

## **For discussion and consideration – Proposal document for Double Yellow Lines on High Ditch Road**

The amount of traffic passing through Fen Ditton village and the parking of vehicles on its narrow streets has increased tremendously over the years and, with the advent of the Marshall's development adding to that increase, the Parish Council needs to consider options which would help to alleviate some of the problems which are currently affecting our village.

Residents have on numerous occasions voiced their concerns about the parking in High Ditch Road and in particular, at the junction with Horningsea Road/Ditton Lane (B1047), and many have requested that the installation of double yellow lines be considered. Many other residents however, would prefer not to have yellow lines within the village, especially within the Conservation Area.

### **The Crossroads**

#### **1 Looking towards High Ditch Road from High Street**



#### **2 Looking towards High Street from High Ditch Road**



Note the position of the centre island. For some reason the island at the High Ditch Road junction is offset towards Horningsea and this makes it more difficult for motorists from Horningsea Road to get a good view past the parked cars in High Ditch Road. The width of High Ditch Road is 6 metres wide, which is narrower than the High Street's 8.5 metres width.

## The Proposal for Double Yellow Lines

In early September, Vince Farrar (Chairman of the Parish Council) and I met to discuss and measure up for double yellow lines at the crossroads. Our thoughts are that DYs might only be necessary on one corner of the junction, reason being, that High Street is 2.5m wider than High Ditch Road and can therefore accommodate 3 vehicles abreast.

In keeping with the village location, the Parish Council should be able to specify the smaller 50mm wide lines, of primrose or cream, in preference to the normal yellow lines of 75mm and 100mm.

- ┌ On the north side of High Ditch Road at the Blue Lion development. DYs need only be put down along the corner with Horningsea Road to half way along the Blue Lion development. This should help to encourage traffic to slow down, will leave enough room for drivers to pull out to see oncoming traffic without pulling out excessively, and will also give drivers room to stop when necessary.
- ┌ Outside Mulberry House, both sides of the driveway, to allow drivers to pull in, allowing for traffic to pass, and to give drivers a better view when pulling out. This should also help to prevent erosion of the verges on the opposite side of the road by making the road wide enough for oncoming vehicles to pass without having to mount the verges at this pinch-point. Vehicles are commonly driven on both the verge and the pavement along HDRd to make way for cars battling down the other way past the parked cars.
- ┌ Both sides of the entrance to Francis Court offices – this would allow drivers a better view when pulling out from the site. Vehicles are often parked right up to the entrance which blocks drivers' views (in both directions) of the road when turning out of the site thus making this exit dangerous. We understand that DYs were a requirement of planning permission when the offices were built but that requirement was overlooked.

The diagrams on the next two pages illustrate the proposal - street furniture is not shown and the maps are not to scale.

- Follow-up

A meeting took place on High Ditch Road on the 13<sup>th</sup> Jan 2015 between Cllr Farrar the Highway Officer and policy advisor to discuss the proposal from the 4<sup>th</sup> November 2014.

The following recommendations/comments were noted;

The proposal of DYL's on the north east corner of High Ditch road was acceptable.

The policy advisor commented that pull-in's to allow traffic to pass as proposed at Mulberry House and Francis Court was "Best Practice" under CCC guidelines.

A possible solution to the loss of a few parking spaces is to have part time restrictions. Consideration should be given to peak/day time restrictions only.

The policy advisor commented that parking opposite DYL pull-ins does not normally occur. If it did, it would cause an obstruction and be an offence that should be handled by the police.

Any DYL's on the west side of the road must extend west far enough to allow crossing west of the traffic furniture. It is recommended we consider this location for DYL's.

Costs may drop significantly after March due to a proposed change in national legislation.

- Proposals

That the original proposal and the above comments go on the web site as a consultation.

Consideration should be given to peak/day time restrictions only for the DYL's outside Mulberry House and Francis Court following feedback from the consultation.

## High Ditch Road



6m

Align with end of wall



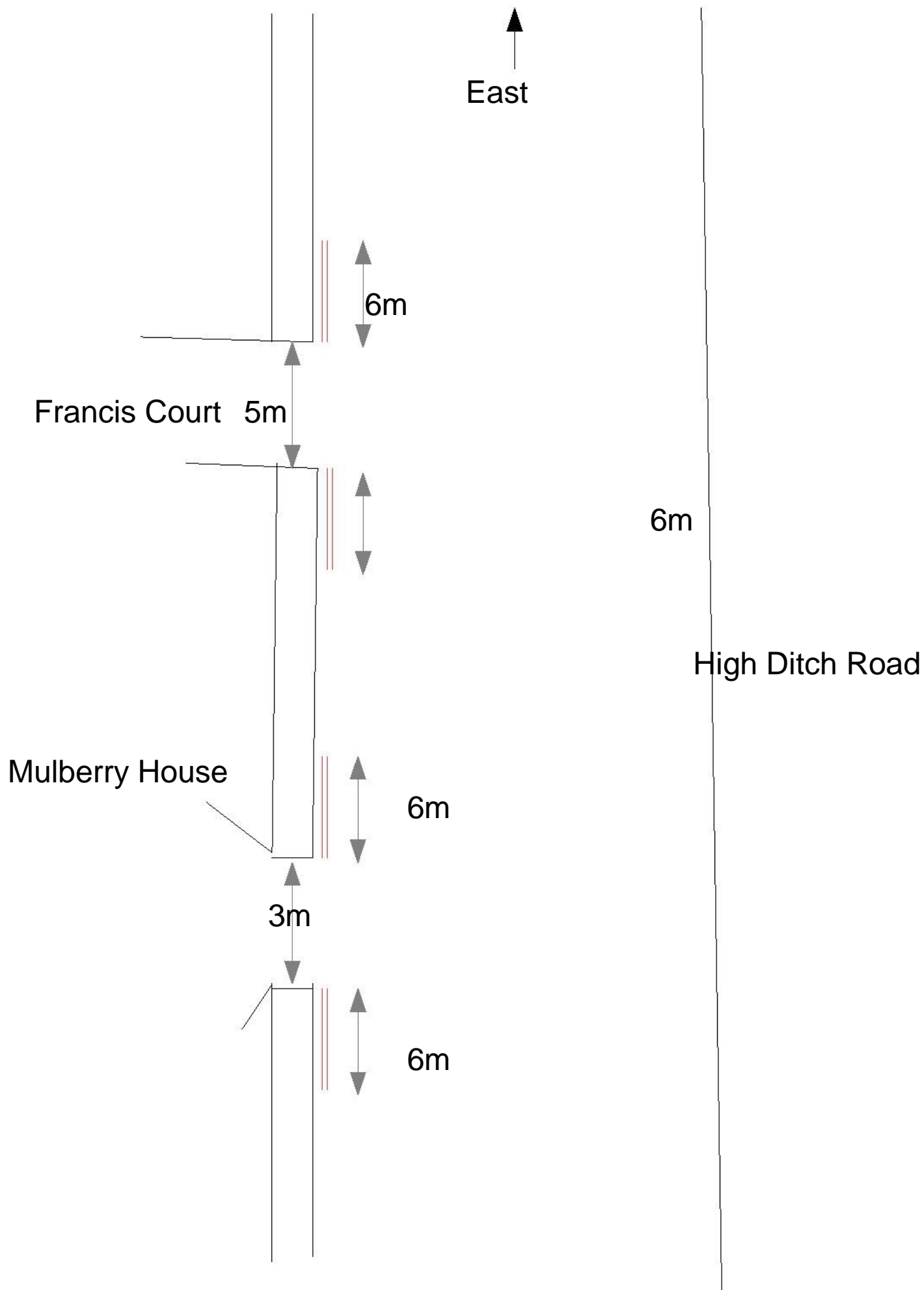
29.2m

## Horningsea Road

8.5m



High Street



## Photos illustrating the problems at peak times

Drivers who have turned left into High Ditch Road from Horningsea Road often can't see vehicles approaching the junction because they can't see past the parked cars. At peak times, traffic backs up on to the very busy Horningsea Road because drivers are unable to overtake the parked vehicles in High Ditch Road due to oncoming traffic, most travelling at speed, on what, in essence, has become a single lane carriageway. Inevitably this results in congestion on both Horningsea Road and High Ditch Road.



Vehicles approaching the B1047 junction from the A1303/High Ditch Road - a daily scenario for residents, especially at peak times.

There are often no pull-in spaces between the parked cars along HDRd thereby making it dangerous for drivers once they are committed to overtaking the parked vehicles.

Another issue is that employees of local businesses in Francis Court, HDRd, find it difficult to exit their premises due to limited visibility when pulling out – parked vehicles block the view of approaching traffic coming from the B1047, which makes this exit quite dangerous for drivers.

Residents have also noticed an increase in parking in this area. Each day commuters park in HDRd, remove bicycles from their cars and cycle off into Cambridge for the day.

Also noted is the increase in parking since parking charges came into force at the Newmarket Road Park & Ride site – parking may well continue to increase within the village.

Some motorists, who have been approached, confirm that they used the Park & Ride site prior to the introduction of the P&R charges but now instead, park on local streets and walk to the site.

**Jennifer Parr**  
Parish Councillor

**20/10/2014**

