

Consultation 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, particularly 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, which is narrower than the High Street's 8.5 metres width.

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 High Ditch Road, 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, High Ditch Road, 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 High Ditch Road, 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 charges but now park on local streets instead and walk to the site.



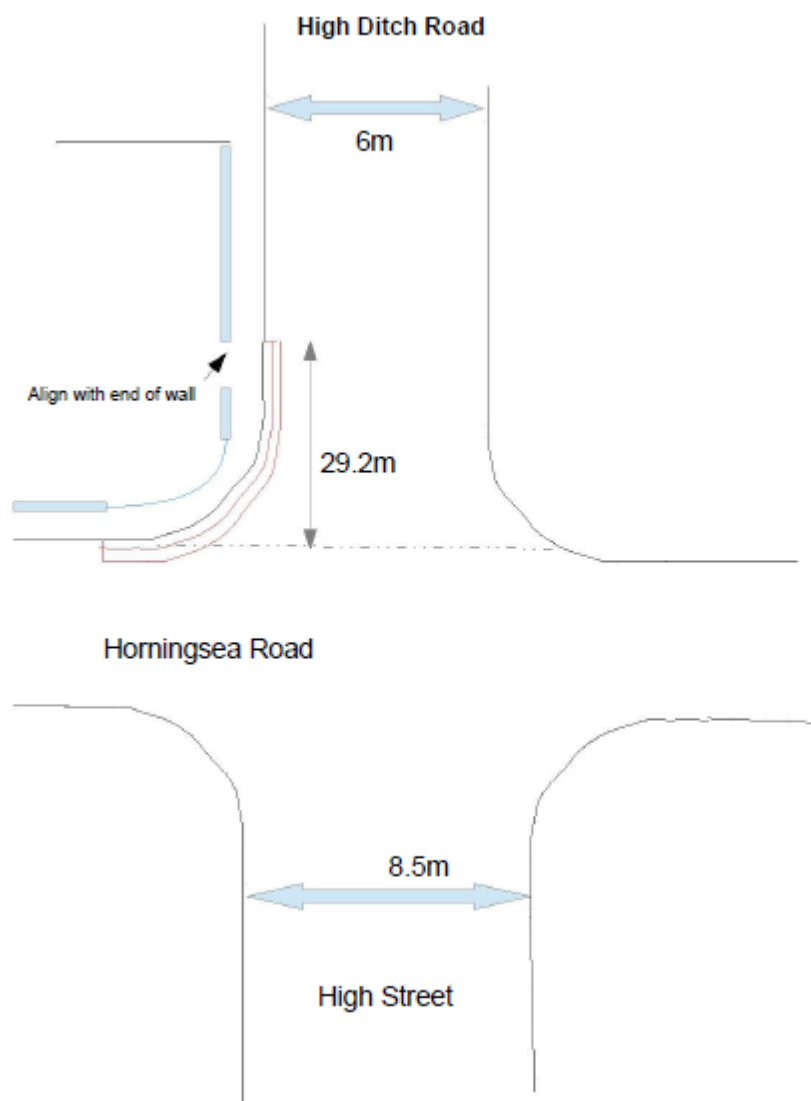
The Proposal for Double Yellow Lines (DYL)

In early September 2014, Vince Farrar (Chairman of the Parish Council) and Jenny Parr (then Councillor) met to discuss and measure up for double yellow lines at the crossroads. Our thoughts are that DYLs might only be necessary on one corner of the junction, the reason being that High Street is 2.5m wider than High Ditch Road and can therefore accommodate three vehicles abreast.

In keeping with the village location, the Parish Council will be able to specify the smaller 50mm wide lines, of primrose or cream, in preference to the normal yellow lines of 75mm and 100mm, similar to those outside the Kings Head Public House.

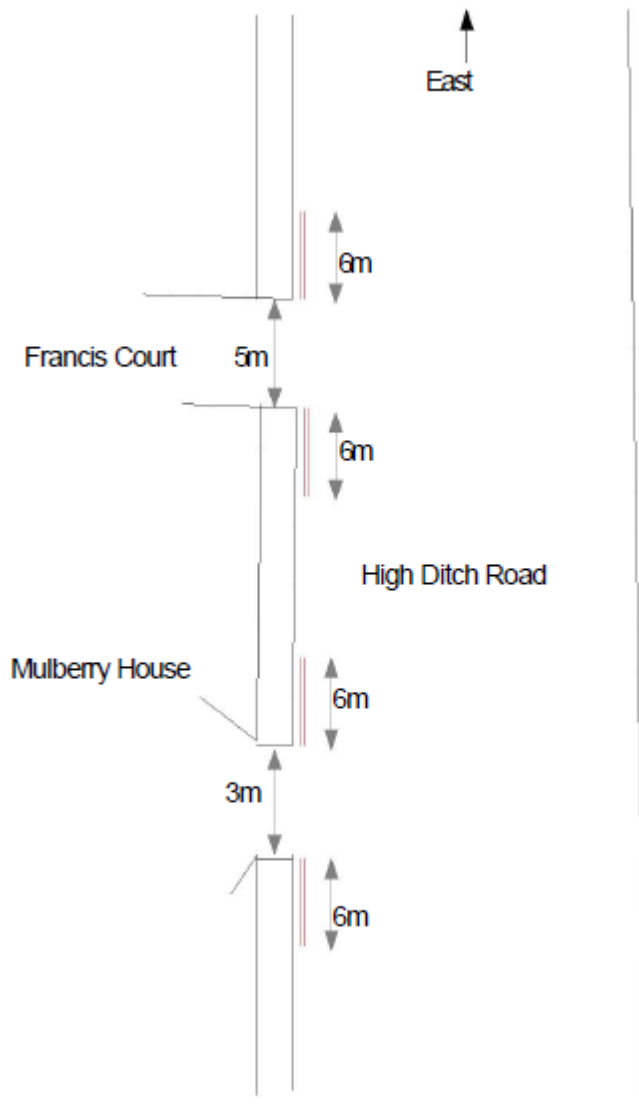
The proposal is for DYLs at three locations along High Ditch Road:

- **On the north side of High Ditch Road at the Blue Lion development.** DYLs need only be put down along the corner with Horningsea Road approximately 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.



(Street furniture - bollards etc. - is not shown and the diagrams are not to scale.)

- **Outside Mulberry House, on 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 High Ditch Road to make way for cars battling 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.



Follow-up

A further meeting took place on High Ditch Road on 13th January 2015 between Cllr Farrar, the Highway Officer and policy advisor to discuss the proposal from 4th November 2014.

The following recommendations/comments were noted:

- The proposal of DYLS 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 DYLS on the west side of the road must extend west far enough to allow crossing west of the traffic furniture. It is recommended that we consider this location for DYLS.
- Costs may drop significantly after March 2015 due to a proposed change in national legislation. As FDPC will need to source finance for any road markings, moving forward with the project is recommended for the new financial year 2015-16.

Jennifer Parr Parish Councillor 20/10/2014
Updated J Conroy 08/08/2015