

Abi Williams

From: [REDACTED]
Sent: 16 June 2026 17:53
To: Abi Williams
Subject: Ongoing Misuse of Disabled Parking Bays in the Village Car Park

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Melbourn Parish Council,

I am writing to raise, once again, the ongoing issue of misuse of the disabled parking bays in the village car park.

Earlier this year I reported concerns about people routinely parking in these bays without displaying a Blue Badge. Unfortunately, the situation appears to have improved very little. In the last month alone I have encountered multiple occasions where drivers attending the school have simply parked in the disabled bays because no other spaces were available.

As I understand it, "I couldn't find another space" is not one of the eligibility criteria for disabled parking.

I have [REDACTED] and rely on these bays for the additional space they provide. The wider access is not a luxury; it is often the difference between being able to get out of my vehicle safely and independently, or struggling to do so. The purpose of these bays is to enable access for people who genuinely need them, not to provide convenient parking for those who happen to be in a hurry.

This morning was another example of the problem. A [REDACTED] was parked in a disabled bay without displaying a Blue Badge. Whether the driver felt they had a valid reason is beside the point. The regulations are quite clear: if a Blue Badge is required, then a Blue Badge should be displayed.

The same vehicle remained in the disabled bays when I returned later to collect my son, along with another car without displaying a badge. This was therefore not a momentary oversight or a quick drop-off, but a deliberate decision to occupy a disabled parking space without displaying a Blue Badge for an extended period.

It is particularly frustrating because there are only three disabled parking bays in the village car park. On many days there are events taking place at the Village Hub, increasing demand for parking. Those three bays are therefore even more important to people who genuinely need them. Instead, they are often occupied by people who either feel entitled to use them, want to protect their vehicle from damage, or simply cannot be bothered to park elsewhere.

Following my previous complaint, a parking enforcement officer attended the village. However, they were not seen in the village car park where the designated disabled bays are located, despite me providing photographs and the specific location that was the subject of concern.

This leaves disabled residents in a rather odd position. The bays exist. The signage exists. The legal requirements exist. Yet drivers continue to ignore the restrictions because there appears to be little prospect of any consequence for doing so.

It should not be left to disabled residents to confront motorists who choose to ignore the restrictions. Approaching drivers who have chosen to disregard the restrictions can be intimidating and has the potential to create unnecessary conflict. The purpose of parking regulations is that they are enforced by the relevant authority, rather than by members of the public.

There is little point in providing designated disabled parking bays if the rules governing their use are not enforced. The current situation effectively penalises those who rely on the bays while rewarding those who choose to ignore the restrictions.

I would therefore ask the Parish Council to take meaningful action to address this issue and ensure that the disabled bays in the village car park are available for the people they were intended to serve.

I look forward to seeing what steps will be taken to resolve this ongoing problem.

Yours faithfully,

[Redacted signature]

[Redacted address]

Abi Williams

From: Policy and Regulation <Policy.andRegulation@cambridgeshire.gov.uk>
Sent: 17 June 2026 13:58
To: Abi Williams
Cc: Parking Control
Subject: RE: Melbourn - village car park

Follow Up Flag: Follow up
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Hi Abi

Thank you for your enquiry.

A community can independently take the initiative to fund the formal establishment of disabled parking bays. Implementing parking restrictions requires the making of a legal order, which involves a statutory consultation process that requires the Highway Authority to advertise, in the local press and on street, a public notice stating the proposal and the reasons for it. The advert invites the public to formally support or object to the proposals in writing within a 21-day notice period. Should any objections be received then a report would go before Members for decision.

As your project requires a Traffic Regulation Order (TRO) you will need to complete the Third Party Funded TRO Application Form which can be found via the following link:

[Privately Funding Highway Improvements - Cambridgeshire County Council](#)

A £250 non-refundable application fee be taken during the application. On completion, additional charges will be levied for all necessary advertising costs. Generally, a maximum of £1,000, however, the actual cost re-charged is dependent on the publication, the size of the press advert and the number of notices required (maximum 2).

It is difficult to provide an accurate timescale for the making of a TRO because each Order will be different, and the timescales are inevitably connected to the number and nature of objections received to each proposed TRO. The ability to progress a TRO application swiftly will also be governed by current workloads.

In general terms, and where a TRO is relatively simple and attracts few (if any) objections, the process should normally take approximately 6 -9 months.

If the proposals are more complicated, and particularly where the proposed TRO attracts significant objections, the process may take significantly longer and will also be governed by the decision-making timescales in operation at the time.

Parking enforcement does not fall within the remit of the Policy and Regulation Team. I have therefore passed your request for advice to our parking control colleagues, who will respond to you directly.

Kind regards

