

# REPRESENTATIONS RECEIVED IN RESPONSE TO PUBLICATION OF PARKING RESTRICTION PROPOSALS FOR COLERIDGE AREA, CAMBRIDGE

## OBJECTIONS

### Rustat Road

I wish to object to the proposed shortening of the residents' parking bay on Rustat Road for the following reasons. Please confirm safe receipt.

**The change will give negligible benefits to road users.** With previous reductions to the parking in this location there is now ample space for cars queueing to access Cherry Hinton Road from Rustat Road in normal traffic conditions. **Problems only arise when Cherry Hinton Road is grid-locked**, when displaced non-local traffic uses Rustat Road for 'rat-running'. **The proposed change will not significantly improve traffic flow in these rare situations.** In these cases local residents can access Cherry Hinton Road via the conveniently-close controlled junction with Coleridge Road.

These residents parking spaces are heavily utilised, demonstrating **a need for the current level of on-road parking in this vicinity**, because of the lack of alternatives.

There will be a knock-on effect of **reducing the parking opportunities for visitors to local businesses**, using the adjacent paying spaces in competition with residents. This issue is likely to become worse with the trend for reduction of parking spaces nearby as residents introduce dropped kerbs, as well as the potential for issues with the proposed cycle lane along Cherry Hinton Road.

By facilitating rat-running **the proposed change will increase hazards for vulnerable road users**, specifically pedestrians and cyclists using Rustat Road and Radegund Road. Notably Radegund Road is a designated cycle route for children attending Coleridge School. The increased hazard introduced by the proposed change is exacerbated by the general lack of observation of the speed restrictions on these roads.

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I wish to formally object to the proposed reduction in the capacity of the residents parking bay on Rustat Road.

I live on Cherry Hinton Road (near the junction with Rustat Road) and together with my neighbours have no access to either off-street or on-street parking on Cherry Hinton Road. The introduction of residents parking facilities (and the associated increase in available parking spaces) at the Cherry Hinton Road end of Rustat Road has: 1) made a huge, positive impact on our ability to park; 2) enabled us to facilitate parking for those visiting us (e.g. service providers/family) and 3) improved levels of convenience particularly for those of us with families or mobility issues (the ever increasing amount of parking restrictions on Rustat and Rathmore Roads had previously meant that we were regularly having to park some distance from our homes). The lack of alternative parking in this area means that any reduction in the number of parking places will immediately start to increase pressure again on our local parking options.

The parking spaces under discussion are currently busy and well used both by residents and people accessing the businesses on Cherry Hinton Road. In my opinion this demonstrates a need for consideration of more parking options rather than a reduction. (This will also be amplified if the proposed cycle path is built on Cherry Hinton Road).

I understand that there are concerns about gridlock on the corner of Cherry Hinton Road/ Rustat Road. However, traffic build-up only occurs during very small time periods of the day. In addition, rather than

seeing this as a negative I have been pleased that this facilitates slowing down of traffic at this busy junction making the road safer for cyclists and pedestrians.

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### **Lichfield Road/Cowper Road**

I wish to formally comment on the above proposed traffic order, specifically the proposed no waiting double yellow lines at the junction of Lichfield Rd and Cowper Rd.

The length of the proposed double yellow no waiting lines appears to be excessive as drawn on the 'PROPOSED WAITING RESTRICTIONS AND RE-ALLOCATION OF PARKING BAYS - COLERIDGE AREA, CAMBRIDGE' plans in that it appears to cover approx. 20m in each direction around the junction whereas the highway code rule 243 states "do not stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space". Since the speed limit on both roads is 20mph and the junction is a 90 degree bend with straight line of sight on both sides I see no reason for the extended double yellow lines on the grounds of traffic safety.

If the no waiting double yellow lines are installed as proposed then the current large number of cars that are often parked at the junction of Lichfield Road and Cowper Road will just be displaced to further along the respective roads thus potentially causing vehicular access issues for residents.

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### **Hobart Road/Suez Road**

I write to object to part of the proposal to change parking restrictions in Hobart Rd/Suez Rd under the order PR0581.

In particular the proposal to add double yellow lines around the corner from Hobart Rd to Suez Rd. The reason given is "to facilitate the movement of traffic and to enhance safety for all road users."

In this particular location this reason is in error. It is of course desirable to enhance safety but this will not be achieved by "facilitating the movement of traffic". In fact we need to do the opposite here and impede the movement of traffic to discourage non residents from using this route.

Yes you should renew the double yellow lines on either side of the emergency access gates but there is no danger caused to anyone by cars parking on the corner opposite those gates.

We residents of Hobart Rd and Suez Rd have always found the additional parking on these corners, where one is not blocking access to a house or to the emergency access gates, very useful for occasional visitors and for parents collecting and dropping off children at the nearby schools. Also there is a lot of extra parking on a Friday around Mosque time. Ever since the 'residents only' parking restrictions came into force on the west of Coleridge Rd there has been extra pressure on parking spaces in this area. For this reason I have a very strong objection to you removing some of the parking available now when it will provide no enhancement of safety at all. In fact, by clearing the route for cars you will be making this route LESS safe for pedestrians. This includes many small children walking across this junction towards Ridgfield primary. Most of them walk or cycle which is to be encouraged and they do not need to encounter speeding cars using a clear road to rush through from Radegund to Coleridge Rd. Please allow cars to continue parking around this corner to slow down the traffic here.

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As a resident of x Hobart Rd, Cambridge I strongly object to your proposed addition of double yellow lines at the junction by my residence.

Renewing the existing double yellow lines is obvious and correct. The only improvement needed to the south side of Hobart Road would be double yellow lines ONLY across the dropped curb disabled access. Also needed is some sort of bollard to prevent drivers parking entirely on the pavement at this junction blocking the disabled access and blocking pedestrians, parents with buggies, children on bicycles and disabled scooter users. This happens often; I have seen one such vehicle with a parking notice on it but this must be only 1 in 100 violations.

I particularly object to all the additional double yellow lines you propose as this will remove 4-5 available parking spaces. We didn't really have serious commuter parking issues on our street until you introduced Resident parking only restrictions in West Coleridge, but ignoring East Coleridge. Now we find our driveways blocked on a regular basis and yet you propose to make the situation even worse. Those particular parking spaces as used most often by parents/guardians collecting their children from Ridgefield Primary school which has a back entrance right at the bend in Hobart Road. This is also the reason why so many pedestrians are inconvenienced when thoughtless drivers park wholly on the pavement.

In your statement of reasons you do not give any consideration to all these pedestrians and residents, only "to facilitate the movement of traffic ... for all road users". This brings me to my greatest objection to the proposed extension of double yellow lines: Far too many vehicular commuters use our short stretch of Hobart Road as a 'rat run' to avoid the lights at Radegund and Coleridge junction (totally pointless but try telling them that!). Some of them manage to exceed the speed limit as they race up this short distance. The cars parked near the junction act as a very good speed regulator, particularly at the time of the morning rush hour because we are near 2 schools. Your proposal will make our street LESS safe not more. If you insist on proceeding I do not believe this should be allowed without the provision of (cycle friendly) speed bumps or vehicle restrictions in the middle of this short rat run from Suez Road to Coleridge Road.

Thank you for your attention to this matter.

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I live on Suez Road Romsey where you are looking to introduce or extend double yellow lines in the area. The problem with parking in this area is herendous and has been made worse since the permits were introduced in the Rustat Road area.

I have looked at the plan drawings online and you are planning to put double yellow lines along the front and side of the property I live at and this will reduce the parking spaces that are available now and will make it even worse rather ressolve the issue.

Why are we not able to have permits instead?

This will stop the cummuters from parking dangerously and stopping the people who actually live here from coming home from a hard days work to park.

The Rustat Road petmits have just pushed the problem to our area.

I have personally been threatened by a neighbour for parking outside their house because I had no option on numerous occasions but to park there of which I reported to the police but due to not having enough evidence I was told there is nothing I can do about it.

Why have you not consulted with the residents in the area to see what we think would be a better solution? I have even contacted out local MP Daniel Zeichner along with a lot of my neighbours but I am still waiting for a response.

Please speak to the residents here before you make any decisions on going forward with your proposal.

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## **Lichfield Road**

On seeing the notice attached to the lamp post at the end of my street, I was compelled as a long term resident, to take up the offer to raise my objection to the following;

Firstly; To the addition of any yellow lines in a residential street where parking freely should be a right, expected and enjoyed by visitors and residents alike, anywhere in Cambridge or the rest of the country.

Secondly; To the consequences of curtailing parking in one area, having the effect that it will naturally follow, that it will still persist, but at a location just several feet from where it now exists.

Thirdly; To buses observed by myself and family, neighbours, and visitors which can't help noticing, and commenting on the complete lack of passengers. Hence the nickname of 'Ghost Bus '

A stop located on Coleridge Rd just prior to the entrance of Lichfield Rd would negate the need for the buses to enter Lichfield Rd at all.

The two current stops in Cherry Hinton Rd are located well enough to accommodate the few, if any passengers, coming from Cowper and Neville Roads.

The bus route was initiated at the behest of a local councillor many years ago, to benefit his aging mother residing in the sheltered housing scheme in the southern end of the street. The resulting change in years since of the dynamics, age & population there, and those without transport has I would argue, become outdated, with no real basis in fact for continued support.

The resulting pollution from buses incurred on a daily basis, along with the noise, and the damage to the road surface, is another factor to take in account.

Many residents of Lichfield Rd are shift workers supporting local business, hospitals, and industry, requiring a good night sleep.

So, a current study of passenger need, and financial viability, and impact statement would at the very least be much appreciated, and published before any further red (yellow) tape is introduced.

If I may suggest; Simple signs placed in areas which have become an obvious out of town commuters park and go spot, which Lichfield Rd has now become, would be far more effective, and cheaper to install. 4 Hours Parking Only At Any Time.

That would be enough time for visitors, and tradesmen to the street, the park, and the local amenities to enjoy, but deter any future misuse/congestion of the street, and the resulting damage to the green verges.

I do hope you give all of the above some real consideration.

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We are the residents and owner of x Lichfield Rd, Cambridge CB1 3SP. We would like to challenge the proposed parking restrictions on Lichfield Road.

First, we will be unable to park outside our home and that will affect our benefit dramatically. Our driveway is too short and too narrow to park a car and we also need access for bikes.

Second, The proposed restrictions will simply push the commuter parkers further down Lichfield Road increasing congestion and reducing our quality of life.

Therefore, we strongly suggest **"No Waiting Monday to Saturday 9am-4pm on the north side from the rear of no. 186 Coleridge Road to no. 1A Lichfield Road" only instead of no. 3 Lichfield Road**. If this can not be changed, we would need the council's help to transform our driveway to be able to park our car and leave access for bikes at the same time.

We think a residents parking scheme for the whole Lichfield Road would reduce congestion more properly rather than making the road busier.

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## **SUPPORT**

Very supportive of the three proposals directly impacting Lichfield Road. Thanks.

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I am writing in regard to PR0581, specifically as it relates to Lichfield Road – Proposed No Waiting Monday to Saturday 9am-4pm on the north side from the rear of no.186 Coleridge Road to no.3 Lichfield Road to keep the road clear of parked cars during the day to assist buses.

I strongly support this proposal, being a resident of x Lichfield Road, one of the houses outside which the yellow line would be placed. I have observed the problems of access along Lichfield Road for the buses and also find my access and egress to my own property (by foot, bike and car) impeded by the same parking issues that affect the buses, since cars park overhanging the access to our drive, park so closely to one another on both sides of the road that there is no safe place for pedestrians to cross in the area indicated, narrow the road so that it is impossible to turn in or out of the drive without performing a multi-point manoeuvre and block safe views along the road in both directions for people, cyclists or vehicles trying to enter or leave our drive on weekdays.

I would also support the same no waiting restrictions being applied to the south side of the road for the same distance from the end of the existing double yellow lines at the junction with Coleridge Road if other respondents were also supportive of this addition, although this is not part of PR0581 at present.

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I'd just like to feedback on the plan for the new parking restrictions on Lichfield Road – Very simply I support all 3 of the new restrictions – especially then 2 sets of double yellows proposed for the corners of Lichfield Road and Cowper / Neville Roads.

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I think that the residents who live along Cherry Hinton Road may be disappointed with the loss of parking near them, but it will improve vehicle movements at this busy junction.

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I am writing to support your proposals for Rustat Road, Davy Road, Radegund and Litchfield Roads.

I do not feel able to comment on the proposal for Hobart / Suez though the principle of keeping the junctions clear is very sensible.

Thank you for bringing these changes forward.

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I live on the corner of Radegund Road and Golding Road in Coleridge.

I am writing in support of the painting of double yellow lines on this corner as it is currently very dangerous crossing the roads with my children due to poor visibility.

I would like to suggest that the yellow lines are painted around the whole corner as is proposed at the other junctions in Coleridge. I don't know if the lines are missing because it's hard to paint on the raised speed table, but if this is left unpainted people will park their cars even closer to the junction and/or blocking the pavement, even though this is technically not permitted anyway so close to a junction.

I would also like to express support for the double yellow lines on the Hobart Road / Suez Road crossroads as this is a difficult road to cross and cars are often parked around the corners and completely blocking the pavement.

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## **SUPPORT, BUT WITH COMMENTS**

We are residents of Lichfield Road, and wish to make the following observations on the proposed parking restrictions in that road.

Firstly, we are pleased to see that the Council has recognised the extra parking congestion in our road that has been caused by the implementation of the nearby Coleridge Residents' Parking Scheme. Whilst the proposal will alleviate problems on the first bend at the Coleridge Road end, and improve visibility both there and at the ends of Cowper and Neville Roads, we are concerned that the same number of parked vehicles will thereby be concentrated into a smaller area. It is already difficult to see round the other bends in the road, so this situation could become worse.

Although there is a 20pmph speed restriction on the road, vehicles regularly exceed it by quite a large amount, especially during rush hour when the road is a notorious 'rat run'. We have seen several near-misses caused by lack of visibility on the bends, and also when residents are trying to manoeuvre in and out of their drives. The road is narrow, and parking is permitted on both sides. Reversing into a drive in those circumstances is not always easy; we have a small car but still sometimes only have about 3" clearance on each side when trying to enter or leave our property.

It is also not the case that the bus only gets stuck at the Coleridge Road end of the road. It can happen anywhere along the road, especially where cars are parked near each other but on opposite sides though with insufficient gap for a bus or other large vehicle to weave in and out between them. Of course, it is not just buses that get stuck, but other long/wide vehicles too.

In the long run, it seems to us that yellow lines down the whole of one side of the road, changing sides from North at the Coleridge Road end to South before the bend at Cowper Road (with about 2 cars lengths of overlap where they changes sides - perhaps at the turning circle on the straight stretch) is the only answer to permanently solving the problem. It is only during the working weekdays that we have many parked vehicles (they seem to be a mixture of commuters and Hills Road Sixth Form College students) so a single yellow line at the times you have already outlined for the top of the road would work well and cause minimum inconvenience to residents.

We would also like to point out that there is more or less always a vehicle of some description parked in the turning circle outside 21 and 23 Lichfield Road. Double yellow lines round both sides of that small area would at least help to prevent a long queue of vehicles building up when a bus gets stuck by giving the possibility of turning round and retreating. The longest time we have witnessed a bus stuck was for just under 2 hours, during which time other motorists turned round by attempting to reverse onto residents' driveways or over the grass verges.

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Thank you for your kind proposals for painting the specific areas of the road to increase safety of both road users as well as those walking/cycling in our area.

We would also welcome any potential adjustments with respect to the possibility of considering a reduction of parking area outside of the houses numbered 30/30a, which is to say on the bend (inside curve towards Cowper) heading from Cowper towards Coleridge road. In this bend with parked cars it can be sometimes very difficult for the buses to get past, or at times for the milk van and smaller delivery vehicles to get through. Also being a bend there is a potential that vehicles going over the speed limit can't always see what is coming in the other direction. If you look on the map you will see that I live directly in front of that area (39) and it is clear that frequently there are issues in that stretch.

A consideration in potentially extended the restriction at the corner (directly across from the Lichfield Hall) may also be worth considering, as I suspect this also has some of the same issues, but perhaps with a slightly lower parking density - most people who park need to access Coleridge/Hills Road or the Station (Rail) rather than Mowbray Road/Pearne Road.

Once again thank you for the proposed waiting restriction areas in this zone.

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We support your suggestions re waiting restrictions and street parking places as per the above reference. However, we would strongly urge you to extend the proposed double yellow lines on the Cowper Road/Lichfield Road junction so that these continue past Nos 30 and 30A Lichfield Road. Vehicles frequently park on this bend which obscures visibility of any oncoming traffic and could lead to a head on collision in the worst case scenario. We would also like to bring to your attention that buses do not get stuck only on the Coleridge Road/Lichfield Road junction but frequently also further down Lichfield Road due to irresponsibly parked cars. Emergency vehicles would also not get through on such occasions which is of concern.