheral of Cambridge. There are P&R schemes located at all the other main roads into Cambridge but there is not one on the Barton Road. If I had to use Trumpington or Madingley this will add a further hour a day on to my current travel time, which obviously I wouldn't be happy with, and would mean I would have to get up at 5am every morning and will finally sit down at 09.30pm which will give me a life of half an hour a day before I go to bed, how exciting would that be!

As a resident in Grantchester Road I would like to add my approval to the Residents Parking Scheme proposal.

I object to the proposed scheme.

The scheme entirely fails to deal with the inevitable overspill to the adjacent roads that are outside the scheme boundary. The current problems will not be solved - merely displaced. I live in __ and my house is approximately ____ of the proposed scheme. It seems inevitable that the commuters who park in St Mark's Court currently will park instead in Champneys Walk. That will increase vehicle traffic as each driver searches for a space. As Champneys Walk is a cul-de-sac, drivers will have to turn around in the road which will exacerbate air pollution, noise pollution and create safety issues that Champneys Walk does not currently face.

Not only will I (and my family) have to bear the negative consequences of this scheme, it appears that I will be unable to benefit from it in any way, since I will be ineligible to apply for a resident's parking permit should I find myself unable to park outside my own home.

Furthermore, despite the obvious impact to Champneys Walk, the Council appears to have deliberately chosen not to consult Champneys Walk residents (or even the recognised Champneys Walk Residents' Association ("CWRA")) on this proposal. I learnt of the proposal yesterday and that was only because the CWRA happened to become aware of the scheme by good fortune.

In my view the scheme needs to be re-considered in order to address the inevitable displacement effect.

Dear Mr Hughes,

Please find my letter of objection to PR0460 attached.

Yours faithfully,

Dear Sir / Madam,

I would like to comment on the proposed Residents Permit Parking Scheme (Newnham Area).

I am a resident (and car owner) of Hardwick Street and have two particular concerns

- reduction in the number of car-parking spaces in the Croft
- the difficulty of finding a parking space in the Croft on some evenings, especially on Saturday

Please consider any means of increasing the number of parking spaces in the Croft. Such as:

- with effective widening of the streets due to single-sided parking, emergency vehicle access will be improved. Some existing (and proposed?) double-yellow lines will no longer be necessary.
- parking on both sides of the road, within the Croft (similar to arrangements in Argyle Street, Cambridge)

yours faithfully,

Dear Mr Baldwin,

I wish to object for several reasons to the present form of the Newnham Residents' Parking Scheme proposal.

1. I live in ___. If the scheme goes ahead in its current form, Champneys Walk will be the only street remaining within half a mile with any unrestricted parking (Millington Road being a private road and therefore able to regulate its own parking).

It is therefore almost certain to be deluged with commuter parking displaced from the rest of the residents' parking scheme. We did previously ask that Champneys Walk be included in the scheme, on the same terms as in the rest of the scheme, i.e. with the same restricted waiting periods and the same eligibility to purchase permits. We object strongly to its non-inclusion.

2. Those who had responded to the previous consultation, and who were rightly consulted by you at that time, were not sent a copy of your letter of 8th May, your ref PR04060 (or perhaps PR0460 as on the website). It is only by chance that I have found about it very recently.
3. Assuming that the "To:" email address I am sending this to is correct, it differs from the email address given in the said letter as well as that given in the various online consultation documents. Again, I only learned of this email address by chance. (Note: I have also copied this to the email address given in the consultation etc.)

4. The consultation is not listed at <https://www.cambridgeshire.gov.uk/council/communities-&-localism/consultations/> as it should be, thus preventing those watching this URL to learn of

I'm writing in response to the Traffic Regulation Order consultation on the Newnham Area permit parking scheme PRO 460.

Our preference for the parking scheme would be seven days a week 9-5.

With best wishes,

Attn Gary Baldwin

Dear Sir

Notice of objection and grounds of objection to Newnham Residents Parking Scheme.
Please see attached letter from Champneys Walk on behalf of residents.

To Mr Gary Baldwin

Dear Mr Baldwin,

__ and __ (__ __) are very concerned about people parking in front of __ __ on both sides of the road and blocking vision for drivers and making it dangerous for cyclists and young children. There are also a number of older people who walk with aids around the circle at the bottom of Champney's walk, near the passage way into St Mark's Court. People park on the walking pavement, making it necessary for these elderly people to walk on the road with their walking aids. These car drivers block access to driveways as well. It will be especially hazardous when the schools and Colleges are in session, as the passage way between Champney's Walk and St Marks Court has heavy use by cyclists going to school, college or work and young school children and their baby siblings and parents.

We have expressed our concerns on several occasions previously to this email to the Residents' Group.

I fully support your proposals to implement residents parking in Newnham 7 days a week.

Thanks

Dear Both

Please find attached a letter from me regarding the residents parking scheme proposals

Regards

I would like to strongly support __ __ on these points. Residents have raised these in numerous bilateral meetings and conversations that I have had over the last couple of weeks. I'd rather see one further consultation that being blamed for an ill thought out scheme. So we absolutely must get this right.

Best

Dear Sirs,

I wish to say that I am strongly in favour of the proposed Residents Parking Scheme in South Newnham.

Dear Mr Hughes,

I am writing in response to the proposal of a residents' parking scheme for Newnham and the surrounding roads, ref PR0460: I believe the deadline for comment is today.

The proposal is understandably supportive of the need for local residents to be able to park outside their own homes without spaces being taken by visitors to the area, and of their need for a quieter neighbourhood without the disruption of people coming and going during the day.

It fails however to account for the needs of local businesses and workplaces, who need spaces to park both for their staff and visitors and for trade vehicles. The area was built as a residential district and as such has very little parking except on the street: I work in a converted house off Barton Road and we rely on parking in local streets in what you are now designating a residential parking area.

My concern is that by forcing businesses to seek alternative parking space for their staff, visitors and trade vehicles, you are encouraging them to use for this purpose the only land they have, which is likely to mean removing grass and greenery in front gardens to the detriment of this beautiful green neighbourhood. You are also forcing businesses to pay for parking for their visitors in expensive alternatives (eg Sidgwick Avenue) which is in effect penalising them for being situated in Cambridge, and adding a further burden to staff forced by rising housing costs to live away from the city (I was born in Cambridge and moved out of the city in 2012 as

I am writing in response to the Traffic Regulation Order consultation on the Newnham Area permit parking scheme. I wish to make the following objections to the scheme:

The increased use of yellow lines to introduce turning circles at the end of cul-de-sacs restricts the number of parking places in the Newnham Croft area, including Marlowe Road. This is an unnecessary modification which

Please find attached my statement of objections to this proposed TRO and Residents Parking Scheme in Newnham.

I wish to express my formal objection to this proposed TRO and request it be withdrawn pending further review and another consultation.

In addition the Public Notice for this TRO states that all objections must specify the grounds on which they are made.

Nowhere is there any link or information on the Council website that provides any

I am a resident of Newnham and I am emailing to contribute to the implementation of the resident parking scheme in the area. (Reference Number PR0460)

My household agree with the introduction of the much needed scheme as we struggle to park anywhere near our house. I am glad it is now being proposed over 7 days.

Our suggestions are:

Reducing the amount of double yellow lines being added. Especially around the Cenacle, which does not require any additional double yellows as it already is easy to navigate. Also the south end of Hardwick Street where it joins with Merton Street.

We are worried that parking will be just as difficult if not harder because there will be less parking available due to addition of double yellows down the whole of Hardwick and Derby Street. The Social Club uses a lot of parking late afternoons and evenings and this will not leave any parking for residents.

I believe that the timings of the resident scheme need to be increased to cover the whole working day, only then will there be enough spaces for residents in the mornings and afternoon, as people will park for a few hours still to go shopping in town.

Is there any indication of when the scheme will start?

Writing in response to the TRO consultation on the Newnham Area Parking Scheme

PRO460, I wish to comment as follows ;

I'm currently caring for my mother and applying for a Disabled Bay with electric charging facilities.

How will this fit into the PRO460 scheme?

The scheme should operate 7 days a week.

Conservation Area signage should be limited to entrance to the Croft with no road markings. We must avoid poles at all costs, walls being sufficient for minimal signage. Use my cottage wall.

Limited Waiting Bays should be 9-5.

Whilst I concur with the sentiment that commuters be disallowed in Newnham Croft,

I am very concerned at the overall loss of parking spaces and would urge you to remove double yellow restrictions at the end of Derby Street/Merton St junction to provide 4 spaces as before, instead of one as now, which is always blocked by hardly-used camper van. We always used to see people happily accessing shops, school, pharmacy, carers' duties using 4 most convenient parking bays. Everyone is always cautious approaching the Merton St/Derby St T junction, especially families dropping off for Newnham Croft School. I can see the comings and goings from my kitchen window and it's clear there is no disturbance to residents as effectively parking is against a garden fence or a solid brick wall. That might be an ideal place for an electrically charged ZIP car or similar, unless you want to use a space in front of No _ Merton St ? I will never use my 2 – 3 car space allocations in front of No._.

We must get this parking right. Please remove road markings – ridiculous in Newnham Croft – and please do not litter the Conservation area with signage.

Please provide MORE flexible short-term parking for carers.

As the residents of __ __ __, __ __ __ in Newnham, my husband and I would like to OBJECT to this proposed TRO. The original consultation study was for three permits per household and now it has been reduced to two, so there has been no proper consultation.

Response Comments (1)

Dear Sir

Proposed TRO (Reference Number PR0460):

Proposed Residents Parking Scheme – Newnham area, Cambridge (Plan 2 NE area)

There is now a dropped curb outside No. __ __, to allow access to a garage, and so I object to any parking places that obstruct access to that dropped curb. Instead, I request either double yellow lines in front of this dropped curb, or at least a white line.

I think there should be double yellow lines at the apex of the Close from the front of Number __ and across the front of Number __ because large vehicles have problems driving around the island: it is important that the Close has easy access for emergency vehicles and delivery lorries.

Lastly, I applaud the plan to have double yellow lines all the way down __ __. However, I think they should all be down one side, namely the north side, rather than a mixture of the north side and the south side as shown on your plan. I think this could potentially lead to road traffic accidents (from head-on collisions) at the points where the yellow lines switch from one side of the road to the other (between the bays marked __ and __ on your plan, and between the bays marked __ and __ on your plan).

Yours faithfully

For the Attention of: Policy and Regulation Team.

In reference to the letter sent to Mr. __ the __ on the 8th May 2018, we at __ __ (__ __) did not receive a copy of this letter to the proposed residents permit parking scheme.

As per my email below sent to __ __ on the 7th February, we did not receive any formal correspondence to confirm that our business has been recognised as existing in __ __, despite the __ having been operating for over __ years at these premises!!!!

I have also noted that according to the parking plan being proposed, there are no parking bays allocated to our business on __ __. Please could we have final confirmation that the council recognises the existence of our business and that we are also allocated the proposed 3 parking bays for our customers, accordingly? I understand we will be eligible for the business parking permits as we will request three permits for our business activities (i.e. delivery vehicles plus private worker's vehicle). I understand that the businesses in Newnham have requested no fewer than 18 parking spaces in total, which I believe even with my additional requests for 3 parking bays, would still be met within this quota suggested?

I would greatly appreciate any formal response which recognises that this email has been received and that the contents will be recognised for the next round of consultations on this urgent matter?

Kind Regards,

On 7 Feb 2018, at 15:51, jacob sturdy <js@newnhambakerycafe.com> wrote:

Dear __ __,

I hope this finds you well. Happy New Year as we last met at the planning consultation meeting at the Rugby club in November, having been first introduced at the __ previously.

I have been in touch with the indefatigable __ __ who has kindly forwarded to me the latest correspondence with the council with regards to the parking concerns in Newnham and the ideas being proposed for the new scheme.

Dear Graham Hughes

I note the new sign warning every one of the new parking restrictions in the Newnham area. When is this coming into force?

I have written on behalf of my staff several times requesting what provision is provided for us as a Business in the area.

We are an ____, currently holding the _ facility for _ in Cambridgeshire. As such we serve the whole of Cambridgeshire meaning we have many _ who travel long distances; Kings Lynn, Peterborough, etc for treatment. Therefore we leave our small _ bay car park for our _. Often up to ____ in a day.

The LAMMAS LAND CAR PARK is not open till 10am and in the summer time it is impossible to get a space.

The issue is we have been here for __ years and our staff travel long distances due to the speciality service we offer. The problem is that not only is our side of town not serviced by a park and ride, but staff transfer supplies from site to site which would be impossible on bikes, public transport, etc. Staff are difficult to find with this speciality as evidenced by our constant adverts in the press. If staff cannot get to work and park we will lose them. My staff travel from Ely, Newmarket, March, Norwich, etc. I can evidence this. If they now need to find a park and ride and then travel to the centre of Cambridge, carrying heavy boxes and then walk out to us it will lengthen their days so much they will resign.

Our other 2 sites at __, _ and ____, _ have as most hospital sites staff parking.

As previously stated apparently we cannot apply for Business licenses as we have a small car park and the limit is 3 per business, we have __ staff members.

We have approached the city council re securing space in Lammas land car park at a fee and opening it earlier for staff to park, who start at 8am and a few finish at 8pm, but have had no response. As carparks are city council there is no way of sorting one(if possible at all?)before your residents parking comes into action.

I fully appreciate the frustration of residents when people park and walk into the centre of town, but for us we park in Newnham because we work in Newnham, __, ____.

Although I have written many times nobody has addressed our issues as the _ business in this area, which

Gary Baldwin, Place and Economy Highways Service
Policy and Regulation Team
Vantage House, Washingley Road
Huntingdon, Cambridgeshire PE29 6SR

By email to: policyandregulation@cambridgeshire.gov.uk

4 June 2018

Dear Mr Baldwin

PRO460 Proposed Residents Permit Parking Scheme – Newnham Area, Cambridge

Notice of objection – Impact on Newnham Croft Social and Sports Club – Hardwick Street

As _ of Newnham Croft Social and Sports Club and local resident, I am writing to OBJECT to the proposed Traffic Regulation Order (TRO) mentioned in your letter dated 8th May which was delivered to households in the South Newnham area on 11th May or thereabouts. FYI I did not receive a copy of this letter to my above address.

The grounds of Objection are the adverse impact that the scheme will have on the Newnham Croft Social and Sports Club which is located at the southern end of Hardwick Street and the local and wider community using the club. I have set out below some background to the club, the community facilities it offers and my reasons for believing that the scheme as proposed will damage the club.

One of our committee members emailed Councillor __ on 3rd April to express concern and ask her to get in touch. So far we have heard nothing from _ by way of response. Nor have any of the Highways team officers been in touch.

Background Information

1. The social club (founded in 1909) provides an important meeting place for all sections of the community. Although it is currently constituted as a private members club (a Friendly Society regulated by the FCA), the annual membership fees (£10 singles and £4 seniors) are kept low so as not discourage people from joining and there are discounted rates for couples, students and sports teams.

2. In terms of social games the club offers snooker/billiards, pool, skittles, darts, bingo, crib and table tennis. For several sports (snooker, pool, skittles and crib) the club is registered in the local sporting leagues and

(See letter with email)

Gary Baldwin, Place and Economy Highways Service
Policy and Regulation Team
Vantage House, Washingley Road
Huntingdon, Cambridgeshire PE29 6SR

By email to: policyandregulation@cambridgeshire.gov.uk

30th May 2018

Dear Mr Baldwin

PRO460 Proposed Residents Permit Parking Scheme – Newnham Area, Cambridge
Notice of objection – Impact on Newnham Croft Social and Sports Club – Hardwick Street

As a club member I am writing to OBJECT to the proposed Traffic Regulation Order (TRO) mentioned in your letter dated 8th May which was delivered to households in the South Newnham area on 11th May or thereabouts.

The grounds of Objection are the adverse impact that the scheme will have on the Newnham Croft Social and Sports Club which is located at the southern end of Hardwick Street and the local and wider community using the club. I have set out below some background to the club, the community facilities it offers and my reasons for believing that the scheme as proposed will damage the club.

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FAO Gary Baldwin

Please find attached my letter of objection to the proposed Residents Parking Scheme on behalf of Newnham Croft Social and Sports Club

FAO Gary Baldwin

Dear Mr Baldwin

I have attached an objection letter from __ on behalf of Newnham Croft Social and Sports Club.

I would be grateful if you could acknowledge receipt of this letter and please copy in __ as well.

Yours sincerely

Dear Mr Baldwin

I have attached an objection letter from Mr _ on behalf of Newnham Croft Social and Sports Club.

I would be grateful if you could acknowledge receipt of this letter. NB __ has not provided an email address for you to reply to .. so you may have to send a written acknowledgement to his home address.

Yours sincerely

FAO Gary Baldwin

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I have attached an objection letter from __ on behalf of Newnham Croft Social and Sports Club.

I would be grateful if you could acknowledge receipt of this letter and also copy in __ as well.

Yours sincerely

FAO Gary Baldwin

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I have attached an objection letter from __ on behalf of Newnham Croft Social and Sports Club.

I would be grateful if you could acknowledge receipt of this letter and also copy in __ as well.

Yours sincerely

Apologies ... error on Mr __ email address. Regards

From:
Sent: 04 June 2018 18:19
To: 'policyandregulation@cambridgeshire.gov.uk'
Cc:
Subject: PRO460 Residents Parking Newnham, Cambridge - Objection of behalf of Newnham Croft Social and Sports Club (NCSSC) [CTovey]

FAO Gary Baldwin

Dear Mr Baldwin

I have attached an objection letter from __ on behalf of Newnham Croft Social and Sports Club.

I would be grateful if you could acknowledge receipt of this letter and also copy in __ as

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I would be grateful if you could acknowledge receipt of this letter and also copy in __ as well.

Yours sincerely

FAO Gary Baldwin

Dear Mr Baldwin

I have attached an objection letter from __ on behalf of Newnham Croft Social and Sports Club.

I would be grateful if you could acknowledge receipt of this letter. As Mr _ has not provided an email address you may need to send a written acknowledgement to him.

Yours sincerely

FAO Gary Baldwin

Dear Mr Baldwin

I have attached an objection letter from ___ ___ on behalf of Newnham Croft Social and Sports Club.

I would be grateful if you could acknowledge receipt of this letter and also copy in ___ ___ as well.

Yours sincerely

FAO Gary Baldwin

Dear Mr Baldwin

I am writing on behalf of Newnham Croft Social and Sports Club.

Our General secretary, ___ ___, has asked me to submit to you his letter of concern and objection about the proposed Residents Parking scheme for the Newnham Area.

Please could you acknowledge the letter and also copy in ___ ___ ().

Many thanks

Yours sincerely

Please note my Objection to the Proposed Newnham Area Residents Parking Scheme TRO

Dear Mr Baldwin,

PRO460 Proposed Residents Permit Parking Scheme – Newnham Area, Cambridge
Notice of objection – Impact on Newnham Croft Social and Sports Club – Hardwick Street

Many thanks,

As a member of the Newnham Croft Social & Sports Club in Hardwick Street, I am concerned about the impact the parking restriction scheme might have on the attendance at the Club.

The Club is of uninterrupted historical as well as community importance. Its roots go back to around 1900 when a working mens club was founded. The building we know now was built as the club's headquarters in 1909. As other Victorian clubs, it served as a meeting place for self-improvement and relaxation for the people of Newnham (and further afield) at the end of the working day. Its Minutes testify to its success. Then called the Newnham Croft Institute, it also extended its interests to providing a mess for soldiers during the First World War, serving as a base for the Allotments Society and it promoted the building of the iron bridge at Coe Fen. It continues to fulfil its function as an important community space offering a wide range of pastimes. Patrons can invite guests for a drink; snooker and cards continue a tradition going back over 100 years ago; table tennis - introduced in 1931 - continues, and so forth. The Club premises can be hired for functions and activities. See the attachment for further information on its history.

It is very important that we do not lose membership due to the parking restrictions. I suggest that there should be an arrangement to allow the Club to issue visitor parking permits on a basis that the management should discuss with you.

Regards

THE CITY OF CAMBRIDGE (CIVIL ENFORCEMENT AREA) (WAITING RESTRICTIONS AND STREET PARKING PLACES) ORDER 2017 (AMENDMENT NO. 18) ORDER 201\$

Dear Cambridgeshire County Council,

Thank you for your 'e' correspondence in relation to the above named proposal. Please accept this as confirmation and acknowledgement of receipt.

What is intended has been fully examined by the traffic management unit.

With regard to the proposed waiting restrictions, taking into account the locale falls within a CEA and therefore not subject to police enforcement, on behalf of the Chief Officer, the police have no comment to make.

Yours Sincerely,

Gary,

Please ensure that buses will still be able to access their stops when providing parking areas.

Regards,

Dear Mark,

It is really important that cycle parking is included as part of these schemes. Many of these areas have a very high demand for cycle parking and the existing situation is that bikes obstruct or at least clutter the footways. We have removed residential car parking on Thoday street in order to provide cycle parking and these schemes provide the opportunity to replicate this layout in similar narrow streets with no easy access to cycle parking both in order to encourage cycling and reduce clutter on the footway.

Newnham:

I would propose less limited waiting bays and more cycle parking for the shops which at present do not have any cycle parking with bikes consequently left all over the place, often blocking the footways, particularly outside the coop. Cycle parking should be provided at each location, either by removing one of the waiting bays or putting cycle racks at an angle on areas currently proposed as double yellow line where this would not cause an obstruction (as has been done in numerous other locations around the city).

I would also propose that cycle parking is provided on Barton Road in front of the pub, with a relocation of one of the residential parking bays to accommodate this.

Hardwick Street and Derby Street are also areas where the terraced housing straight onto the street does not allow for any easily accessible cycle parking in gardens (as can be seen by the number of bikes left on the footway) and so it would be good to have some cycle parking either replacing one of the parking bays or where there are double yellow lines.

Happy to discuss any of the above further and to work with you to agree optimal space that can be found for cycle parking.

Regards

I am writing on behalf of Newnham Croft Residents Association to express our dismay that the final consultation for the Newnham TRO has now started with indicative signage that is not acceptable to us in the Newnham Croft Conservation Area.

Residents' views on other aspects of the scheme differ, but there is a strong and unanimous feeling that the 'indicative signage' is excessive and is very detrimental to the Conservation Area. We object strongly to this aspect of the proposed scheme, as the lack of regard for the environmental impact goes against:

- The Conservation Area status of Newnham Croft: The last conservation area appraisal of Newnham Croft (June 2013) sets an expectation that: "Long term parking by commuters, which is the responsibility of the County Council, is a particular problem in this Conservation Area. Subject to the views of the community, a residents' parking scheme could be introduced, although road markings and signage must be kept to the minimum necessary (page 49)

https://www.cambridge.gov.uk/sites/default/files/documents/Newnham%20Croft%20CAA_lw_10.09.2013_FINAL_2.pdf

- National policy: The national 'Signing the Way' policy reforms introduced over the past 7 years are designed to minimise the impact of traffic signs on the environment and reduce unnecessary costs. Our initial research into cost savings in setting up the scheme suggests this would be in the order of several thousand pounds, while the County's maintenance costs could be significantly reduced as permit bays would not need to be repainted or old signs replaced.

As the final approval of the TRO is a joint matter decided by the Cambridge Joint Area Committee, which takes into account both county (e.g. traffic) and city (e.g. environment) matters, we are of the view that the final plans for implementation should be developed by the county officers in partnership with city officers, and in full consultation with city and county councillors.

We strongly believe that there are viable options which would reduce signage and road markings significantly if these were given full consideration by both county and city council officers together. These are:

- Permit parking area: This is proposed in the TRO for Gough Way in the NW part of the scheme, with two entrance signs and a limited number of repeater signs only This approach is permissible in a residential area where there are no through roads or in the case of cul-de-sacs.

Dear Sir/Madam,

Please find our comment on the proposed Residents Permit-Parking scheme for Newnham, ref. PRO460.

Please would you be able to acknowledge receipt?

Dear Sir

I write both as an individual and as a representative of the St Marks Court Residents' Society, which is not a Residents' Association but a legal Society. I - and they - are broadly in favour of the scheme.

1. My individual view is that, since only 7 spaces are planned in St Marks Court for on-street parking for 22 households, and these spaces could be - and have been in the past - fully occupied by non-residents on separate morning and afternoon times - that the restriction times should be all day, 5 days a week (i.e. 9-5 or 8.30-5). To have the restrictions over the weekends would severely impinge upon those with visiting families over weekends and holidays. Equally, the predicted cost of temporary visitors' permits is far too high - nearly double what was originally proposed - and nearly double the cost in Central London. My reservations about the scheme include the worry that the cut-down in the number of parking spaces across Newnham will mean that these spaces in St Marks' Court may well be permanently filled with residents across Newnham.

2. The majority of residents here, all of whom have to be members of the Society (of which I am secretary) by law, because the land is held communally, are in favour of a residents' parking scheme across Newnham and

Dear Mr Hughes,

I am emailing to express my concern about proposed changes to the residents parking scheme in the Newnham area of Cambridge and how this will affect Tyndale House.

Background Information:

Tyndale House is a charity which has been operating from its premises in Selwyn Gardens in the Newnham area since 1944. It is recognised internationally as centre for excellence in biblical research, with one of the most significant libraries for biblical research in the world. It makes a substantial contribution to the intellectual vitality of the University, interacting richly with a wide variety of academics studying the humanities and offering free access to its facilities to undergraduate students from the University and the Cambridge Federation of theological colleges. At any one time around 60 academics from across the world will be working at Tyndale House on a wide variety of research topics. The charity employs 22 staff and has a turn over of around £1.2 million. In addition to the overall contribution Tyndale House makes, we would estimate that an academic visitor who stays for a year in Cambridge will bring between £30,000 and £40,000 into the local economy. In view of the contribution which we make we have a modest requirement for around six parking places per day for our staff and local trades people who service our buildings in order to maintain the operations at Tyndale House.

Parking Issues in Newnham

Firstly we would like to acknowledge that there is a problem with parking in Newnham and we are very sympathetic towards the way that this impacts our neighbours. Our perception is that much of the problem caused by non-resident parking results from tradesmen and others who do not work in the Newnham area parking their vehicles. They then either walk or cycle to other areas of Cambridge. We would applaud proposals to limit this category of parking. However, the proposed scheme only deals with one side of the issue. The root cause of the parking problem is a lack of usable and affordable public transport links for Newnham, coupled with a lack of alternative parking for staff of local businesses and tradespeople working in the Newnham area.

Alternatives to Parking

Tyndale House provides facilities that are truly unique in the world, constituting an undisputed global centre of excellence in its field. Inevitably, running such an institute requires specialist staff, many of whom do not live

To the Planning Department, Cambridgeshire County Council

I serve in an honorary position as Writer-in-Residence with a charitable research library called Tyndale House in Selwyn Gardens _____. Although it is associated with the university, the library is independent and is run as a charity. It has a worldwide reputation in its field, serving scholars from many countries.

I am writing to register my deep concern at the likely impact of the current proposals (Proposed TRO, ref PR0460) for parking restrictions covering this area. I have two main areas of concern.

1. As a charity, our staff are not highly paid; for practical reasons, there is no reasonable alternative for many of them but to travel to and fro by car; they cannot afford to live within cycling distance in Cambridge because of the high cost of housing, and the time spent on the Park and Ride (plus walking to the library) would add about seven to eight hours to each working week. Unless some provision is made for them to park nearby at reasonable cost, I fear that a number of these valued staff will seek jobs elsewhere, threatening the viability of the charity. I do not think we have the ability to offer them off-street parking, and it is important that some provision be made for them to park.
2. Further, as a significant research institution with a worldwide impact, there is a constant need to employ local tradesmen and builders to upgrade, maintain, and develop our physical plant. It is very important that these

Please see the mail below regarding Barton Close. I support the position of the Residents Association.

I don't see why Barton Close can not be treated in the same way as Gough Way is being treated in that it is a cul-de-sac and in particular it is part of the West Cambridge conservation area. Therefore, the approach of signage at the entrance of the close and no signage in the close or markings would appear appropriate.

Regards

From:
Sent: 20 May 2018 22:17
To:
Subject: Traffic regulation order parking restrictions in Newnham

Dear Mr Hughes,

Re Traffic Regulation Order PRO460

Barton Close ___) comprises of 10 detached properties plus two houses which have their entrance in the Close but have a Barton Road address. The Close has one entrance from the Barton Road and has an oval island with a tight turn at the apex. Barton close is in the proposed residents' parking scheme in Newnham.

The Barton Close Residents' Association is in favour of a residents' parking scheme.

We strongly oppose the excessive signage in the proposal. We are part of the West Newnham Conservation Area. There are 8 new posts proposed for Barton Close. We believe this damages the amenity of the area and that this amount of signage is unnecessary. We request that we have one sign at the entrance to the Close which could be attached to one of the existing posts.

[illegible]

[illegible]

