

Appendix 4 – Summary of Objections and Representations on Lichfield Road Proposals and Officer Responses

No.	Summary of Objection/ Representation	Officer Response
1	<p>a) We agree that there should be no parking on the actual corner by the Community Centre, but the only times that this happens are on a Monday evening when the whist/bridge club use the Centre, and some times when the Centre is used for other activities, none of the residents park on the corner and all the residents cars are parked on one side of the road only all the way along the road.</p> <p>b) The main point raised at the meeting was the speed of the traffic around this corner and along Lichfield Road in general, the road is used as a "rat-run" to avoid traffic on Cherry Hinton Road. I can see the corner from my house and in general if the corner is clear cars actually speed up around it, because they can see no obstruction, so parked cars would actually slow the traffic down. The answer maybe, although I actually hate them might be some speed reduction system (speed humps) on the corner itself.</p>	<p>As single yellow lines would only restrict parking at specified times and as the proposed Order is being made to keep the bend clear to prevent conflict of vehicles this would reduce the effectiveness of the parking restrictions.</p> <p>The proposed traffic regulation order has been made following concerns that were raised by residents (including the Lichfield Road Residents Association) regarding vehicles parking on the sharp 90 degree bend by Lichfield Hall causing an obstruction to drivers visibility and causing them to drive in the centre of the road and therefore potentially come into conflict with oncoming vehicles. This is particularly an issue for buses and other large vehicles using this road. The purpose of the proposed Order is therefore to address these concerns and has been made for road safety reasons to keep the bend clear and to prevent conflict of vehicles avoiding parked cars. I appreciate the concern regarding speeding in Lichfield Road but unfortunately this issue is beyond the scope of this proposed Order and would need to be addressed by a separate scheme, in the first instance you may wish to raise these concerns again with your local Councillor.</p>

	<p>c) The proposed plan will prohibit residents parking on the road outside their houses, these 4 to 6 cars will have to find other parking spots, at present there is not enough off-road parking anyway, I live at 131 Lichfield Road, in this block there is provision for 3 cars in the residents bays, we need 4. In the next block the same again, provision for 3 cars , 4 are needed. Behind our block there is parking for 5 cars plus 1 disabled bay, these are always full. I feel that if yellow lines are to be needed then they should only be on the corner, maybe for 20-30 metres both ways from the point of the bend, not the 104 metres planned. This will allow for the residents to remain parking outside their houses and will not push other cars to end up using the residents bays, which is what will happen.</p> <p>d) Thankyou for looking into my objection to the proposed plan to put double yellow lines to prohibit stopping and parking on the Community Centre corner in Lichfield Road. From your reply I note that the length of the double yellow lines has been slightly reduced, however I still feel that stopping/parking restrictions are not only, not required, but also not the answer to the original request from the residents meeting that was held. From this meeting the residents who attended told the councillors who were there that the problem was</p>	<p>Whilst we acknowledge that there may be some displacement of parking because of the proposed parking restrictions that will inconvenience residents the major concern is the safe movement of traffic on the public highway. As well as the off street parking areas provided there is also provision for parking in the layby outside of 123-133 Lichfield Road and on street parking on the opposite side of the road. The amended proposals have reduced the length of the double yellow lines from a total length of 104 metres to 86m on the north side of the road (approximately 51m west of the point of the bend and 35m in a south easterly direction for the point of the bend) and from 91m to 60m on the south side of the road any further reductions would reduce the effectiveness of the parking restrictions to reduce vehicle conflict on the bend.</p> <p>(see also response to paragraph b above) The purpose of the proposed Order is to address these concerns and has been made for road safety reasons to keep the bend clear and to prevent conflict of vehicles avoiding parked cars. I appreciate the concern regarding speeding in Lichfield Road but unfortunately this issue is beyond the scope of this proposed Order and would need to be addressed by a separate scheme, in the first instance you may wish to raise these concerns again with your local Councillor.</p>
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	<p>speed restriction, not parking in general, there are some very specific problem times, but these are very few. This speed restriction not only applies to the corner in question, but to the whole of the Lichfield Road, the yellow painted 20 MPH signs on the road are no deterrent to the main speeders, who are not residents, but use Lichfield Road as a "rat-run" to avoid traffic on Cherry Hinton Road. Please listen to the locals, come and see for yourself, the problem is speeding. By painting lines, you make the corner more open and that will increase the speed of traffic.</p>	
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