

Objection to proposed parking restrictions as per the above public consultation.

Most specifically, in regard of proposed parking restrictions along Mount Pleasant Road.

Dear Sir/Madam

I would like to formally object to the above proposals, on a number of levels, as outlined below. I have listed these reasons in personal order of importance, with the first point being my greatest concern.

1/ Primary school access (RAB; St Thomas More)

For those parents that need to drop off and collect their children by car from these schools, there are already limited places for them to park safely and legally, given the already existing parking restrictions on South Rd and West Rd.

There are a number of reasons why parents would need to transport their children by car to these schools and I believe that thought should be given to the adequacy of available parking for this reason. Some parents may need to drive straight on to work after the school drop off, others may not live locally enough to walk. St Thomas More in particular, being a Catholic primary school, has pupils from a wide catchment area, including the surrounding villages, due to parents wanting to access such a faith school for religious reasons. I do not believe that these families should effectively be penalised or prohibited practically from delivering or collecting their children safely and conveniently from school. There is no replacement parking provision for such parents in the proposed plans.

Personally, I have a child at preschool at St Thomas More and travel in from one of the outlying villages. I currently park on Mt Pleasant Road for collection and drop off. If I were unable to park there it would cause me great difficulty to find suitable alternative parking locally to the school. I work in the town, therefore supporting the local economy and vitality of the town, and need to be able to park in proximity to the school to be able to drive on efficiently to my employment.

It is my experience that people using Mt Pleasant Road to park for the purposes of accessing the local schools do so in a considerate manner. They are also only present for a very short period of time on the whole and by 9am the road is significantly clearer and traffic free flowing at speed (ref point no. 2).

Surely the proposed plans would just create a knock on problem elsewhere in the town, given that there is no proposed solution to this problem and these parents will have to park somewhere.

Maybe a revision of the parking restriction times to accommodate school drop off and collection times could be considered.

2/ Road safety and traffic speed

The proposed parking restrictions involve one of the primary walking routes for a very large number of children going to many of the towns schools, both primary and secondary. Parked cars along this route both act as a traffic calming measure and a safety buffer for these children.

If the proposed parking restrictions were to take place I believe that the result would be an overall increase in the speed of the traffic along these roads, in the absence of other traffic calming measures. This is based on first hand experience of using Mt Pleasant Road on a regular basis to park on and walk down with my children to St Thomas More school. Vehicles already try to speed along the road especially during rush hour, but are currently at least partly hindered by the fact that some parked vehicles necessitate them to periodically pull in to allow oncoming traffic to pass.

In my opinion, Mt Pleasant Road is amply wide enough to allow for parked vehicles on one side of the street. It does not impede the passage of even large vehicles such as HGV lorries, of which I saw two pass with ease this morning, in apparent excess of the speed limit.

3/ Loss of street parking for residents

A not inconsiderable number of homes within the proximity of the proposed parking restrictions have limited opportunity for off street parking. Allowing evening and overnight parking will not be of benefit to those that work locally and don't need to use their car to get to their work, families that are at home during the day and the elderly.

4/ Friends school weekend clubs

Much of the parking along the roads in question takes place at weekends when the school of rented out to local sports clubs etc. The proposed plans do not address this.

5/ Wrong priorities for the town

Saffron Walden town council conducted a survey of road users in 2015 with the purpose of identifying areas for improvement as experienced by the road users themselves. None of the proposed changes were identified as being major problem areas by those residents.

In conclusion, the proposed parking restrictions cannot be justified.

I have to question the non transparent motivation behind proposals which overall would have more negative than positive impact on the town and its local residents.

There is no evidence to prove that it will improve traffic flow. There is short queuing at traffic lights in peak times only and vehicles need to pause in gaps to let oncoming traffic pass for only short periods in the day. There is no evidence that large or emergency vehicles are being impeded. None of the locations have had reported accidents since 1995 apart from Debden Road lights which were improved in 2014. I would anticipate an increase in the number of accidents should the proposals go ahead (ref. point 2 above).

I do hope that the proposal will be reconsidered and that the letters of objection, outlying valid concerns, from those that would be directly affected by the changes are taken into account rather than there being an ill considered decision by policy makers that will unlikely be affected directly by the changes themselves.

I am totally opposed to the suggested "Urban Freeway" along Peaslands Road / Mount Pleasant Road / Borough Lane.

Residents will lose parking spaces with no alternative elsewhere.

Traffic will travel at more than 30mph along roads used by parents and children on their way to At least three primary schools + SW County High.

Why not just impse a "no parking" ban between 1 pm and 2pm which would eliminate all day parking by workers in the town centre?

Please register me as opposed to the scheme.

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With regards to the proposed parking restriction now under review for Saffron Walden, could I also suggest reviewing the impact that these changes could have on the surrounding roads? As a resident who lives in Highfields, which is off of Ashdon road, I know just how difficult it is already to simply drive up or down Highfields, due to the number of cars already parking there, and we often have to do a three point turn simply to get into our drive. The vast majority of cars currently parked there do not belong to the residents, but to people working in the town, who simply use Highfields as a 'free' car park.

If the decision is taken to restrict parking in Ashdon road, then people living there are going to look for the closest alternatives, of which Highfields will be one, and so the current situation will become even worse! With this in mind, could consideration be given to limiting the amount of time that cars can park in the surrounding roads, in a similar manner to the parking along the top of the Common? Or possibly make the roads that will be at highest risk of being used for 'free' parking Permit holders only, as in Castle street?

Saffron Walden clearly has major traffic issues, of which parking is just one, and with the number of new house either already being built, or in the planning pipeline, the situation will only become worse. Therefore, I urge you not to simply look at the main arteries, but to please also consider the safety and wellbeing of the residents living close to them, and if at all possible try to improve the traffic flow and safety relating to them as well.

Yours Sincerely

Essex County Council (Uttlesford District) (Permitted Parking Area and Special Parking Area)
(Amendment No.40) Order 20**

Having seen the plans for the new 'no parking' proposals along several major routes in Saffron Walden, we hereby put forward our objections to the scheme.

Although, no doubt, the proposals will affect many residents in the town, our main objection is to the Peaslands Road and Mount Pleasant Road sections. These are situated quite close to our school premises.

Whilst it would seem strange that we, as a school, are disapproving of a no-parking scheme, we feel this would have a knock-on effect for the immediate environs of our site in South Road. We are a large school of over 500 primary age children, situated in a narrow, busy, one way road which already suffers from unlawful and sometimes unsafe parking and stopping off by some of our parents. This is despite our regular suggestions to families to walk to school or, if driving is the only option, to avoid parking around the immediate school area.

The school has a car park but this barely has enough spaces for staff vehicles and visitors on school business. Many of our staff come from outside the town so have to drive to work. The car park is also used at the beginning and end of the day for the minibuses which take children to and from two villages we serve. As you can see, use of the school car park is not an option for our parents.

For those families who do have to drive, Peaslands and, more particularly, Mount Pleasant are two of the places not too far from us where they are able to leave their cars in the relatively short time spans at the beginning and end of the school day.

It would appear that this scheme is proposing to create a type of free flowing ring road within the town as opposed to creating a new one around the outside of the town. As much as parked vehicles hinder the continuous flow of traffic around the town at certain times of day, they do slow the traffic down.

Whilst taking on board the NEPP comments in the Saffron Walden Reporter ("seeking to enhance the lines of sight in the street for vulnerable road users, children, pedestrians and drivers alike and to avoid danger to persons or other

traffic using the road") we are concerned that the 'free flow' may mean that cars and larger vehicles will drive at faster speeds than they currently do and, therefore, be more of a danger to pedestrians and other road users. This speeding may be more evident at certain times when parents are trying to get their children to school (some of them to find a place where they CAN park) or commuters hurrying to get to Audley End station.

Does the Parking Partnership have plans to calm the roads being effected with pinch points or speed bumps. Will it introduce more crossing places? A number of the current zebra crossings are often ignored by vehicles in their haste to get across town. With the roads free of parked cars we cannot see that this problem will improve at all.

We would ask that the Parking Partnership considers the proposals very carefully before making a final decision.

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I am writing to oppose the removal of parking spaces in Saffron Walden. Although I do not live on any of these roads I live off Ashdon Road. I do not believe removing the spaces will have a positive effect, quite the opposite. Along Ashdon Road traffic will move faster, already vehicles often drive too fast, it is only the parked cars that slow the traffic down. The traffic does back up occasionally along this road but that is because of vehicles stopping at the roundabout at the top

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of the common and cars waiting to pull out of Museum Street to the High Street. Removing these spaces will only push people to park on the side roads which are already full. Building more houses off Ashdon Road will create more traffic but that is not the fault of the people who live here and park here. It's claimed that it won't effect evening parking and that assumes that many of the cars parked on Ashdon Road are not residents, has this been researched?

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I wish to register my strong objection to the plans to restrict parking along Ashdon, Peaslands and Mount Pleasant Roads, and Borough Lane in Saffron Walden (ref TRO5523/(Amendment No. 40) Order 201*).

These plans will severely disadvantage residents and pedestrians, and are unjustified.

The proposals include no mitigation measures to improve safety for pedestrians. These are major walking routes to several schools, nurseries, and the town leisure centre, where school children go to swim, and there are very few pedestrian crossings. Removing parked cars will remove the barrier between pavement and road and will encourage traffic to travel more quickly. Having lived on Peaslands Road for several years, I can vouch for the fact that in the evenings when fewer vehicles were parked on the road, cars would increase their speed considerably. Many towns and cities are introducing traffic calming measures to slow the flow of traffic and make life safer and more pleasant for residents - this is the total opposite!

What thought has been given to residents with no off-street parking? What about the many parents who need to park to drop off babies and small children at school or nursery?

Designated pulling in places would help to improve the flow of traffic at peak times but removing all on-street parking is overkill and will have many negative consequences.

I do hope the NEPP will reconsider the proposals and come up with something more balanced.

I am writing to express my concerns about the proposals to restrict parking along the full length of the residential roads, Borough Lane, Mountfitchet Road and Peaslands Road.

No consideration has been made for residents with no or limited off road parking, their visitors, tradesmen, delivery van, removal vans etc.

There is a nursery school on Peaslands Road, a nursery primary and secondary school on Mount Pleasant Road and two primary schools on South Road. Parents need to be able to park when dropping off and collecting toddlers and children safely.

Traffic will be faster on an urbanised road and will present an increased danger to all pedestrians, many of which are children, and to residents trying to reverse their cars out of driveways onto the road.

The affected roads are in residential areas. A lot of children use these roads and pavements and their safety would be compromised by creating a faster busier road. Faster traffic presents a danger and to the many school children using the Peaslands/Mount Pleasant/Borough Lane which is the primary walking route for students in the south of the town to access the Saffron Walden County High, Friends, St Thomas More and the R.A. Butler schools. Hundreds of unaccompanied children use the pavements daily.

When walking with my grandchild I always walk on the side where the cars are parked. It is safer.

The Leisure Centre and Skate park at the end of Peaslands Road attract many young people, Skateboarders and cyclists are always on the pavements and road going to the skate park. Local primary school children walk regularly to use the swimming pool.

The park and playground on Peaslands Road with gates opening onto the road attracts a lot of children particularly in the summer.

I really hope this is not the start of imposing the new poorly conceived traffic system on the town. I think this would be a disaster of all affected and bring chaos to the town.

I hope you will not dismiss these concerns lightly.

- As a resident on Mount Pleasant Road, I am writing to express my concerns about the new parking proposals for Mount Pleasant Road and the surrounding roads.

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- My main concerns, if the proposals proceed, are as follows:

- no on-street parking will be available near our house during the day. Whilst my husband and I are at work during the day, we have different carers come to our house to look after our 2.5 year old daughter. With a young child at home, it's really important for us to have access to parking that's close to our house and easily accessible, not only for us but also for all of her carers;
- there is already a shortage of parking space in the surrounding areas - streets such as West Road are already packed with parked cars, so it's likely that we / our visitors / carers (and other residents on our road / Debden Road) would need to park several streets away from our house, with no guarantee of a space each time;
- I believe that by widening the road area (by removing parked cars during the day), this will make drivers less careful when they drive along Mount Pleasant Road. I believe that vehicles will end up driver faster down the road, as a result of the proposed changes. Given that this is a residential street, with many young children in the area (not to mention a school), the proposals seem inappropriate, as well as completely unnecessary.

I believe that a lot of residents share similar concerns, and would be very unhappy if the council proceeded with the proposal parking changes.

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I have read the new restrictions to improve traffic, but to me this does not go far enough.

The town of Saffron Walden i.e. High St, George St should be double yellow lines. So the traffic can flow freely. The town is at a standstill with cars parked all along George Street from the Fire Station till the mini roundabout, not to mention trying to cross the road in between the parked cars.

And again the High Street from the Post Office up to the junction of Museum Street DOUBLE Yellow Lines. One cannot move without weaving in and out of the parked cars after 6pm and the weekend. This is a major problem and accident waiting to happen.

Please while making roads around the town safer think of the town itself.

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I am extremely concerned about the proposals to remove 1.7km of on-street parking in Saffron Walden. I have lived in Saffron Walden for 20 years and have always parked on the street, away from my house.

Many historic properties in this town front onto a road and either forbid parking or have restrictions in place. This is the case for me and many others who already have to park on other roads, away from our residences, in order to comply with parking laws.

I do need to retain my car. If on-street parking in (almost) eradicated in Saffron Walden, I (and many others) will have NOWHERE to park a vehicle, (a small vehicle at that) especially during the day and during the week.

I do not understand why this move is being brought forward. It feels as if residents are not welcome in Saffron Walden any more.

In fact, removing parking to "ease flow of traffic" will result in race tracks being formed - this is very apparent during the day on certain roads when no parking is allowed. Some parking reduces speed. The problem of traffic comes from increased housing being squeezed into the mediaeval town and trying to funnel traffic from one side to the other - not your problem but credible.

Please could someone listen to the residents as we live here.

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With regards to the public consultation above: I would like to express my upmost objections to the proposed parking restrictions for Ashdon Road in Saffron Walden. It is clear that these proposals have been recommended to justify the building of new and future housing on the East side of Saffron Walden.

Currently residents from Radwinter Road and Ashdon Road park in Hollyhock Road, which causes chaos at either end when traffic is trying to enter and leave the junction at peak times. Removing resident's current road side parking on Ashdon road will only result in more of them parking in Hollyhock Road and Highfields adding to congestion that already exists there.

The only realistic way to reduce congestion on the Ashdon Road would be to reduce the width of the pavement on the side of the road where the proposed parking restrictions have been identified, which would allow ample traffic flow and still leave a more than adequate footpath for pedestrians. However this would require UDC spending money, which they clearly do not wish to do. A solution to this would be to pass this cost onto the developers who are the ultimate beneficiaries of these proposals but this would be too obvious a solution for UDC to contemplate.

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I am very concerned about the parking restrictions that you are proposing in Saffron Walden.

I live close to, and often drive, walk or cycle along Borough Lane and Mount Pleasant Road. There are traffic problems in Saffron Walden, but my experience is that there are very rarely hold ups on either Borough Lane or Mount Pleasant Road. If I travel across Saffron Walden, there are places where I expect delays, but never on Borough Lane or Mount Pleasant Road.

I have read the proposals for the removal of parking on these roads, and I do wonder whether there is any actual evidence of sufficient traffic delays to justify the inconvenience that the parking restrictions will cause, and to justify the damage to the environment around these roads that will be caused by turning them, effectively, into fast-moving urban freeways.

I often walk into Saffron Walden along Debden Road. There has been a clear and significant change in the behaviour of the traffic on the Debden Road since the on-road parking was removed and the traffic lights were introduced at the junction with Borough Lane and Mount Pleasant. Before the lights were installed, there was concern that the traffic lights would cause traffic jams, and I am glad to say that this has not (in my experience) been a major problem. But what has been a major problem is the massively increased speed of the traffic along

Debden Road. The pavements on Debden Road, particularly on the west side, are very narrow, and pedestrians are now faced with cars doing 30 – 40 mph up Debden Road, on a regular basis, a few inches away from ones elbow. The "quiet enjoyment" of this road has been significantly damaged by the planners encouraging greater vehicle speeds in the interests, presumably, of free flow of traffic.

Borough Lane similarly has narrow pavements. It even has a stretch from Springhill Road to Debden Road with no pavement at all, which means that pedestrians have to cross the road more often than on many roads. You might suggest that they just have to walk up to the traffic lights on Debden Road to cross, but of course they can't because there is no pavement. Borough Lane also has a very narrow blind bend halfway along it. At the blind bend, even now, drivers often have to come to a complete halt as two cars approach the bend in the middle of the road from opposite directions. Before you suggest opening Borough Lane up to faster traffic, may I suggest that you come and try this bend for yourself.

Encouraging greater speeds on these roads seems very foolhardy to me, particularly as there seems to be no benefit to be had – this is not an area with a traffic problem anyway.

What Borough Lane does experience, every morning in term time, is hundreds of school children walking to the Country High School. They have to walk alongside and cross these roads that you propose to turn into high speed clearways, including the section of Borough Lane with no pavement. The proposals are sure to make this more dangerous for them. You should be slowing the traffic down in towns, not speeding it up. And you should be offering alternatives like safe cycling and walking options.

If the planners want to address traffic problems, there are traffic jams in Saffron Walden at some times and in some places. May I suggest that you come to visit the town and see where the problems are before proposing "solutions".

I am aware of the press reporting of this matter, which seems to be strongly against your proposals. You may write that off as local whingeing, but one point does cause me considerable concern. I understand that you have published no evidence of the current situation or that these proposed changes will have any beneficial effect. In the absence of any evidence or likely benefit, I urge you to cancel the proposed parking restrictions.

Yours faithfully

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Please accept this email as my response to the public consultation regarding the proposed parking restrictions in Saffron Walden (ref TRO5523/(Amendment No. 40) Order 201*).

I have been a resident of Saffron Walden for several years and have been a regular user of all the roads covered by this order, both as a driver and a pedestrian.

I strongly object to the proposed restrictions. My reasons are as follows:

1. I am mystified as to the rationale for these proposals. As a driver, I have rarely encountered any serious problems in negotiating parked cars along these routes. Any minor inconvenience could easily be mitigated by an additional pulling-in place along each section of road. I am not aware that these sections of road have frequent serious accidents. Emergency vehicles do not routinely use these routes as both fire services and police are based in the town centre and the ambulances use Radwinter Road/Audley Road. My question is: Who has asked for these restrictions and why?
2. As a pedestrian I have severe misgivings about the proposed changes. Most councils are trying to reduce traffic speeds through residential areas, not increase them. If anything, I would support 20mph limits and traffic calming rather than removal of parking. My daughter used to live in Peaslands Road and often remarked how cars routinely exceeded the speed limit once parked cars had thinned out in the evenings. Permanent removal of daytime parking is very likely to lead to excessive traffic speeds.
3. Both Ashdon Road and Peaslands/Mount Pleasant/Borough Lane are primary pedestrian routes for schoolchildren. I have seen large numbers jostling along the pavements particularly in Mount Pleasant/Borough Lane. Faster traffic speeds would significantly increase the risk of injury, or worse, along this stretch of road.
4. It is worth noting that there are no marked pedestrian crossings along the entire length of Ashdon Road. Increasing traffic speeds would cause problems for pedestrians in judging when it is safe to cross and would increase their risk of serious injury. This would be a particular problem for children or people with sight, hearing or mobility issues. It must be noted that a schoolgirl was recently knocked down by a car when trying to cross Ashdon Road at a point where there are already parking restrictions.
5. There is only one marked pedestrian crossing on Peaslands Road. If traffic speeds increase then residents walking down Winstanley Road would be forced to walk all the way to the top of the hill at South Road to cross safely.
6. It is clear that the parking needs of residents and employees have been ignored in these proposals. Some residents do not have off-street parking and alternative spaces would be a considerable distance from their homes. Many lower paid employees cannot afford to live in the town and they are reliant on on-street parking during the day to make their employment cost effective. Many school, nursery, health, and retail, employees would fall into this group. No proposals have been made to compensate for the loss of so many parking spaces around the town.
7. Research shows that market towns like Saffron Walden have the potential to be the most sustainable form of settlements because the majority of residents' journeys can be completed on foot or by cycling. The NPPF requires all new developments to encourage non-car use. Turning these key east-west roads into Urban Clearways would effectively cut major residential areas off from the town centre and dramatically reduce the attractiveness of walking and cycling against Government policy to improve sustainability.

In summary, I do not see that there is adequate justification for the proposals which would be of limited benefit to drivers and significant detriment to other residents. I cannot imagine that many people who actually live in the town would support them.

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I am sure you will receive many responses from Saffron Walden residents on your ill conceived proposals for traffic management in our town.

I will add only one major point to these responses which simply illustrate the naivety of your proposals.

Making changes to parking arrangements in no way addresses the simple fact that the town's road infrastructure is no longer able to accommodate the volume of traffic in the town. Simply creating parking restrictions moves the problems around, it does not solve them.

Please abandon your ridiculously short-righted proposals and give serious considerations for new road by-pass options to take traffic away from the residential streets.

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Dear Sirs,

We write to oppose the parking restrictions

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I add my disapproval to the proposed parking changes in saffron walden

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When my daughter was in her Reception year she went to school each day via privately funded school transport through ACME Travel. On her bus there were 10 children making their way to and from school. That transfers to 5 cars off the road and not parking in the streets of Saffron Walden at school drop off and pick up. And we were in just one area of the district. Some 30 or

so other children regularly made use of school transport to make their way to and from STM everyday. After a tender of contract 247 were awarded the school transport contract and all private contracts were terminated. So all those privately funded children then had to be driven to school. However ECC and UDC aren't interested in finding ways to increase employment, revenues etc. whilst reducing environmental factors associated with emissions etc and so all my requests for help in facilitating privately funded school transport have been thoroughly rejected.

Consequently 20 times a week (there and back twice a day) I have to collect my child from school. South Road is ridiculous at drop off and pick up. It is positively dangerous, with cars mounting the pavement to pass other vehicles, busses parked in the layby in front of the school and cars parked the whole of the length of the road. Children are in real danger of being hit by a vehicle and more than once I have witnessed a verbal tirade between car drivers! West Road, Victoria Avenue and Loghedges are just as dangerous.

With this proposal in effect you will create a ring road. A ring road through the middle of a town and worse still going past 3 schools. This will push parking into other overburdened areas which will increase frustration from both residents and drivers and ultimately do little to enhance the driving experience in Saffron Walden. It will also provide a fast road along the main route of children walking to and from school and the leisure centre.

No one with an ounce of common sense can possibly see this as a viable proposal, so there has to be more to it. I understand that new ring roads are political, expensive and lengthy to build, plus there have been questions about the Kier development and other developments on the East side of town. However this is NOT the answer.

I strongly object to this proposal and urge you to seriously reconsider it. After all you are supposed to represent us, the people of Uttlesford and this proposal is ill thought out, unnecessary, unsafe and suspicious

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Dear Sir,

I have read your proposals for parking in Saffron Walden and object to them on the following grounds: Present Ashdon road parking acts as a slowing down for drivers who, if the road were two-way, would speed along a very busy pedestrian-used road at peak times. (There are occasional impatient drivers who drive on the southern wider pavement even when they can see pedestrians coming towards them, but a barrier of some sort could be used along the edge of the pavement to stop such

actions) There are parking restrictions where you have proposed 'new' longer restrictions which are not necessary for normal off-peak traffic flow.

My grounds for objection to the Peaslands Road/Mount Pleasant Road proposals are similar to the above.

Both Road complexes are mainly residential with visitors, tradesmen etc needing to park, often briefly, for access to these houses with many school-age children using them at peak times.

It seems to me that there has been no consultation, hurried decision with not deep thought and probably no site-visits by the decision-makers.

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We wish to state our objections to the revised parking scheme for the Ashdon road , Saffron Walden on the following grounds.

1. We have counted 20 houses in the Ashdon Road between Hollyhock Rd. and Shepherds Way with neither garage nor driveways to park .
2. There are very few houses in Mill Lane with access to off road parking. Where there is space for parking that is on only one side of the lane.
3. Hollyhock Rd. is already used by people either by people shopping or people parking all day.
4. Shepherds Way already has to cope with parking from the Ashdon Rd. and Mill Lane.
5. During term time Shepherds Way is used in the early morning and mid-afternoon by parents delivering and collecting children from Dame Bradbury's School.
6. We have at present a problem with people driving along the pavement going West towards the town especially between the first entrance to Shepherds Way [Opposite the Axe Public house] and Hollyhock Rd. This is often done with with complete disregard to pedestrians, in many cases without a reduction in speed endangering the lives of walkers and cyclists.
7. We are also concerned because currently a few number of delivery drivers etc. park four-square on the pavement often impeding anyone with a buggy, wheel-chair or mobility scooter.
8. As the pavement between Hollyhock Rd. and Shepherds Way is quite wide, could not a section of it be removed to provide an area for loading and unloading between certain daylight hours, which could then be used for residents for overnight parking?
9. It would also help in reducing the congestion if some form of prohibition on all very large vehicles using the Ashdon Road and using the more suitable option of the Radwinter Rd. and Elizabeth Way for delivery. Many of them already do so but there are a sufficient number who don't.
10. Finally had more attention to the thoughts of people who actually live in Saffron Walden and better and more sensible provision for development not have taken place on the wrong side of the town many of these problems might not be as bad as they are.

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I am writing, as a resident of Saffron Walden, to make clear my objection to the proposed parking/traffic restrictions for the Borough Lane/Mount Pleasant/Peaslands Road/Ashdon Road locations.

I wonder first where the evidence is for these measures, as I am a frequent local user of these roads and experience no significant or lasting problems that would be altered by these proposals.

- 1) At worst, there are moments of waiting time to allow cars to pass in one direction but these are just moments and only at short, specific times of the day. The slight queuing of traffic at the Debden Road lights at peak times is caused by the lights themselves and not by parked cars elsewhere.
- 2) The claims that the removal of the parked cars would improve safety is not one that has been supported by the publication of any evidence as yet. In fact, the removal of the cars takes away a buffer from the passing traffic and the pedestrians on the pavements - many of whom are school children at certain points of the day. It also would allow cars to speed up towards the green lights, whereas now the parked cars act as a traffic calmer.
- 3) The knock on effect of the removal of parking in these areas in to the surrounding residential streets would lead to increased dangers for pedestrians and road users, especially in the peak times of school drop offs for RAButler, St Thomas More, Friends and Dame Bs. These streets, for example Victoria Avenue and West Road, are already overcrowded, with existing residents often already unable to find a parking space. In West Road, which can not support on-road parking on both sides of the road, cars are often parked half up on the pavement all down one side of the street - blocking the pavement on that side to pedestrians and often resulting in scratched vehicles as cars and lorries attempt to squeeze themselves down the middle. There is no capacity to accommodate any more vehicles, which is what would be happening if the proposals went forward. How the NEPP claim that removing on-street parking will improve parking for residents needs detailing in full, as no proper or viable alternative has yet been put forward.

It is my understanding that the proposed changes are ones that have not been asked for by anyone representing Saffron Walden but by UDC's Head of Planning - yet with no evidence to support it. There is no documentation of a long history of accidents at these sites, no blocking of commercial or emergency vehicles. Trip times have not been measured and no study of the impact on residents or local schools have been carried out. Approval of our Town Councillors has not been sort, and the Saffron Walden Town Council is actually opposed to the scheme.

I would once again like to state my strong objections to these proposals and urge them to be dropped.

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I tried to call this afternoon with an enquiry, but gave up after more than 10 minutes of soothing music but no other response. Not a triumph for public consultation. However, I was able to speak to Uttlesford District Council planning department. They did not seem to know how these widespread proposals had come about, as they did not appear to be generated in response to any local request.

Having down-loaded the list and maps, I see after each 'No waiting' section on the maps there is (p) - could you please tell me what this (p) represents ? (Uttlesford did not know either)

Presumably this is not simply some-one drawing lines arbitrarily on a map to create 'urban highways' across the town?

However, if there was any on-site observation, I do wonder about the proposal for the junction of Borough Lane and Summerhill Road (SECTION 2) as these run parallel, hence no junction exists.

While I can see the wisdom of limiting parking outside schools, I would not be in favour of any plan simply to 'speed up' traffic. Some roads such as Ashdon Road are indeed frustratingly congested at peak times, but after hours it becomes like a race-track with danger to life and limb - not to mention pets and parked cars. As I believe parked cars help to 'calm', or at least slow down, traffic I would be opposed in principle to the proposed parking restrictions. Do I need to write formally to this effect? Meanwhile, in the interests of road safety, might I suggest a 20 miles per hour blanket speed limit across the town (presumably emergency vehicles excepted as now) - who should I address this proposal to please?

105

I am greatly opposed to the proposals to remove street parking from many roads in Saffron Walden. I fail to see how doing so will help the traffic problem, in fact all it will do is cause huge

parking problems as those cars will have to find somewhere else to park and there are limited options. This problem will be heightened during school drop off and pick up times when large numbers of vehicles use these streets (and already surrounding streets too) to park.

If implemented these proposals will cause problems than they solve.

I am concerned re. the above proposal to remove parking from several roads stretching 1.7Km across Saffron Walden. I am a [redacted] at the [redacted]. We have a duty doctor system whereby each day the duty doctor will do all the home visits. We have on average 8-10 visits per day but this can be as high as 15-20 visits. We need to be able to park outside our patients' houses so we can see and treat them quickly and get on to the next visit in a timely manner. In the 10 years I have been a [redacted] I have never been given a permit which allows me to park on yellow lines. Moreover, one of our doctors who was correctly displaying her permit to park in Museum Street got a parking ticket for parking in the doctors bay!! I would continually worry if I was given a permit that I would be fined for parking on a yellow line, as the traffic wardens clearly don't look very hard! I am concerned that if I have to park a long distance from my patients, this will add considerable time on to my day which as you are probably aware is time we cannot afford to waste. Time spent looking for a parking space or spent walking from a space remote from the home of the patient, is time away from patients back at the surgery.

If you impose this on the town, then we as [redacted] will not be able to get to patients in a timely manner which is a risk to the patients. I would worry how I would see all my patients in time for my surgery in the afternoon. If we have to delay the start time of the afternoon surgery for the duty doctor we will therefore be seeing less patients. We don't have enough appointments as it stands.

I do not believe that giving [redacted] a permit to park on the yellow lines will be helpful. If you remove the parking as proposed, then parents on the school run will park in other adjacent roads where parking is allowed, reducing my ability to park my car outside a patient's house. It is difficult enough to park in the town for us [redacted] at the moment, e.g. Mandeville Rd for Highfields care home, Victoria Ave, Four Acres, Farmadine, Mountpleasant Rd to name but a few. I have in the past resorted to parking in Friends' School to see my patients in Mount Pleasant Rd and was just lucky that no one noticed. If we lose these spaces then there will be serious consequences for [redacted] not to mention district nurses gaining swift access to patients' homes. I am sure if it was your parent who was housebound and you called for a home visit you would want the [redacted] to get there as soon as possible. We do not have the luxury of having marked cars with sirens! We drive in our own cars, pay for our own petrol, covering a large patch. We sometimes have to carry a lot of equipment and drugs. I don't want to have to carry this over several 100 metres to get to a patient's house. Please do not make an already difficult job, especially in the current climate, more arduous.

I realise you have your own reasons for removing the parking. However, you have not provided any evidence of justification for your proposal. Has there been an increase in accidents in school children? The parked traffic does slow down traffic but this can have its benefits in that higher velocity accidents are less likely to happen. Also, where will the families that live in the villages park to drop their children to school? What about those residents who lose their own parking outside their homes?

I consider this proposal to be poorly thought out and urge you to consider the above issues.

I look forward to hearing from you.

Yours sincerely,

107

I am writing in connection with the proposals to change on street parking in Saffron Walden.

I do not see evidence of consultation or a clear and thought-through plan of what is best for Saffron Walden. As a cyclist and parent as well as a car-user, I am concerned that these proposals will lead to a "rat run" in Saffron Walden with cars speeding through town, causing danger to cyclists and pedestrians. They will also cause inconvenience to many residents who currently park on these roads. I have not seen evidence to show that these proposals would improve traffic flow, improve safety or reduce pollution, which should be their objectives. Without any such evidence, I do not see how these proposals can be passed.

108

I have read the consultation regarding the removal of parking on Ashden Rd with great concern. My greatest concern is how those needing to park outside their homes will operate. I am also concerned with the speed at which cars travel along Ashden Rd at the quieter times of the day, it's a long stretch of road, however it is residential. The parked traffic not only assists in calming

drivers down on the stretch but also the parked cars protect pedestrians from the road on one side. I am also interested to know where the additional parking will be? Must I really outline the knock on affect this proposal will have on the thriving community that exists on Ashden Rd, or perhaps that is not relevant in light of what this is really all about. Is it really necessary for a member of the community to point out the obvious? I can not see the logic in what appears to be a decision made purely on the back of big bucks and big new housing builds which happen to be just up the road. I am guessing those sitting around coming up with these ideas do not live on Ashden Rd or in the locality.

The motive is extremely transparent and detrimental to people living and working and doing their best and contributing to Saffron Walden as an alright place to live. Based on some of the decisions made of recent times, Saffron Walden is alright but not 'wonderful' as the spin would have it. It would seem the Essex motto is money over people. Very troubling.

109

I have just read with incredulity the plan to make an "Urban Clearway" of side roads through Saffron Walden. A ban on parking would cause great difficulty to residents, businesses and parents taking their

children to school. Furthermore, the road has enough natural obstacles and is totally unsuitable as a main thoroughfare.

I understand this is in preparation for new development on the East side of town. It beggars belief that any major housebuilding should be taking place that side, the furthest from main road and rail connections. I urge you to reconsider the entire policy. It is madness.

110

I am writing to object to the proposals for introducing No Waiting parking restrictions on Mount Pleasant Road, Saffron Walden, Essex between the hours of 8am and 6pm Monday to Friday.

I am a parent of a 4 year old who is in reception at St Thomas More RC Primary school which is situated on South Road a few minutes walk from Mount Pleasant Road. South road also has another larger primary school R.A.Butler and Friends independent school it situated on Mount Pleasant Road itself.

The parking on Mount Pleasant road is the only practical location close to these schools where parking is allowed and it is essential for parents of young children who attend both St Thomas More and RAB to enable them to drop off and collect their children from school.

We are lucky ourselves in that we live a 20 minute walk from the school and are mostly able to ensure that our daughter can attend school without needing to drive however, the catchment for St Thomas More extends miles from Saffron Walden itself and many parents have no option but to use a car to transport their children to school. If these proposals proceed there will be literally no practical parking locations for these parents.

Furthermore, with so many schools in this small area many, many infants and juniors need to walk along and to cross this road to attend school. I also feel that any plan which will increase the speed of cars travelling along this road will be detrimental to child safety. We ourselves live near, and regularly need to walk along, Newport Road to the south of the town. This road is not used for parking and despite the speed limit being 30 miles per hour cars regularly drive at speeds of well over 40 miles per hour making walking this stretch - particularly with young children - extremely uncomfortable and potentially dangerous. I would therefore also object to any plans which will increase the speed of traffic moving along this route.

Safety of school children should in my opinion be the primary consideration here and combined with the necessity for parents of young children to be able to stop temporarily on this stretch of road I must object strongly to these proposals.

I would be very grateful if you would take these objections into account and look to modify the proposals accordingly.

111

I have read the proposed new Parking plans for Saffron Walden. In my opinion whoever designed and agreed to these plans must be out of their mind, Saffron Walden seems a place to try out ridiculous ideas which have very often in the past been passed before the general public have had a chance to consider the problems. Well done We Are Residents !!

112

We wish to object to the above proposals.

As Residents of London Road we have a very small number of parking spaces available during the week between 0800 and 1800.

Owners of vehicles in London Road can park in Little Larchmount (numbers of parking spaces was recently reduced) and failing that, a few spaces that may be available in Borough Lane.

If the above proposals go ahead where will Residents be able to park, especially 'Old Age Pensioners' who may have difficulty in walking more than forty or fifty yards?

113

I am writing to complain about the intention to create an urban clearway through town.

I am objecting to this because cars will be able to go faster which will make the roads more dangerous and noisy for residents and children walking to school.

Please do not go ahead with this ill-thought out scheme.

114

My principal at [REDACTED], Saffron Walden, [REDACTED] informed me that there is a petition running to restrict parking around borough lane and mount pleasant road areas.

Parking around the town and area is extremely limited and our busy NHS practice staff all rely on local accessible parking. We do not want to congest the town centre area, therefore we park further out and walk to the practice.

As a member of this NHS practice, which has a huge patient list and serves the local community well, I would hope that you take our reasons into consideration.

115

I am writing to express alarm at the proposed no parking zone on Mount Pleasant and Peaslands Road in Saffron Walden. The cars will just be diverted to West Road (where we live) which is already crammed during the day with cars parked on either side. It will create a dangerous and untenable situation on West Road as mothers struggle to safely drop their children off for school at St Thomas More and RAB in the mornings.

A visit to the site at 8.30am and 3.15pm will demonstrate to you that currently, residents are only just coping.

If you insist on introducing these measures, we request that you permit the parking on West Road. If not, a very unfunny situation will arise.

116

It is not the first time I have written with frustration to react to parking decisions taken without thought of consequence.

Several years ago I wrote about the parking being removed outside the 'Ice House' on the way to Audley End. Parking here was removed due to short term issues regarding the building work at SWCHS. The parking was never reinstated (I was told it was for 18 months only). Now there is nowhere for people to park, esp those a little infirm but loved to be able to walk their dogs in the park), Abbey Lane has little parking and is invariably full. Sadly missed. The NEP reacted aggressively towards my pleas, they fell on deaf unreasonable ears, thousands was spent on signage - no doubt because of this expenditure they will never reinstate the parking. There is no need for restrictions here and indeed the few cars that did park here always slowed the traffic as it approached the town and SCHOOL. Sometimes parents used this layby after school, they now block more important roadways to greater detriment nearby.

Now again bureaucrats from afar will affect the day to day life of residents. Removing all parking on the Borough/Lane Lord Butler stretch is draconian and not sympathetic to the neighbourhood. There are TWO schools, one with a wide catchment area. Parents must park SOMEWHERE, they cannot walk in from villages. It is true that passing along these roads can be frustratingly slow, but look for inspiration at Newport High Street, they keep parking on the street to SLOW THE TRAFFIC because they have TWO schools to consider and want to slow the traffic for residents and general safety.

Well thought out parking restrictions are the answer here. Some parts of the day will be congested, but bearable. Traffic will move slowly, with passing places to assist.

Surely it is worth trying this first, residents MUST have some quality of life and convenience.

I live on West Road, I have ample off street parking, but having had to lose our front garden. I am fortunate, others are not, I feel so sorry for parents in the morning leaving home earlier and earlier to catch the few parking spots as West Road becomes more and more congested.

If Swan Meadow was a better organised car park, free for shop keepers and staff (why not - it is never full) - it would keep their many cars off residential roads. (Very common, as they can't afford to pay). Why have the strange one way system at Swan Meadow, with its meandering and tortuous enter and exit system, so non user friendly for a short trip into town. Perhaps looking at resolving some of these seemingly unrelated but actually connected issues will help parking and movement everywhere.

Please reconsider.

117

I am writing with concern to your proposal for removing parking facilities from a number of roads in Saffron Walden, reference: TRO5523/(Amendment No. 40) Order 201. I am particularly concerned about the removal of parking from Peaslands road since this is major access road for many of the schools and nurseries on adjoining roads. The parked cars, although restricting vehicle through flow, provide a necessary

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restriction to the speed of traffic in this area. I currently live at [REDACTED] Saffron Walden, [REDACTED] and have 2 (nearly 3 children) attending The Bell Day Nursery on Peaslands road so am a regular user of this road during busy times of the day. Whilst travel times can be slow and congested, the on street parking provides necessary overflow parking for parents dropping children off at the nursery (in addition to those dropping children at the local schools). Without these parking facilities it will be necessary for yet more families to walk young children along what would then be a much faster (dangerous) road with very few positions for safe crossings.

In addition Peaslands Road and the neighbouring streets provide parking for the numerous staff at the nurseries leaving the nursery car park (which is already insufficient in size) clearer for parents with small children to use. I can also imagine a loss of local parking will leave several much loved staff members currently living out of town and therefore reliant on their car for commuting, choosing to leave their jobs here for alternative options where parking locally to their job is possible.

It is my belief that the overall flow of traffic on the highlighted roads could be improved by enforcing a number of clear passing locations along the busy stretches, without the need to remove on street parking.

I sincerely hope you reconsider this proposal to remove on street parking on these roads.

118

> I wish to support the residents of Mount Pleasant Road in objecting to the proposed ban of parking on the road. The ban would push school parking traffic and residents on to neighbouring residential roads that are of Victorian style and already busy with parking. The constant messing with the town, designed to allow further developments is unacceptable and I would like to object to the parking proposal.

> Please could you advise of any permit parking schemes will be put in place to protect local residential roads ?

>

I would like to add the current parked cars on Mount Pleasant, Peasland Rd etc tend to have a positive effect of slowing traffic and keeping it within the limits, which in the absence of any speed control measures is a good thing.

119

I'm writing to convey my alarm at the proposed changes to the parking arrangements outlined in the above consultation regarding creating an Urban Clearway from London Rd to Thaxted Rd in Saffron Walden.

This scheme is unnecessary and seems overtaken by events given the refusal of planning permission for the Keir development on the East of the town. There really is no need for any new parking measures on this stretch of road. Parking for the two nearby schools and for local residents is constrained enough as it is without displacing yet more cars into our residential side streets.

And I'm having to write to Colchester Borough Council about a very local matter - not really a shining example of locally accountability. Please take note of the wishes of our town council in this matter and drop the proposals - perhaps encourage Uttlesford to do something more popular, necessary and constructive with the money instead?

120

I live in Pleasant Valley in Saffron Walden and I am concerned that the proposed parking restrictions upon Mount Pleasant and Borough Lane will result in people parking along Debden Road and Pleasant Valley. Since the Tesco's Local was built in Pleasant Valley we have noticed an increase in the volume of cars and also the number of parked cars in Pleasant Valley. Cars often drive in excess of 30mph and it feels as though the road is much less safe. I know there have been an increase of traffic incidents around the Pleasant Valley/Rowntree Way Junction and I do worry that increased numbers of parked cars in Pleasant Valley will make this situation worse. Although the parking restrictions make sense in some ways I feel there needs to be alternative parking provision provided to avoid knock on impact on the rest of the town.

I do agree traffic is a big issue for the town and I do worry that increased housing on the East side of town will continue to negatively impact upon the traffic situation in the town.

Best wishes

121

I am against restricting street parking in Saffron Walden. Residents are already having a difficult time parking. I live on West Road, and our street has become even more crowded than it was before since the parking on Debden Road was removed.

Cars parked along the road can obviously slow things down. In some ways I find this preferable to cars speeding up to unsafe speeds when the road is clear.

██████████ copying you in on this madness as usual from interfering Councils who just want to find another route to fines and money. Plus poor planning on highways .

Regards

Winstanley road, ██████████, I tried your web site to see the plans for no waiting an double yellow lines in our area, blank pdf pages only available, No mention of Cromwell road which is a nightmare , Winstanley is hardly a problem , I live here your paid officers don't, how can you make judgements without input from the Town Council or local residents, traffic calming for Winstanley Road would be more applicable all you are doing by restricting parked cars or vans which are rare in Winstanley, is encouraging more speed and many modes of transport go well over 30mph already. As I said you don't live here if you did Cromwell Road is a nightmare for parking , this is a residential area why encourage more and faster traffic, you should be putting in 20mph restrictions.
Did your officers look at West Road.
You don't have a clue.

I have significant concerns regarding these proposals in particular around the following points:

1. **Loss of Primary School access for parents:** The R. A. Butler and St Thomas More schools on South Rd have wide catchment areas and many parents drop off and pick up their children by car. Successive restrictions on South and West Roads mean that the only place for many parents to park with capacity is on Mount Pleasant and Peaslands Roads; these roads are wide and there is sufficient of parking. The new proposed daytime parking-ban on Mount Pleasant and Peaslands Road will prevent parents from parking in the last possible place they can. The proposals provide no replacement parking for parents to park whilst they pick up children from the school gates.
2. **Loss of on-street parking:** The south of the town is highly residential. The 1.2km stretch of road has parking capacity for approximately 80 cars. There are a number of flats and homes that have limited opportunities for off-street parking, including those in the Conservation Area that and those that are historically listed. Traffic Signals were installed at the Debden Rd/Borough Lane junction in 2014. This removed the last on-street parking for a number of residents, whose only parking opportunity is some distance away Mount Pleasant or Mandeville Roads. Allowing parking in the evenings doesn't solve the problem as some families work in the town and need to leave their cars parked on the street near their homes during the day. The proposed restrictions would remove that last opportunity and provide no alternative car park or measures that mitigate the removal of such a large block of parking.
3. **Worsened Speed and road safety:** Peaslands/Mount Pleasant/Borough Lane is the primary walking route for students in the south of the town to access the Saffron Walden County High, Friends, St Thomas More and the R.A. Butler schools. Hundreds of unaccompanied children use the pavements every school day. Today parked cars both calm traffic and provide a safety buffer that protects children. As has been seen when the parking was removed and traffic signals installed on the adjacent Debden Rd, traffic speeds increased up to 40-50 mph and drivers accelerate more when they see a green light in the distance. The proposals will make the pavements less safe and there are no mitigating measures to slow and calm traffic.

Further to the above proposal regarding the removal of parking rights along Peaslands Rd, Mount Pleasant Road and Borough Lane, I would like to strenuously object to these plans.

I live in Finchingfield and my 5 year old daughter attends St Thomas More School. Every morning and every afternoon I park along Peaslands or Mount Pleasant Road in order to drop her off/pick her up, and

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without this ability I simply have no idea how I could safely get her to school or back home again. Parking or stopping along South Road, where the recent removal of parking restrictions has led to dangerous traffic chaos almost daily, would be impossible and dangerous.

To give a brief view of what things may be like if these proposals were implemented, we can look back to last year, when, for a relatively brief period, part of Peaslands Road had parking removed due to ongoing roadworks. During this time, my daughter was late for school several times in the morning as I regularly had to spend some 20+ minutes driving around looking for a legal place to park. In the end, to avoid her being late, we started having to get up and leave the house earlier and earlier just to improve the chances of being able to park safely and legally. This was when Mount Pleasant Road was still available for parking, so we can only imagine what it would be like elsewhere in the town if all the parking along this stretch of road were removed permanently.

With a school like St Thomas More, which has such a wide catchment area covering so many of the surrounding villages to enable Catholic families like mine to send their children to a Catholic faith based school, it is not feasible to assume there is any other practical way for many parents to get their children to school other than drive. Thus, whilst I and many other STM parents wholeheartedly support efforts to encourage non-car use where possible, (and in fact, in order to reduce traffic and protect the environment, many of us, myself included, enter into lift sharing arrangements with other parents from nearby villages), whoever is doing drop off still needs somewhere sensible to park reasonably near the school.

Indeed, as a change manager by profession, I quite frankly find it incomprehensible that such a major change to the infrastructure of the town be proposed without a single suggestion or comment with regard to where the hundreds of cars which park in these streets every day to enable parents to drop off and pick up their children should go instead.

Therefore, until such time as proper thought has been put into the likely implications and repercussions of such major changes, and appropriate proposals to manage those implications effectively have been created and put out for public consultation, I object to this proposal in its entirety.

I am very worried about the further restriction of parking. My specific concerns are:

1. Where are the cars supposed to park?
2. What evidence is being used to justify the change?
3. What is the exact purpose of the change?
4. What alternative proposals have been considered to achieve the above purpose?

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I should like to comment upon the above proposals with particular reference to Ashdon Road in Saffron Walden, and request that my views be properly considered and responded to.

My first concern is that this has been presented as a *fait accompli* and that there has been no consultation with those affected as to the suitability of the proposals. There is no doubt that traffic congestion on Ashdon Road is a serious problem, for residents, pedestrians and motorists. However I believe that the current proposals would simply move the problem elsewhere.

Residents of Ashdon Road simply have to put their cars somewhere. Many of them, and their guests, already park their cars on Highfields and Hollyhock Road, causing danger and nuisance to residents of these roads. I have a particular interest as a resident of Hollyhock Road, as it is already increasingly the case that there are so many cars parked on the street that I cannot manoeuvre my car into my own driveway. At weekends particularly anyone who cares to make a site visit will find large vehicles (vans and lorries) parked on either side of the street, making it inconvenient and dangerous for motorists and pedestrians, and impossible for emergency vehicles to access the road.

In the long term I would like the current parking issues on Hollyhock Road to be addressed, in the immediate term, if the proposals to remove street parking from Ashdon Road are to go ahead (and it seems they are being steamrollered through), plans for alternative parking provision must be integral to them.

The vision appears to be to create a clearway towards further housing developments and town expansion, when I believe that the first priority should be the safety and quality of life of existing residents and the viability of the heart of the town.

I look forward to hearing the outcome of your consideration of responses to this consultation.

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I am emailing with regard to the plans to remove parking in certain areas of Saffron Walden.

- **Create an Urban Clearway from London Rd to Thaxted Rd:**
- **Restrict Ashdon Rd Parking**

Parking in and around saffron Walden is already incredibly difficult and restricting it further is not acceptable and will impact residents with limited parking off street, and in an old town like Walden a lot of properties were not built with the amount of parking required by modern living. It will also massively effect parents, dropping off & collecting children at Friends School, St Thomas Moore School, RA Butler school, Dame Bradbury Shool & Bell Day nursery. If unable to park close by this could put young children at risk. For instance if a parent of more than one small child is trying to walk their child to one of these education facilities over a longer distance, if a child pulls away from the parent, steps into the road and is run over I for one would hold the council who removes these parking areas responsible for their injuries or death. Speaking as someone who's 5 year old sister was killed by a car hitting her after she stepped off the curb 28 years ago I understand the pain this inflicts on the family.

If these parking areas are remove it would be utterly irresponsible and dangerous.

These measures are apparently to allow proposed building on the east side of Saffron Walden, aside from the safety of children, surely we would need more parking not less.

I hope that common sense prevails and this plan is scrapped.

I am writing to comment on the proposals to restrict parking and create an urban clearway from London Road to Thaxted Road.

I currently regularly park on Mount Pleasant and Peaslands Road to take my son and other children to St Thomas More School on South Road. Last year we paid to have a place on the school bus, but this has now been removed by Essex County Council. We have tried to arrange a private service but this has proved virtually impossible and so driving is the only way we can fulfil our statutory obligation to take our children to school.

St Thomas More and the neighbouring RAB School both have large catchment areas including surrounding villages, so a large number of parents need to drive their children to school. Saffron Walden is a rural area and is largely reliant on private car transport. Additionally parents from Saffron Walden may need to drive on to work immediately after, so have to park near to school.

South Road, Victoria Avenue and West Road are grid locked by school traffic. It is causing a nuisance for the residents of these areas and is dangerous for children crossing the roads and would be impassable for emergency vehicles. I have tried to park in Station Street, which has designated parking spaces, but these are often full. Mount Pleasant is the only place where I can park and walk the children safely to school.

The only time there is a parking and congestion problem on the proposed urban clearway is at school times. Removing parking spaces will only shift and not solve the problem. Possibly making South Road a one way system at school times so children could be dropped off safely would be a better solution. Then the urban clearway might make more sense.

If the proposals go ahead I will either have to park on Debden Road or drive across town to the Lord Butler Leisure Centre. I will then have to walk a long distance with three young children and I cannot hold their hands as I am also pushing a baby in a pram. Most of our route would be along and across the proposed urban clear way with high speed traffic, which is a major safety concern to me. This would be typical of most other parents.

Before an Urban Clearway can be made UDC, ECC, the Town Council and the schools must address the

school transport problem.

We are writing in response to your recent proposals for restricting parking in Saffron Walden. We live on Ashdon Road.

We wish to make the following points:

1. It has taken NEPP a long time to come up with these piecemeal proposals. We had been led to expect that any proposals would be part of a joined-up plan for the town as a whole, based on present and planned housing and infrastructure, and therefore parking needs and traffic flow issues.
2. The proposals for Ashdon Road are baffling to us and to all the neighbours I have spoken to on the street and around the lampposts:
no-one ever parks on the single yellow lines anyway, there isn't the road space, it would be dangerous and your vehicle wouldn't last long.
3. The only effect of making double yellow lines might be to speed up traffic which seems to us to be undesirable. We want our road to be as safe as possible for pedestrians, cyclists and vehicles alike, and potentially increasing speed is making it more dangerous.
4. Road markings -including arrows confirming who has priority at different points along the road, combined with the existing areas for parking, could slow down and regulate the traffic. Most drivers using the road are considerate, but some don't realise what they are getting into, and a rather large minority are too impatient or downright aggressive to wait their turn.
5. Larger lorries should not be using Ashdon Road - they exacerbate the problems.
6. Many cities are now introducing 20 MPH zones in residential areas and we think it is time for smaller towns such as Saffron Walden to do the same.
7. Do your proposals take into account the increase in traffic when the new housing developments are completed to the East of us? We cannot see how they address the problems we are going to get.

Some of us in Ashdon Road contacted NEPP getting on for 2 years ago wanting to help plan your proposals and were dismayed that you did not have time for our contribution as residents. Apparently there was not space in the timetable. Now that you have come up with your double yellow line proposals (which just confirm existing practice) our dismay has turned to puzzlement.

We would be grateful if you could let us know what the next stage of the process is and your timetable for it.

Please do reconsider your proposals and use this opportunity to protect and improve our town.

The proposed changes to Ashdon road are ludicrous . The over building of new homes on the Persimmion estate and now with the preposed housing and shops on the Rigeons sight will reduce Ashdon road to a standstill . Dame Bradbury parents park where ever they want and cause

chaos at certain times of the day . Rigeons lorries speed down the road and often drive down the pavement !!!! It's madness , the road was congested enough as it was without the extensive housing that had been dumped at this end of town without any forethought. The roundabout at the bottom of Devigier avenue is an accident waiting to happen as Lorries hurtle down and across half the roundabout . I have twice seen near misses .

This should have been given careful consideration before the new housing was built - what on earth is going to happen when Rigeons is built and the new housing at Mandeville place ???
Absolute madness !!!!

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I would like to comment on your proposed orders for Saffron Walden.
Specifically, I am concerned about the proposal to introduce 'no waiting and no stopping' restrictions on the section of Borough Lane leading down to the junction with London Road.

I operate a busy [REDACTED] Patients and staff use the current parking facility. We have 6 dentists and 2 nurses who rely on the parking in this area, as well as patients.

There is very limited parking available, currently in this area of Saffron Walden. We have previously contacted the council to request an improvement to the local parking provision.

Elderly patients and those with small children rely on this area of parking because of its proximity to the surgery. This already represents a considerable journey for the less able. However, the alternative suggested by the council of using Swan Meadow, for example, necessitates making a challenging walk up hill.

Currently, the street parking on nearby Springhill Road is usually heavily utilised as well. Loss of 7 spaces on Borough lane would put undue pressure on parking on this road, thus with the proposed restrictions, patients would be forced to seek parking further away. If patients are obliged to drive right into Saffron Walden to seek parking this in itself contributes to heavier traffic and air pollution.

I trust that you will consider this concern and exclude the amendment to parking provision on Borough Lane, unless a satisfactory alternative can be provided.

Dear sir.

Uttlesford Parking Consultation

I refer to the above ,in particular to the restrictions in Peaslands Road and Mount Pleasant Road.

I consider these to be ill thought out with no thought for the residents of these roads. Where are these residents going to park? Peaslands Road residents will then park in other side roads and the obvious one is Hopfields. This road is dangerous at times with cars parked as the road is narrow and there is a sharp bend. This road is busy at the best of times and with more cars parked there will accidents.

Cars parked in the two roads in question does slow the cars down. There are only problems when a few selfish drivers who cannot wait a few seconds whilst others pass. These roads will become faster and with the schools in the immediate area will cause more problems.

There are schools and a nursery , where will the children be safely dropped off? No thought has been given to them.

It is about time the council looked after its residents and thought of a coordinated plan for the whole of Saffron Walden. The first priority would be a ring road around this part of town ie. Thaxted Road to Newport Road. With more homes being built this problem will only get worse and these sticking plaster ideas are not helping.

Dear Sir/Madam

re- Article in Walden Local, 3rd February 2016
with headline 'NO PARKING' PLANS UNDER
FIRE FROM ANGRY PARENTS.

I am in 200% agreement with the exas-
peration expressed by the angry parents.

About a couple of years ago I was brooding
on the traffic problems of our town and (as though
I were in a helicopter) spotted the straight line
made by Peaslands through to Manor Road.
I gritted my teeth and fervently thought,
"I hope planning authorities never take advan-
tage of that!!"

How long have we got to put up with
short term solutions? Rachel Hill's adjective
"knee-jerk" is brilliant, describing such ideas.

I enclose a map with a dual carriage
relief road, by-passing the centre of Saffron Walden.

It'll cost a lot? Of course it will. But in the long term it will be a lot cheaper than cramming even more problems into our picturesque town.

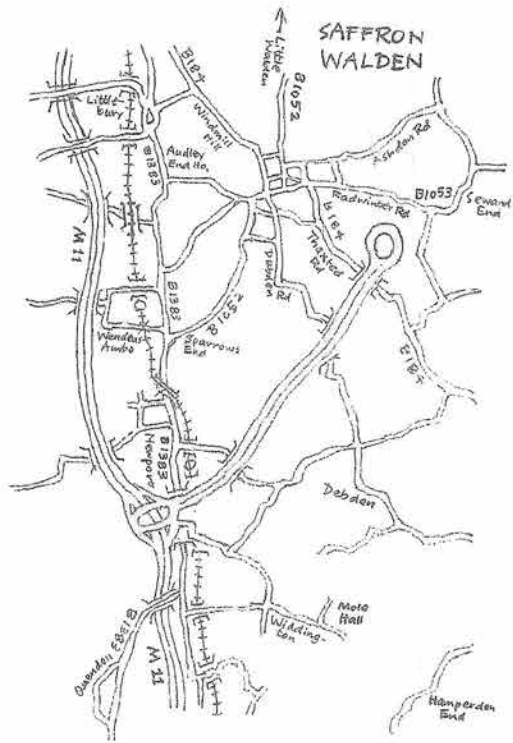
Even better, why cannot we have a NEW TOWN? I believe that since WW II we have built no less than 23 new towns. Why cannot we have another? That would solve Saffron Walden's traffic woes at one blow!

Yours sincerely,



P.S. I am very much in favour of what my husband has written above; an excellent solution which will be superior to keeping ^{on} adding a few houses here & there.

Strictly Letchworth and



[REDACTED]
Saffron Walden
Essex
[REDACTED]

Petition Enclosed

Dear Uttlesford District Council,

- I have been a registered childminder for 35 years. I feel this gives me the right to understand and care for parents. I feel very strongly that the new road restrictions are going to really affect those parents who have children at schools in Saffron Walden. The sort of people affected by these parking restriction are ;
 - Those who come from out of town so have to drive to the school. Where are they to park? They feel their needs have not been considered at all.
 - There were those who worked and came straight from work or were going to work. The government has encouraged everyone to work but the restrictions will make life really difficult for these parents.
 - At St Thomas More I had bus drivers or rather mini bus drivers who were picking up children outside the school. There was a bus stop outside the school but they were told they couldn't use it. I think these children were being taken to Out of School Clubs
 - There was a disabled lady who sometimes when her pain is so bad she has to use her car to pick up her children who doesn't know what she is going to do once restrictions come in.
 - Sometimes as we all know life does not go to plan and for reasons beyond our control and we are late and then they have to find a parking space. At St Thomas More school they get a fine for being late.
 - I also had residents of roads around the area who don't know how it is going to affect them when these restrictions come in because the parents will be forced to park in the roads surrounding the school.
- Surely we cannot go ahead with these parking restrictions. People don't feel there has been enough discussion and are very much against these restrictions. Let's hope also that if any other schools are built in Saffron Walden that parking for parents will be taken into consideration.

nd regards

134 Contained a petition with 122 names under the heading:

We propose that all schools in Saffron Walden in future should have drop off points where parents can drop their children off safely. We propose that everything possible can be done to create drop off points at existing schools in Saffron Walden so children can be safely dropped off.

135

Dear Sir/Madam

^{in reading the}
proposed restrictions of children by
I must show my concern.

Every day there is a row of
parked cars on right side
of road as you approach the
town, stretching from the
Dixie pub for about a 100 yds.

Where are these cars expected
to park? They will obviously
have to be on the side streets
such as Shepherds Way.

There has been a unwritten rule
of parking on one side of the
street (over ~~the~~ ^{side} ~~the~~ ^{of} the
roadway being on the 17 ft wide

The residents of Shepherds Way
park their cars. Will they P.T.O
be under pressure for spaces now?

It would probably be better
to go for a one way system.
I can see parking of both
sides of my street unless there
is a yellow line on ~~the~~ the odd
sides on odd numbered side.
The street would be easily blocked
to houses deliveries.

136

Dear Sir

We were horrified to read that
you were thinking of removing parking
from the Ashdon Road, so that the
'traffic can flow' more easily.

Truly, where are these parked cars
going to go? As you can see, we
are on Water's Hill, and if we
move our car during the day it is
impossible to park near our house.
We are elderly, my husband has
difficulty walking, and though we
have space for residents parking, we

been turned down - we have
in the Ashura Kōdo, or
or Hōkyūki Kō where we
sometimes these are found
or been parking in the Ashura
obtain will be even worse.
if the traffic can move
the Ashura Kō, it will be
for pedestrians, and you
that eventually you will
not sleeping policemen,
bumps of concrete, and all
paraphernalia of traffic calming,
is very expensive. The
is to the job at no expense.
to that somebody with a
of intelligence will look at
of parking in Japan (which,
wrong up with their self-baked
or m...

137

I am very concerned about the proposed parking restrictions in Saffron Walden, particularly in Borough Lane, because at least two residents that I know of have carers going in 3 - 4 times a day. Other visits are also necessary during the day to ensure that those residents are provided with all the services and help that is required.

If restrictions have to be implemented, I feel that residents parking should be provided to assist all of those who are trying to provide the services required.

138

Dear Sir/Madam

I am a resident of Mount Pleasant Road Saffron Walden and am objecting to these proposals as No Waiting along the entire length of Mount Pleasant Road/Peaslands road which is a designated lorry route on the basis of road safety and particularly the safety of pedestrians. We already have problems with speeding cars and lorries and removing any on street parking will mean vehicles will be able to drive along the entire length of these roads with nothing to slow them down

particularly if they see a green light at the end of the road creating what will effectively be a high speed trunk road in a residential street of an ancient market town

Parents need to park here to take their children to the nearby Primary Schools especially St Thomas More - these schools do **not** have car parks where parents can drop off their children. South Road and Victoria Avenue are impassable at the moment and very dangerous because parents have to park here, removing on street parking in Mount Pleasant Road for example will simply push more parents to park in other residential streets further away from the schools!!!

You should be addressing these issues as a matter of priority and I wonder if anyone from the parking partnership has actually spent time in these roads at peak times to see how bad the situation is!

There is also a nursery (Bell Nursery) which again does not have enough car parking space for parents with very young children to drop off - there are no alternative suggestions for where they can safely leave their cars to take their children in.

Removing on street parking, far from improving safety, will increase the speed of traffic and reduce safety - children regularly cross these roads and there is only a now almost invisible zebra crossing at the top of Peaslands Road, or the crossing at the lights which is some distance away where pedestrians can safely cross.

It strikes me that these proposals are strongly weighted in favour of drivers although government wants to encourage more people to walk/cycle - if they were to be carried out I strongly advise mitigating measures to reduce speed along what is a residential road (and where not everyone has off street parking) where scores of school children walk regularly to and from school.

It also strikes me that pressure is being applied by planners who wish to mitigate the unsustainable housing developments planned for the east of the town by coming up with a scheme which is at best downright dangerous for all!

Regarding the proposal to increase traffic control in Saffron Walden:

Simon Jenkins recently in the Guardian 4/2/2016 writes that experts show the removal of road markings is to be celebrated. We are safer without them. He says that it is clear there are fewer accidents when drivers are trusted not to kill themselves, and each other. Assuming we need constant protection is the mark of a controlling state. So it would appear that these proposals will affect safety of pedestrians and drivers.

We agree with 'We are residents' that the proposals to remove parking, increase speed and reduce safety, the overall positive benefits are unclear and not defensible. In fact there is limited justification to spend taxpayers' money when there is little upside and lots of downside, especially when there are a number of other more pressing highways priorities that have been identified for any investment first.

Where is the evidence? Nothing says there is a long history of accidents, bad parking, or blocking commercial or emergency vehicles. Current speeds have not been measured on roads. Trip times haven't been measured. No one has looked at the impact to residents or nearby schools. The NEP own process requires approval by Town Councillors and they haven't even tried to get it. In fact the Saffron Walden Town Council opposes the scheme."

As residents living opposite Friends school in Mount Pleasant road, the quality of our life has been significantly affected by the traffic lights. As cars approach the top of Peasland road they have significantly sped up to try and cross a green light. Our cat was killed on this road and also a neighbour's cat within four weeks of the lights going up. Though cat deaths may be common these were indicators of the increased speed due to the lights. Our main concern is the hundreds of children who daily walk on this road to Friend County high and the number of primary schools. Currently the parked cars are the only thing that slows this traffic down and are useful for this. Mount Pleasant road should be a twenty mile hour limit anyway; if the speed were to be measured it would be seen to be over 30 which is inappropriate for a school area. You are promoting the increased speed and quantity of cars in this highly used children pedestrian area.

Aside from the increased noise pollution caused by the traffic lights that will further increase with the new restrictions. The current risk of us leaving and entering our property by car to ourselves and other road users will be exponentially increased. Where do you suggest that people will park?

These plans are ill thought out and should not be implemented due to safety concerns for drivers and pedestrians.

I am writing to express my opposition to the above proposal to remove over a kilometre of parking on the stated roads.

As a resident of Mount Pleasant Road, I frequently use the roads concerned, and my objections apply to all of them, but particularly Borough Lane, Mount Pleasant and Peaslands Road.

If parking is removed to create a 'Freeway', cars will have no reason to slow down, and many will race down the roads with serious implications for the safety of pedestrians, particularly the many hundreds of school children who use the route.

Most houses have reasonable sized drives, but these do not always accommodate visitors, and particularly tradesmen/deliveries with their larger vehicles. Number 5 Mount Pleasant Road is divided into 4 flats, giving the potential for 8 or more cars, but there are only 3 spaces on their driveway. We already have a couple of vehicles parking near us who were displaced from Debden Road because of the removal of several parking spaces when the traffic lights were installed. The surrounding roads will be even more crowded with parked cars, with the potential to cause problems with driving and safety as well as disputes between people who object to others parking on 'their' road.

Many mothers of children at R A Butler and Thomas More park on Mount Pleasant or Peaslands Road at school pick-up or drop off times, and this will add to the pressure on the roads closer to the schools. We know several people who live near to the schools who already have their driveways blocked regularly by inconsiderate parents – and occasionally even find them parked on their drive! These incidents will become even more common.

My solution to the problems during busy periods would be to have short areas of 'no parking' during rush hour, which would provide passing places at pinch points. To remove parking completely for most of the day would be overkill, with serious implications for safety, and inconvenience the many residents, visitors and parents who would have to park elsewhere, thus displacing the problem.

141

Hi there ,
Just wanted to say I'm very concerned about the withdrawal of all parking on mount pleasant road
My main worry is that if all parking is stopped the road will become a racetrack (as it often does late at night) The proposal of no parking at peak times seems reasonable but a 24 hour ban of parking seems an overreaction to what is needed .

142

I would like to object to the proposals for restricting & parking bans along Mount Pleasant Rd, Peaslands Rd & Borough Lane. The proposal will force residents who live on these roads to park on nearby residential roads where parking is already scarce. It is an ill thought out plan & will only cause far greater issues.
If you wish to limit parking I do not understand why you do not implement parking permits for all surrounding residential roads. I live in Victoria Avenue & we already have terrible problems with people parking in our road when they are dropping off/picking up from the surrounding schools. Your plans will cause further issues.

At present, the parked cars prevent speeding along those roads, which given the lack of speed restrictions in Saffron Walden is a positive thing. If you remove this, people will speed along Mount Pleasant Rd, right outside a school.

I am writing to share my views with you regarding the recent proposals to remove all parking from mount pleasant road and Peaslands road. I live in the one house on [REDACTED] and park our one car on the road as we have no other option. I have an 11 month old daughter and now my nearest residential parking will be on one of the estates a 10 minute walk away, as parking has already been removed from nearby debden road and south street. How can the council justify continuous removal of residents only parking without providing any alternative? The 1.2km stretch of road along mount pleasant road and Peaslands road provides space for c. 80 cars (many residents with no alternatives), where are they expected to go?

Alongside the personal issues this creates for me and family and other residents on these roads there are a number of other concerns:

Increasing the speed and volume of traffic along a road that has 3 schools, 1 nursery and is the main walking route from town for hundreds of children to swch - is the provision of a faster route for cars from one side of town to the other worth this risk in safety for so many children?

Loss of primary school and nursery access for parents - where will parents stop to drop off and collect children for bell day nursery, friends school, and St Thomas More? None of these are based on proximity to school and so have wide catchment areas. How can parents walk miles with babies and toddlers?

Cynically I believe this is a proposal in readiness for new developments on the east side of town, providing a fast road across town to audley end station without having to spend any money providing the real infrastructure that is needed.

Would it not make more sense to make some of the road residents permits only, have regular dedicated passing points, have sectioned drop off points for the nursery and primary school, and speak to friends school for them to provide their own infrastructure for drop off and collection as they clearly have the space?

The arguments for this proposal do not stack up and are explained very well on the WeAreResidents site

<http://web.weareresidents.org/ide-eye-proposals-for-urban-clearway-in-suffron-walden>

I have also voiced my concerns to our local mp and newspaper (front page today I believe).

143ii

Thanks Shane, I have made no reference to an urban Clearway in my objections (that's how the WeAreResidents site refer to it). My main concerns are where I am going to park my car if I can't park it outside where I live, or even close to where I live, between 8am-6pm Monday to Friday, especially as I have a baby.

I also worry about the speed of traffic on the road when so many school children walk this route, and where parents are going to park to take their children to any one of the 3 schools or the nursery on this road as detailed below. Yes the parked cars slow traffic down, but I believe this to be positive given the fact it is a residential road with a school and nursery and I do not believe or understand the rationale for trying to speed the flow of traffic on this road by such heavy parking restrictions. Residents permits and regular passing points would alleviate some of the pressure, without causing a faster, potentially dangerous road.

I will await more feedback after the consultation has ended.

144

I have recently received a hand-delivered notification of proposed parking restrictions on weekdays along Mount Pleasant Road in Saffron Walden. I am a resident in that road [REDACTED] and wish to object most

1

strongly. Why exactly is this necessary, unless it's a cynical ploy to raise money from parking fines? There can be congestion at rush hours but nothing during the rest of the day that justifies the restriction proposed from 8.00 a.m. to 6.00 p.m. Has anyone actually conducted a survey which unequivocally demonstrates a need? As I actually live here I can assure you that the proposed non-rush-hour restrictions are not necessary. Just the same as 24-hours a day traffic lights at the junction with Debden Road and Bourou Lane are excessive traffic controls and a waste of council resources, apart from causing traffic to stop unnecessarily at all quiet times, particularly at night. All it causes is air pollution and a waste of fuel.

What exactly is meant by 'no waiting' in any case? I presume taxis will be able to wait outside the houses to pick up and drop off residents and visitors, and delivery vans will be able to stop? What about health care visits where they are needed? If this was a congested narrow city street the proposal to forbid any waiting between 8.00 a.m. and 6.00 p.m. might be understandable, but it isn't and there is no justification for this restriction. While all the houses have drives along this road, it doesn't mean that there is parking room for *all* residents and visitors with cars and if the traffic is low and there is space along the kerb at 11.00 a.m. in the morning, for instance, on what possible grounds can this be disallowed? Parking a car in the middle of the day might cause passing drivers a few seconds of frustration at the very most and certainly not enough to justify a complete weekday daytime parking ban. In fact, the worst times are when there are sports events at Friends' School on a Saturday and the road is filled up with the parked cars of visiting parents. Did that come out in any survey?

There is no sense to this proposal. It should not be implemented. And the traffic lights at the junction with Debden Road should be put on a timer so that they only function during rush hours. That in itself would aid the free flow of traffic. Uttlesford planners seem to be irresponsibly allowing all free space in Saffron Walden to be filled up with more and more housing, with the inevitable increase in traffic. But that should not mean that where parking space is available on existing roads, suddenly unwarranted restrictions are introduced.

I look forward to hearing that this proposal has been dropped and that some common sense has prevailed.

I am writing to express my objections to the proposals contained in Order 20** having Specific objections as owner of [REDACTED] and General objections to the impact on traffic along Mount Pleasant Road.

Specifically: [REDACTED] does not have any allocated of road parking and forms part of the only property on [REDACTED] that is not a single dwelling having been converted into self contained apartments in the sixties. All other properties on Mount Pleasant are single dwellings and have off street parking able to accommodate two and in some cases three cars on driveways.

- [REDACTED] have a single allocated parking place on the small area of forecourt to the property where a right of way on foot also has to be maintained for normal and emergency access to the house.
- [REDACTED] has no specific off street parking and there is no possibility to create an additional parking space. Also no rear vehicle access to/through the garden. Owners have historically parked on the street.
- This forecourt and entrance is directly opposite one of the Main Entrances to the Friends School and so also affected by proposal [REDACTED] of the above Order.

OBJECTIONS

1. The extent of the proposed yellow lines does not allow for any resident without off street parking to park near to their property.
2. It throws such vehicles onto neighbouring roads which are already congested with parked vehicles displaced by yellow lines being laid down at the time the traffic lights at the cross roads with Borough Lane, Debden Road and Mt Pleasant Road became operational.
3. The restrictions on Mt Pleasant and Peaslands Road will affect parents of Primary School children attending St Thomas More School, The Bell Nursery and to a lesser extent RA Butler in so far as they will be unable to park near to their school and will again create more congestion by parking on roads which will be a ten minute walk again causing potential hazards and inconvenience to more residents.
4. The traffic speeds will increase if a clearway from Peaslands Road to Mt Pleasant Road Traffic lights is created.

5. This route on foot and by car is one of the busiest in town used by parents and children attending two Primary Schools, (STM & RAB) one Nursery (The Bell) and the Secondary and Sixth Form College (SW County High School) not to mention the Friends school traffic their only entrance now being on Mt Pleasant Road. **The restrictions will increase the danger of pedestrians being involved in road traffic accidents.**
6. The removal of off street parking near the flat will inevitably have a significant negative impact on its sale or leasing value.

I would therefore propose that there should be a small break in the yellow lines to allow **specific residents only parking** bearing in mind that all other properties on Mt Pleasant Road are single dwellings and have space for off street parking for two or more vehicles. This would slow through traffic down and create a safer environment.

Serious re-consideration should also be given to change or remove times of restrictions on Mt Pleasant and Peasland Road to allow parents to drop off and collect children from Primary and Nursery Schools in a safer manner.

146

We object to the proposal to limit parking on Mount Pleasant Road and Peaslands Road within Saffron Walden.

The proposal tries to address a symptom of a bigger problem, rather than the problem itself. The problem is over-building in Saffron Walden with very little account being taken of the necessary infrastructure. A 'clearway' may be appropriate for a ring road in a large city; it is not appropriate for a relatively small market town.

Residents along Mount Pleasant Road and Peaslands Road will have bought their properties on the understanding that they could park their cars on the kerb in front of their own houses. To deny them this right is in itself objectionable. In addition, however, it will just shift the problem elsewhere – particularly to roads such as West Road.

There may be a case for 'Passing Points' (there is definitely a strong case for this on the Ashdon Road), but this is a separate issue to removing parking from more than a kilometre of roads within the residential area of the town. In fact, parked cars along Mount Pleasant Road and Peaslands Road slow the traffic down and make the roads safer during peak hours. There is then very little problem at other times of the day.

The 'clearway' proposal will ensure that extra cars will be parked on the pavements along West Road. We do not see how this will be an improvement on the current situation.

147

As a resident living opposite [REDACTED] in Mount Pleasant road, the quality of life has been significantly affected by the traffic lights. As cars approach the top of Peasland road they have significantly sped up to try and cross a green light. Our cat was killed on this road and also a neighbour's cat within four weeks of the lights going up. Though cat deaths may be common these were indicators of the increased speed due to the lights. Our main concern is the hundreds of children who daily walk on this road to Friend County high and the number of primary schools. Currently the parked cars are the only thing that slows this traffic down and are useful for this. Mount Pleasant road should be a twenty mile hour limit anyway; if the speed were to be measured it would be seen to be over 30 which is inappropriate for a school area. You are promoting the increased speed and quantity of cars in this highly used children pedestrian area.

Aside from the increased noise pollution caused by the traffic lights that will further increase with the new restrictions. The current risk of us leaving and entering our property by car to ourselves and other road users will be exponentially increased. Where do you suggest that people will park?

These plans are ill thought out and should not be implemented due to safety concerns for drivers and pedestrians.

148

We write to register our objection to the above proposal to introduce parking restrictions along the routes identified. In particular, as residents living on Mount Pleasant Road we are extremely concerned about the impact that this proposal would have on the following:

- A lack of parked cars would increase the speed of traffic to a dangerous level. As a route used by a large number of school children accessing many local schools, this would be unacceptable. Also, as a residential road, access in and out of individual properties would be made more dangerous.
- Whilst most houses along the road have some off street parking, additional parking would still be needed for visitors/trade vans etc. If none were available outside houses, it may well force such parking onto other roads (South Road, West Road etc) which are already extremely busy.
- It is clear that at certain times of the working day (school pick up and drop off), the road does get congested. However, I do not think this warrants such a drastic and restrictive proposal. One solution could be to limit sections of parking at peak times and create more "pull in spaces" to allow a better flow of traffic at busy times. For the vast majority of the day, parked cars cause no problem to the traffic flow along the road.

I hope that the Council will re-consider this poorly conceived proposal.

The core aim of traffic management is, or should be, to build sustainable communities. This should emphasise the interests of all road users, but in particular cyclists, pedestrians and the vulnerable, such as children and the old. These proposals are the very opposite of such an approach. In particular:

1. A 1.2km Urban Clearway will be created by removing on-street parking. Residents, visitors, tradespeople and delivery trucks will be unable to park. There is little available public transport in Saffron Walden and many families use two or more cars to get to work, school etc. Because of the age profile of the properties, especially in the proposed roads, there is inadequate parking already, which will be worsened substantially by these proposals.
2. With nothing to calm traffic, car speeds will increase significantly and the roads will become more dangerous and noisy for residents and the children that use them to walk to school.
3. Cars and vans that park on the roads today will be displaced to side streets, which already have many cars parked on them. West Road, for example, is already choked with parking, much of it on the pavement and on both sides of the road.
4. This scheme will be thoroughly unsafe. For example, Borough Lane is expected to take more and more traffic and yet it is a narrow lane, with a pronounced dogleg and no pavement on one side for a considerable stretch. It is also used by many hundreds of school students en route to the County High School.
5. I do not believe that this scheme will be enforced or enforceable, in which case it is pointless. Outside of the very centre of Saffron Walden, current parking restrictions are not enforced at all, leading to parking on double yellow lines, pavements etc. It would seem more prudent to enforce these restrictions effectively before imposing further schemes.
6. Most traffic congestion in the town is attributable to the two 'school run' periods from 815 to 845 and 3 till 4. Rather than these proposals it would be much more appropriate and constructive to take measures - such as walking buses, limited no park zones around schools etc. - which would address these issues. This would, however necessitate energetic enforcement - see above.

The truth of the matter is that this scheme offers nothing to those who live and work in Saffron Walden. It appears to be aimed at moving traffic more speedily through the town, at the expense of residents, and in particular the vulnerable, whose safety is to be compromised.

150

I have seen notices relating to the consultation for the draft order referred to above. I am responding as the householder resident at the junction of Peaslands Road and Winstanley Road.

I am in favour of the introduction of 24-hour waiting restrictions at the junction outside my house. This should improve the safety of this busy junction.

I am totally opposed to the proposed waiting restrictions to be introduced along Peaslands Road and Mount Pleasant Road. These are residential roads in Saffron Walden which should be protected from the increasing traffic, often heavy traffic, using these roads. The introduction of the proposed waiting restrictions will only serve to increase the amount of traffic on these roads and, potentially, the speed of such traffic, creating a safety hazard in the vicinity of schools and a nursery.

What is urgently needed in Saffron Walden is a southern by-pass to take the traffic away from these roads and better meet the needs of the many people who need to travel across the town but who do not need to travel within it.

151

Hello - I am confused at the lack of consultation, which you are obligated to provide and not at all in agreement with your recent surprise announcement showing the 'no waiting' zone along our entire road, Peaslands Road, Saffron Walden.

Are you suggesting that we residents can not have visitors or deliveries at any time, within Sun - 5pm.

This is unrealistic and unnecessary and needs consultation with the residents which I certainly have not had prior to this notice. You did a feasibility study apparently last year and concluded that a one way system to service the extensive building in the area, was not a good solution and now have randomly decided upon this plan?!

There are a number of houses along this road which don't have off street parking - how do you suppose that will work. What about people having home shopping deliveries who can't get out easily? Parcel deliveries, nurse visitors, trades etc... It's totally unfair and I'll thought out.

This road is wide and can sensibly have restrictions, but not all day and not along the entire stretch.

I need to understand clearly what 'no waiting' means for those of us who need this road. Perhaps an alternative parking plan can be formulated.

I would like further information and to see the previous consultations.

Sincerely

1. The proposed scheme appears to be based on a modern, soulless, new town with its emphasis on high speed throughways.

Perhaps it would benefit from being adapted to a lovely, partly mediaeval town which is treasured for its legacy of buildings and services and ambience.

2. The Urban Clearway idea is utterly grotesque and probably unenforceable. When I walk into town from Peaslands Road at school times I am appalled, as a one time keen and fast driver (when appropriate out of town) at the dangerous speed with which so many drivers race alongside a narrow footway with crowds of small children and mothers with prams. They are not necessarily above the speed limit but apparently unaware of the unpredictable behaviour of groups of children.

Bearing in mind that speeds are controlled by the parked cars used to bring the children to and from school it is not clear how temporary parking could be enforced. If it were controlled by squads of wardens, at great expense, the situation would be impossible.

Outside school times hundreds of residents such as I would presumably be unable to stop for a few minutes to allow elderly passengers to get on or off. Any visitors we might have would have to park miles away and then walk. How would a delivery vehicle be able to operate?

3. I was under the impression that our District Councillors were elected to serve the residents. It seems that they believe the opposite.

I ask you to drop this appalling scheme,

Yours faithfully,

I live at [redacted] Peaslands Road, Saffron Walden, CB11 3EF and completely disagree with the proposal to stop parking along this road and route that has been highlighted in the letter received yesterday.

Some of my concerns and reasons for this opposition are as follows:

1. **Loss of on-street parking:** The south of the town is highly residential. The 1.2km stretch of road has parking capacity for approximately 80 cars. There are a number of flats and homes that have limited opportunities for off-street parking, including those in the Conservation Area that and those that are historically listed. Traffic Signals were installed at the Debden Rd/Borough Lane junction in 2014. This removed the last on-street parking for a number of residents, whose only parking opportunity is some distance away Mount Pleasant Rd. Allowing parking in the evenings doesn't solve the problem as some families work in the town and need to leave their cars parked on the street near their homes during the day. The proposed restrictions would remove that last opportunity and provide no alternative car park or measures that mitigate the removal of such a large block of parking.
2. **Worsened Speed and road safety:** Peaslands/Mount Pleasant/Borough Lane is the primary walking route for students in the south of the town to access the Saffron Walden County High, Friends, St Thomas More and the R.A. Butler schools. Hundreds of unaccompanied children use the pavements every school day. Today parked cars both calm traffic and provide a safety buffer that protects children. As has been seen when the parking was removed and traffic signals installed on the adjacent Debden Rd, traffic speeds increased up to 40-50 mph and drivers accelerate more when they see a green light in the distance. The proposals will make the pavements less safe and there are no mitigating measures to slow and calm traffic.
3. **Loss of Primary School access for parents:** The R. A. Butler and St Thomas More schools on South Rd have wide catchment areas and many parents drop off and pick up their children by car. Successive restrictions on South and West Roads mean that the only place for many parents to park with capacity is on Mount Pleasant and Peaslands Roads; these roads are wide and there is sufficient of parking. The new proposed daytime parking-ban on Mount Pleasant and Peaslands Road will prevent parents from parking in the last possible place they can. The proposals provide no replacement parking for parents to park whilst they pick up children from the school gates.
4. **Friends School parking not resolved:** The Friends School is a commercial business and it rents out its playing fields to local clubs on the weekends. Mount Pleasant Rd is often the busiest on Saturday and Sunday mornings when these clubs use the school. The proposals fail to address this issue.
5. **Ashdon Road ignored:** The majority of the proposals for Ashdon Rd are meaningless as they place parking restrictions on the south side of the road, where cars don't actually park today. Ashdon Rd is difficult to fix because there is very limited parking on Mill Lane and many Ashdon Rd properties have little opportunity for off-street parking. ECC were unable to come up with solutions for alternative parking when they proposed parking restrictions in 2014. None the less, Ashdon Rd could probably benefit from 1 pulling-in place for vehicles to pass between Hollyhock Rd and the Axe pub. It is surprising that this is missing from the proposals.
5. **The wrong priorities for the Town:** The Saffron Walden Town Council undertook a large survey of the town with vehicular, cycle and pedestrian road users in 2015. This identified over 70 needed minor improvements to the town's road system, which have been prioritised by the public that use the roads themselves. Apart from an additional pulling-in place on Peaslands Rd, none of these proposed changes were identified as major problem areas by residents. And meaningful improvements to Ashdon Rd have been completely ignored. The Town's priorities should have been the driving force for any proposing improvements to the road system. It is unclear why they have been ignored.
- .. **Minor proposals have merit:** A short formal pulling-in place for traffic to pass on Peaslands Rd looks like it has merit as do the restrictions in the immediate vicinity of the Winstanley/Peaslands Rd junction.

It is in the top-10 locations for incidents in the town. Little else of the proposals seem to offer sufficient benefit over the loss of parking amenity and reduction in safety.
I would like my concerns and facts recorded and would like this preposterous idea scraped immediately!

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- > I travel frequently to the Bell Nursery on Peaslands Road from Ashdon Road via Thaxted Road. The only time I have experienced congestion on Peaslands Road was when Thaxted Road was closed towards the end of last year.
- > I try to park in the Bell Nursery car park but this is not always possible so sometimes park on Peaslands Road for the few minutes it takes to drop off or pick up my child.
- >
- > If this parking were not available the poor alternatives would be:
 - > 1. Queue on Peaslands Road until a parking space became available in the car park.
 - > 2. Drive around in circles passing the nursery until a parking space became available.
 - > 3. Park at the leisure center, (the nearest place where parking is available, if this is allowed) unpack a pram and walk to the nursery with my 11 month old baby.
 - 4 Safety on the pavement and road for crossing would be a greater concern as traffic would travel faster along here.
- >
- > Parking on Peaslands Road is not a major problem but to remove it would create problems for many people.
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I am writing to express my concerns about the proposals to restrict parking along the full length of the residential roads, Borough Lane, Mountfitchet Road and Peaslands Road.

No consideration has been made for for residents with no or limited off road parking, their visitors, tradesmen, delivery van, removal vans etc.

There is a nursery school on Peaslands Road, a nursery primary and secondary school on Mount Pleasant Road and two primary schools on South Road. Parents need to be able to park when dropping off and collecting toddlers and children safely.

Traffic will be faster on an urbanised road and will present an increased danger to all pedestrians, many of which are children, and to residents trying to reverse their cars out of driveways onto the road.

The affected roads are in residential areas. A lot of children use these roads and pavements and their safety would be compromised by creating a faster busier road. Faster traffic presents a danger and to the many school children using the Peaslands/Mount Pleasant/Borough Lane which is the primary walking route for students in the south of the town to access the Saffron Walden County High, Friends, St Thomas More and the R.A. Butler schools. Hundreds of unaccompanied children use the pavements daily.

When walking with my grandchild I always walk on the side where the cars are parked. It is safer.

The Leisure Centre and Skate park at the end of Peaslands Road attract many young people, Skateboarders and cyclists are always on the pavements and road going to the skate park. Local primary school children walk regularly to use the swimming pool.

The park and playground on Peaslands Road with gates opening onto the road attracts a lot of children particularly in the summer.

I really hope this is not the start of imposing the new poorly conceived traffic system on the town. I think this would be a disaster of all affected and bring chaos to the town.

I hope you will not dismiss these concerns lightly.

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As a resident of Peaslands Road, who regularly both drives and walks along both roads I am broadly very much in favour of the proposals

You will probably receive a number of objections, the majority very probably by non-residents, who will lose the the convenience that their selfish parking currently allows. In my view most of the problems mentioned are minor and can be easily solved by people being prepared to make a little more effort,

However, I believe one objection is justified. There is danger to pedestrians from increased vehicle speed, especially along Mt Pleasant Rd on the Friends' School side, where the pavement is particularly narrow. It is therefore important to restrict vehicle speeds in some way, possibly by putting a 20 mph speed limit along the whole road or by construction of a sleeping policeman/ traffic calming bollard arrangement along Mount Pleasant Rd. Combining both measures would be ideal.

The problems involved in dropping children off at schools along South Road is also a real issue. These problems already exist, however, and it shouldn't be beyond the powers of the school and the parents to find a proper solution, which would be better than the present situation, which is already unsatisfactory because of the selfish behaviour of driver parents,

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I moved to Peaslands Rd in 2014 because it was relatively quiet. If the no parking plans go ahead this road, will become a through-way and will be both dangerous and difficult. There are two primary schools on South Rd and the Friends School on Mt Pleasant, parking is already difficult and the roads around here are obstacle courses, but it does keep speeds down to a minimum and drivers manage and are thoughtful in their negotiating of the circumstances. If the roads become a through-way it will encourage speeding and pollution will increase also in all the surrounding areas. I believe these plans are to lead to the extension of the town with new housing in the east. Although we do need more housing it is, in my opinion, destructive of a pleasant town and will lead to much more congestion and pollution and I hope that there will be much protest.

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I write with regard to the proposed new parking restrictions for Peaslands Road Saffron Walden.

I live at number [redacted] Peaslands Road and have been unable to park easily, or receive visitors or allow tradesmen to park outside my house during the day for several years.

My comments on the proposals are as follows:

We have had 5 or 6 cars belonging to Bell Nursery staff parked outside numbers 10 to 16 Peaslands Road between 0730 and 1800 for the last few years whilst the car park for the Bell Nursery has remained largely empty during the day.

The plan to totally restrict parking along this part, and the rest of Peaslands Road will mean these 5 or 6 cars will either be parked in the Bell Nursery car park, or more likely will have to find offstreet parking elsewhere.

Meanwhile the Bell Nursery car park will still be largely empty during the day.

The Bell Nursery car park seems to act as a peak time, short term drop off and collect the children car park, which is why the staff have to park in the street all day to allow access for the parents.

Once the restrictions take effect most of the parents will park outside numbers 10-16 Peaslands to drop off and collect children as it is much easier than the current difficult peak time access into and out of Bell Nursery car park. I have observed that at peak times the parents do park anywhere including the zig zag lines at the pedestrian crossing as they are in a hurry and will only be "a few minutes".

I presume that there will be enforcement of the parking restrictions from 0800 to 1800 hours with parking enforcement officers in attendance to ensure compliance otherwise there will be no reduction in the peak time congestion only more chaos as parents will park "anywhere" in the street for "a few minutes" to drop off and collect their children.

The only benefit will be that day time traffic will have clear way through Peaslands Road and Mountpleasant Road where all day parking and congestion causes just as much an issue. However it does keep traffic speeds down and I don't recall any traffic accidents, just the odd low speed contact and occasional horns honking and angry shouts!

The tragic downside will be fast moving traffic resulting in a serious high speed accident involving children. No traffic calming and a poorly sited pedestrian crossing with almost completely faded road markings are a recipe for tragedy waiting to happen.

I am sorry you will need to think again about how to move traffic from east to west now that all the new housing developments are on the wrong side of for access to schools etc.

I said so at the time that it was a mistake to permit the development and expansion of the Bell Nursery to allow the commercial development of the old Bell Language College. There was no proper consideration of the parking capacity required and the access requirements for the Bell Nursery along on what is now a major through route. Two mature trees were felled on a false pretext to ease access in the car park.

I would like to know what the arrangements are should I, or my neighbours require tradesmen, gas service engineers, delivery vehicles etc to park outside my house in Peaslands Road.

Thank you and regards..... [redacted]

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To whom it may concern,
I am writing to object to the proposed parking restrictions being planned for Peaslands Road and Mount Pleasant Road. The suggested proposals have not been thought out at all as the consequences of these parking restrictions.
The cars will speed up Peaslands road unrestricted. The cars that are parked slow the traffic down. Driving traffic with two schools and a nursery school up Peaslands Road will create more issues with no speed

controls in place, especially as the aim seems to be to operate a one way system around town. Lorries with large turning circles are expected to go through the town centre with three of the tightest turning circles in Saffron Walden and past two Schools.

Delays and congestion will be more of an issue in the morning as pinch points will be around the road near the County High Secondary School crossing, traffic near the nursery School and most importantly cause bedlam in the town centre.

Saffron Walden needs a infrastructure upgrading with all the new housing springing up and a by pass rather than tinkering with roads that are already established.

Cars in the evening when there is less parking on the road speed unabated and having this during the day will probably cause more accidents than the unattended consequences.

I hope consideration is given to this objection and planners start to consider traffic patterns by not allowing unrestricted housing development without proper infrastructure development.

Another consideration should also be given to those houses who don't have parking outside their property on Peaslands Road. Where are they to go? What will happen, these will park nearby on roads near their houses which drives more traffic down South Road where there are two primary Schools. The unattended consequences of you introducing thses parking measures will be

Speeding on a road where there is a nursery school and the Friends School

Congestion on side roads where there is two Primary Schools (South Road) causing more problems and potential hazards for children going to School.

If you keep with the unabated housing without proper infrastructure development then congestion will be the only outcome as you drive traffic down roads not meant for that volume.

Kind regards,

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I write to you to voice my very strong objection to the proposed plans to restrict parking on Peaslands Road and the surrounding area.

The proposal put forward is ill thought out and does not serve the needs of the town nor its residents. In fact, it will have a detrimental effect on many aspects of life, from living conditions to safety, house values and pollution. There is no doubt that there

is a need to improve traffic flow in the town, but the increased traffic is entirely the result of previous poor planning, and not the fault of the long term residents of this area.

Peaslands Road, for example, is being used as overflow parking from the old Bell Language school site, where high density housing with woefully inadequate parking and insufficiently wide roads was approved with embarrassing speed. The hideous block of flats, totally out of keeping with the remainder of the area, added to the site at late notice and rushed through the planning process, further compounds the situation. Trade vans and Bell language site resident's cars unable to find anywhere to park on the Bell language site (ridiculously narrow roads and nowhere near enough parking spaces) are left on Peaslands road often for days at a time. The expansion of the nursery, also in the Bell Language college site, with no addition of parking, means that up to ten cars belonging to the staff use Peaslands Road every work day.

The Friend's school also holds regular sports events, but instead of insisting on the school providing parking for these events, they were instead allowed to sell the land for yet more housing.

Parents and staff at St Thomas More school in South Road already provide a traffic nightmare twice a day, but instead of using the Bell Language college development as an opportunity to provide access to the rear of St Thomas More, the developers were allowed to hem the site in with ludicrously packed housing and inaccessible roads.

If even a modicum of foresight had been applied to the planning process when developing the Bell Language site, Peaslands Road could easily have been widened slightly to allow two vehicles to pass each other or for the bus to pull in to a bay at the stops (90% of the mature trees lining Peaslands Road were cut down, for example)

The loss of on street parking on Peaslands/Mount Pleasant Roads and Borough lane, coupled with the lack of off road parking for many of the houses on Peaslands Road, will mean that residents will have no alternative but to park on surrounding side streets - streets that are already clogged with cars as a result of previous poor planning.

Peaslands/Mount Pleasant roads are already used by cars to speed through the town - a reduced / non existent police presence, ill thought out street furniture and an almost comically badly arranged mini roundabout do nothing to discourage excess speeds. On a road used by hundreds of children every day to walk and cycle to school, use the leisure centre and skate park, as well as the play park on the Bell Language site, increased speed and volume of traffic is bound to lead to a serious accident and the responsibility for any injuries or death will lie squarely with the planning department.

I could go on, but will summarise: The proposed plans do NOTHING to improve the life of ANYONE in the town - they will not lead to better traffic flow, they will not improve safety, they will not assist emergency vehicles to move freely, they will not improve resident's parking, they will not reduce pollution.

There are countless ways to improve traffic in Saffron Walden, even after the council has been derelict in its duty for decades by failing to plan ahead, but your proposed plans do not provide a single improvement. Please do not blight the lives of the residents in a pathetic effort to cobble together yet another desperately inadequate "solution" to the problems you and previous administrators have created.

I remain available for further comment.

To whom it may concern,

Having read details of the proposed restrictions, particularly outside Friends School on Mount Pleasant Rd, I have the following comments:

I agree that this area is frustratingly and dangerously congested at school drop-off & pick-up times. This affects not only the school, but also through traffic and, of course, access to and from the properties of residents who live in this road. The problem also extends down into Peaselands Road and also back across the traffic light junction into Debden Road.

However, you need to be aware that the senior school teaching day ends at 4pm and therefore parking restriction would need to extend until at least 4.15pm to be effective.