

**TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH HIGH DITCH ROAD,  
FEN DITTON**

*To:* **Head of Highways and the Local Member representing electoral division below.**

*Meeting Date:*

*From:* **Executive Director: Place & Economy**

*Electoral division(s):* **Waterbeach**

*Forward Plan ref:* **N/A** *Key decision:* **No**

*Purpose:* **To determine objections to the imposition of double yellow lines on High Ditch Road, Fen Ditton.**

*Recommendation:* **a) Implement the restrictions as advertised  
b) Inform the objectors accordingly**

<b><i>Officer contact:</i></b>	
Name:	Report author/main officer
Post:	
Email:	
Tel:	

## **1. BACKGROUND**

- 1.1** Fen Ditton is a village located on the outskirts of Cambridge City, approximately 4.7 km north east of the city centre (Appendix 1). High Ditch road is one of the main roads that serves the village and runs from the village centre, south eastwards to form a junction with the A1303 (Appendix 2).
- 1.2** High Ditch Road is populated by a number of houses with most houses on the southern side having access to off street parking places and most houses on the northern side having to rely upon on-street parking. Drivers often park on High Ditch Road close to the B1047 junction splay, which obstructs visibility for drivers and creates vehicular conflict between vehicles entering and exiting the road. This problem is exacerbated when drivers utilise the B1047 and High Ditch Road to avoid congestion on the A14.
- 1.3** The parish council initially proposed the installation of double yellow lines around the junction of the B1047 (Horningsea Road / Ditton Lane), High Street and High Ditch Road, across the access of Mulberry House carpark (No. 23) and across the access of Francis Court (Appendix 3), but due to objections received in the statutory consultation period the restrictions were reduced (Appendix 4).

## **2. TRO PROCESS**

- 2.1** The TRO procedure is 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 twenty one day notice period.
- 2.2** The TRO was advertised in the Cambridge News on the 25<sup>th</sup> October 2017. The statutory consultation period ran from the 25<sup>th</sup> October 2017 until the 15<sup>th</sup> November 2017.
- 2.3** The statutory consultation yielded six responses from residents, consisting of four objections and two notices of support. It should be noted that one of the objections received was on behalf of nine residents and was supported by twenty four more. All comments and the grounds upon which they were made have been summarised in the table in Appendix 5 with officer comments alongside them.
- 2.4** Due to the objections received in the statutory consultation period, the plans were amended and the objectors were re-consulted. Of the four initial objectors only one followed up on their initial comments (the objection on behalf of nine residents and supported by twenty four more residents). The amended comments have been summarised in the table in Appendix 6 with officer comments alongside them.
- 2.5** It should be noted that the traffic management officer for the police had no objection to the proposed.

## **3. ALIGNMENT WITH CORPORATE PRIORITIES**

- 3.1** **Developing the local economy for the benefit of all**  
There are no significant implications for this priority.

### **3.2 Helping people live healthy and independent lives**

There are no significant implications for this priority.

### **3.3 Supporting and protecting vulnerable people**

There are no significant implications for this priority.

## **4. SIGNIFICANT IMPLICATIONS**

### **4.1 Resource Implications**

The necessary staff resources and funding have been secured through third party funding.

### **4.2 Procurement/Contractual/Council Contract Procedure Rules Implications**

There are no significant implications within this category.

### **4.3 Statutory, Legal and Risk Implications**

The statutory process for this proposal has been followed.

### **4.4 Equality and Diversity Implications**

There are no significant implications within this category.

### **4.5 Engagement and Communications Implications**

The statutory consultees have been engaged including County and District Councillors, the Police and the Emergency Services.

Notices were placed in the local press and were also displayed on the road where it is proposed to implement the restrictions. The proposal was made available for viewing in the offices of Vantage House, Vantage Park, Washingley Road, Huntingdon, PE29 6SR and in the reception area of Shire Hall, Castle Street, Cambridge, CB3 0AJ.

### **4.6 Localism and Local Member Involvement**

The County Councillor, Cllr. Bradnam and the District Councillor, Cllr. Turner were consulted. No responses were received.

### **4.7 Public Health Implications**

There are no significant implications within this category.

<b>Source Documents</b>	<b>Location</b>
Consultation responses Draft Traffic Regulation Order Letters of objection	Vantage House Vantage Park Washingley Road Huntingdon PE29 6SR





## Appendix 1- Location of Fen Ditton relative to Cambridge City Centre



Scale (at A4): 1:50000

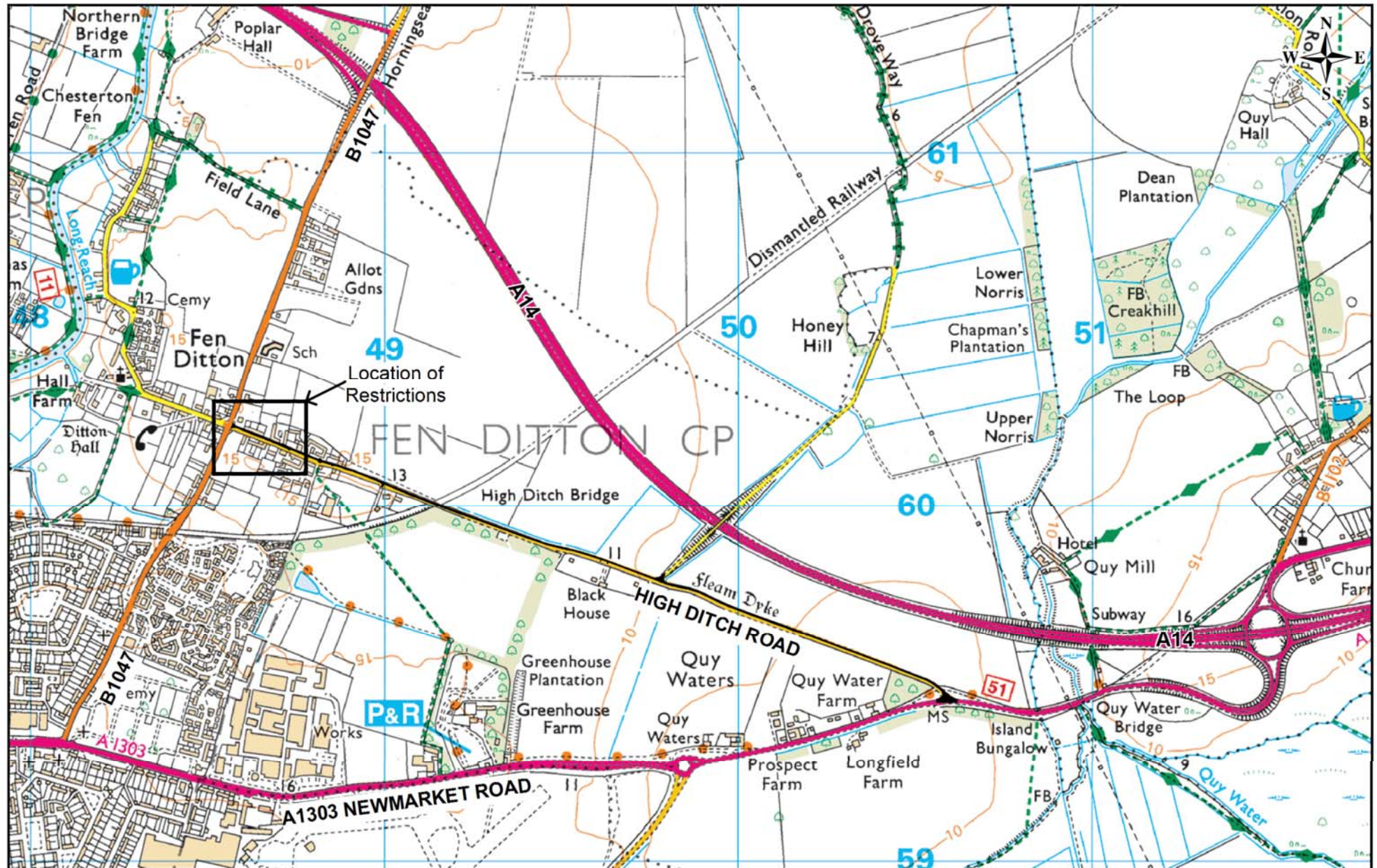
Centred at: 546715,259740

Date:27/11/2017

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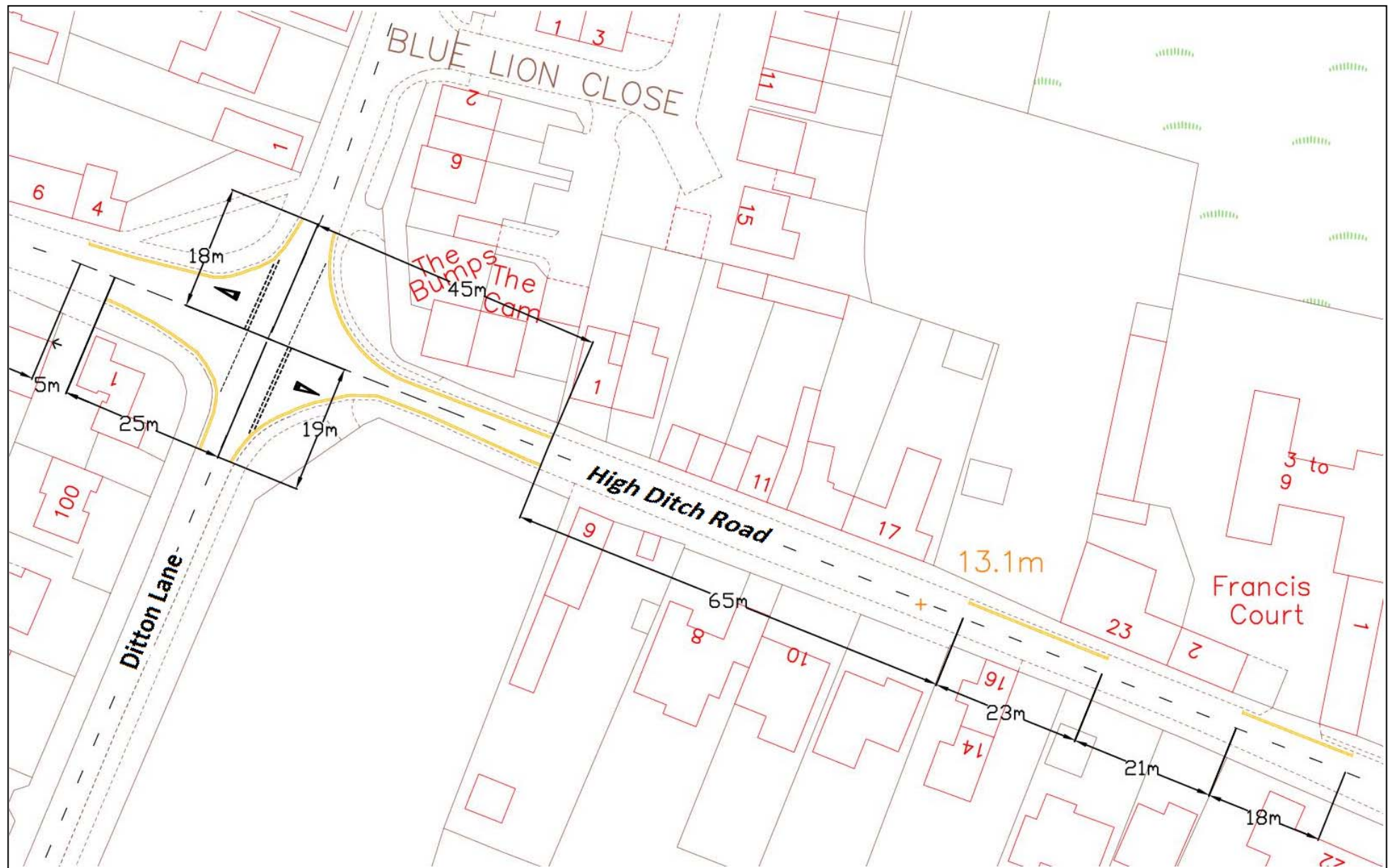


## Appendix 2 – Location of Restrictions on High Ditch Road

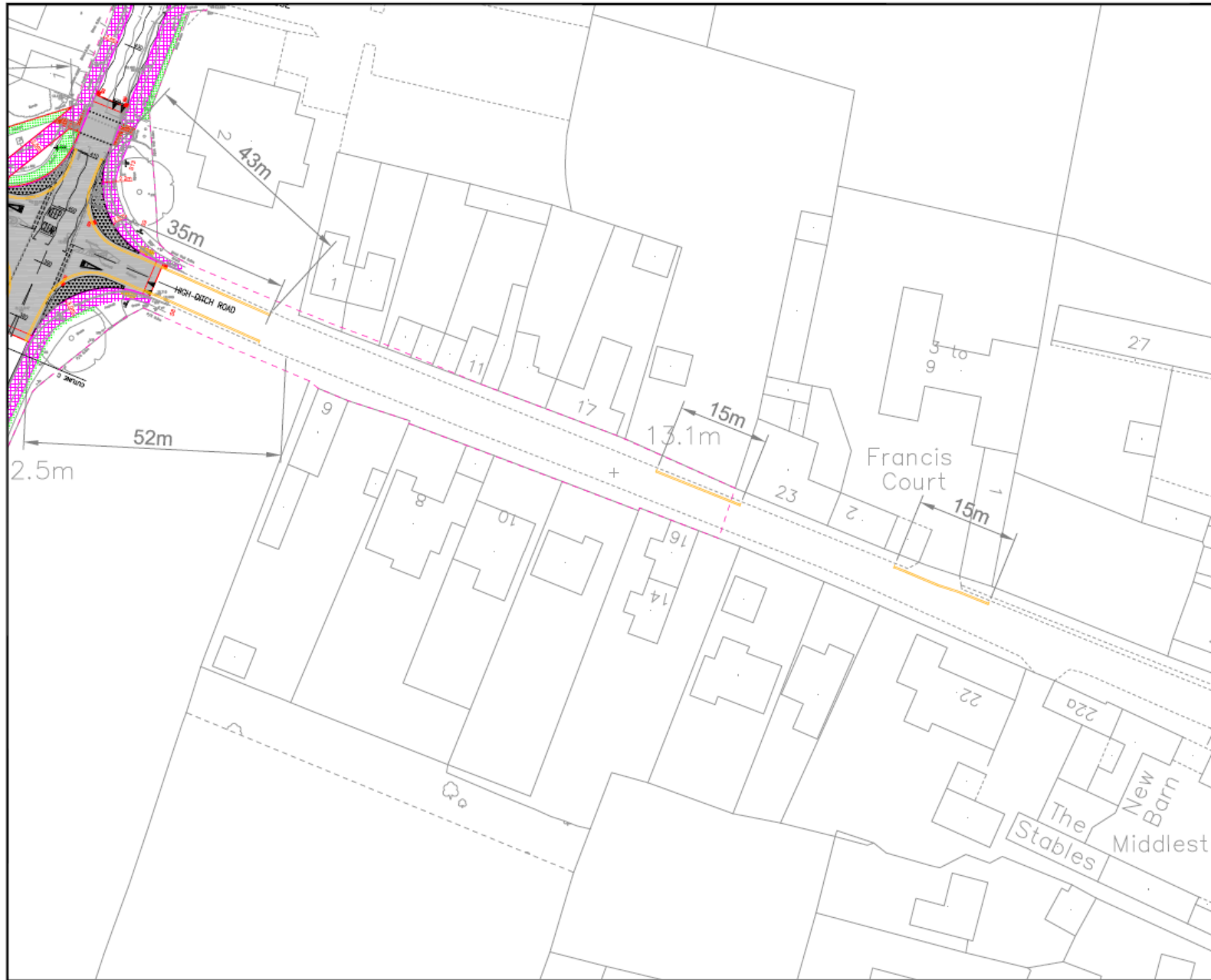




**Appendix 3 – Proposed Restrictions (as advertised)**



#### **Appendix 4 – Amended Restrictions**





## Appendix 5

No	Initial Consultation Responses	Officer's Comments
1	<p>Objection from a resident, stating:</p> <ul style="list-style-type: none"> <li>Residents on the northern side of High Ditch Road do not have off-street parking facilities.</li> <li>Currently parking in this area is virtually always occupied. So the restrictions will mean some residents won't be able to park near their house.</li> <li>Removing the ability for residents to park near to their property is not fair as they may need to carry heavy items to and from their vehicles, especially considering many of the residents are elderly.</li> <li>The restriction is being proposed to ease the traffic flow through a rat-run that is already subject to speeding and dangerous driving.</li> </ul> <p>Proposes:</p> <ul style="list-style-type: none"> <li>The introduction of a residents parking permit scheme with a limited number of permits per household as during the day many of the cars parked on the road belong to; <ul style="list-style-type: none"> <li>Employees at the nearby business park</li> <li>Visitors that park on the road to walk into the village.</li> <li>Residents of the households on the southern side, which either don't use their driveways or have other cars parked in them.</li> </ul> </li> </ul>	<p>The restrictions are being sought to reinforce the highway code, which will improve visibility for drivers at junctions and across accesses.</p> <p>Currently parked vehicles prevent two way traffic flow on High Ditch Road so vehicles must give way and wait until they can traverse the road. Seeing as there are no restrictions, vehicles are parking close to the junction forcing anyone wishing to turn into High Ditch Road to wait on Horningsea Road and Ditton Lane, which in turn causes tailbacks. By installing double yellow lines (DYLs) around the junction the parish hope to mitigate the traffic by allocating space for vehicles to wait / give way on High Ditch Road rather than on the busier Horningsea Road and Ditton Lane.</p> <p>The installation of DYLs across the accesses to Mulberry House and Francis Court have been proposed to increase the visibility and thus safety for anyone exiting onto High Ditch Road and to provide passing places to aid traffic flow down the road.</p> <p>It should be noted that though parking on the highways is permitted, there is no sense of entitlement and even if a residents parking scheme was introduced a space outside your house would not be guaranteed.</p> <p>Employees do indeed park on High Ditch Road but they have said this is only because of how dangerous it is to exit Francis Court and Mulberry House. If the restrictions are implemented then the number of employees that do this may reduce.</p> <p>A residents parking scheme is outside the scope of the project and there is no budget available to accommodate such a scheme.</p>
2	<p>Objection from a resident, stating:</p> <ul style="list-style-type: none"> <li>Many of the residents on the northern side of High Ditch Road do not have off-street parking facilities.</li> <li>There will be no space to park if these</li> </ul>	<p>Same as No.1</p> <p>Though the introduction of traffic calming may help with the speed of traffic on the road and dissuade a lot of vehicles that use the road as a 'rat run,' said traffic calming would cost</p>

	<p>restrictions are implemented, which is particularly unfair to the many elderly residents occupying the smaller properties.</p> <ul style="list-style-type: none"> <li>Residents already have to compete with employees of the local business park, users of the cricket pavilion and customers of the local public house. Reducing the parking would further increase competition.</li> <li>High Ditch Road is used as a short cut and cars regularly exceed the 30mph speed limit. Reducing parking would further exacerbate the situation.</li> <li>If anything traffic calming should be installed to discourage speeding and reduce traffic down the road.</li> <li>Fundamental access to parking should not be removed without improving the transport options (bus service) and or without providing an alternative parking area.</li> </ul> <p>Proposes:</p> <ul style="list-style-type: none"> <li>A residents parking scheme with a limit on the number of vehicle per property.</li> </ul> <p>Or</p> <p>A residents parking scheme that benefits residents that do not have access to off street parking.</p>	<p>more and in turn also negatively affect parking.</p> <p>Due to the location and amount of double yellow lines (DYLs) is highly unlikely there will be any effect on the speed of vehicles travelling down High Ditch Road.</p> <p>A residents parking scheme is outside the scope of the project and there is no budget available to accommodate such a scheme.</p> <p>A residents parking scheme that benefits residents that do not have access to off street parking is not viable as there is no priority when it comes to off street parking.</p>
3	<p>Objection from a resident on behalf of 9 other residents, supported by 24 other residents (one of which made addition comments, which have been outlined in No.4), stating:</p> <ul style="list-style-type: none"> <li>In 2014 the parish council proposed the implementation of 29.2 metres of DYLs on the northern side of High Ditch Road starting at the corner of High Ditch Road and Horningsea Road, 15 metres of DYLs at the entrance to Mulberry House and 17 metres of DYLs at the entrance to Francis Court.</li> <li>In January 2015 Cllr Farrar and a highway officer met and it was recommended that “a possible solution to the loss of a few parking spaces is to</li> </ul>	<p>The restrictions are being sought to reinforce the highway code, which will improve visibility for drivers at junctions and across accesses.</p> <p>Currently parked vehicles prevent two way traffic flow on High Ditch Road so vehicles must give way and wait until they can traverse the road. Seeing as there are no restrictions, vehicles are parking close to the junction forcing anyone wishing to turn into High Ditch Road to wait on Horningsea Road and Ditton Lane, which in turn causes tailbacks. By installing DYLs around the junction the parish hope to mitigate the traffic by allocating space for vehicles to wait / give way on High Ditch Road rather than the busier Horningsea Road and Ditton Lane.</p>

<p>have part time restrictions. Consideration should be given to peak/day time restrictions only.”</p> <ul style="list-style-type: none"> <li>• In August 2015 a limited local consultation was conducted but only for the proposal of introducing DYLS at the junction for a distance of 29.2 metres.</li> <li>• At the end of 2015 a newsletter from the parish was received saying: “The Parish Council has revised its proposals for DYLS on parts of High Ditch Road, and is applying for Highways funding from the county council”</li> </ul> <p>The application was rejected because “the scheme had limited improvement potential.”</p> <ul style="list-style-type: none"> <li>• This proposal (PR0413) includes the same three lengths as the 2015 proposal but with increased lengths – 29m to 45, 15m to 23m &amp; 17m to 18m.</li> <li>• These proposals will remove 6 or 7 parking spaces from an area (Appendix 8 &amp; 9) where there is already competition for parking from; Visitors, employees working nearby, tradesmen, commuters, residents that also have off street parking facilities, commercial vehicles and parents dropping off and picking up their children from school.</li> <li>• The reduction will mean residents without off-street parking (including elderly, those with young children and those loading/unloading heavy equipment from their vehicles in connection with their work) will regularly be unable to park within 100m of their house (Appendix 7).</li> <li>• We understand that in law we have no greater rights to park on this stretch of road than any other highway users, however we request the proposals should include appropriate measures to mitigate the impact on local residents (residents parking scheme, limited waiting restrictions etc).</li> <li>• The painting of DYLS and the erection of signage connected with the restrictions would have a suburbanising effect on the otherwise rural character of the</li> </ul>	<p>The installation of DYLS across the accesses to Mulberry House and Francis court have been proposed to increase the visibility and thus safety for anyone exiting onto High Ditch Road and to provide passing places to aid traffic flow down the road.</p> <p>Though some parking will be removed by these stretches, they will encourage employees that currently park on High Ditch Road due to safety to start parking in their work car parks and will provide small passing points to further improve the situation at the junction.</p> <p>Due to the location and amount of double yellow lines (DYLS) is highly unlikely there will be any effect on the speed of vehicles travelling down High Ditch Road.</p> <p>As noted in the objection though on street parking is permitted, there is no sense of entitlement and though we accept DYLS can negatively affect residents, safety is the parish's and by extension the Council's main concern.</p> <p>In terms of the effect the lines will have on the rural character of the area; DYLS do not require signage and a softer yellow colour can be used to reduce the harshness of the lines. By contrast the recommendation of day time only restrictions would require signage.</p> <p>A 20mph speed limit would not fit with the County Council's policy as it would unlikely be complied with.</p> <p>Rumble strips would not be viable given the setting, due to noise and vibration issues. They are also not effective in lower speed areas and are best suited in locations where the speed limit changes from a de-restricted limit to a 40 or 30 without an incremental drop off.</p> <p>Narrowing the “pinch point” (give way feature) to the east would not be a viable option as a minimum distance of 3.1m is required to allow easy access for emergency services. And the</p>
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	<p>Conservation Area.</p> <ul style="list-style-type: none"> <li>• The real problem is the use of High Ditch Road as a cut through with many drivers exceeding the 30mph speed limit in conditions which are not suitable for even those conditions.</li> <li>• The proposals would make the situation worse as it will make traffic flow more freely.</li> <li>• We support the DYLS at the junction for a distance sufficient to reduce the risk of a vehicle turning into High Ditch Road from Horningsea Road and colliding with a stationary vehicle.</li> <li>• We believe the original proposal of 29 metres would be sufficient for the above as the new proposal only represents an invitation to accelerate into a road that is unsuitable for anything but the slowest speeds.</li> <li>• We note that it has already been considered to calm the traffic on the road through a “pinch point” some 200 metres east of the area affected by the proposals (Appendix 10) but we suggest this should be explored further.</li> <li>• Other ideas that could be considered are: <ul style="list-style-type: none"> <li>- The introduction of gentle chicanes (as on Horningsea Rd)</li> <li>- Designation of High Ditch Road as “local access only”</li> <li>- The introduction of a 20mph speed limit and rumble strips</li> <li>- The laying of a distinct road surface (as done in Horningsea) signalling that this is a village lane and not an arterial road</li> <li>- The further narrowing of the “pinch point”</li> </ul> </li> </ul>	<p>addition of further give way features and or width restrictions or chicanes would further reduce parking facilities for residents, which is the crux of this argument.</p> <p>The laying of a ‘distinct road surface (as done in Horningsea)’ is not a viable option because it is a very costly exercise, which would not fit the current budget. It should also be noted that this kind of road surface is used to increase traction for vehicles so results in an increase in noise.</p>
4	<p>Objection from a resident, stating:</p> <ul style="list-style-type: none"> <li>• Supports the comments made by No.3.</li> <li>• Aware of the traffic issues that arise at peak times but feels the proposal is not appropriate.</li> <li>• Traffic is down to High Ditch Road being used as a rat run (which will only worsen</li> </ul>	<p>Same as No. 3</p>

	<p>with time) and the parking of parents picking up and dropping off their kids from the local primary school.</p> <ul style="list-style-type: none"> <li>• DYLS will unlikely solve the above issues as loading and unloading will still be permitted.</li> <li>• Would support DYLS if reduced to 29 metres to serve as a deterrent to temporary parking around peak times and wouldn't negatively affect the parking for local residents without providing an alternative.</li> </ul>	
5	<p>Support from a resident, stating:</p> <ul style="list-style-type: none"> <li>• Supports the restrictions in general, especially the lines on both sides of Ditton Lane.</li> <li>• Neither of the two stretches of double yellow lines on High Ditch Road seem long enough to allow much passing. Seeing as between these restrictions have off street parking, would one longer passing place not be better?</li> <li>• Currently everyone parks on the northern side of the road. If the two stretches of double yellow lines are implemented on the northern side then cars will park opposite them, which would create an unwanted chicane for vehicles to navigate. Would double yellow lines on both sides of the road not be necessary?</li> </ul>	<p>The main aim of the stretches of DYLS is to improve visibility for vehicles exiting onto High Ditch Road from Mulberry House and Francis Court. It is for this reason and that fact that there must be a balance to make sure not to remove too much in the way of parking that the stretches of DYLS are as advertised.</p> <p>Due to the length of DYLS only being about 3 or 4 car lengths and the presence of dropped kerbs on the southern side it is unlikely vehicles will park there.</p>
6	<p>Support from a local business, stating:</p> <ul style="list-style-type: none"> <li>• Currently occupants and visitors have trouble exiting and entering the property as vehicles sometimes park immediately either side of the access obscuring visibility.</li> <li>• They have also had occasions where vehicles have parked halfway across the access, rendering it unusable.</li> <li>• Although there is adequate parking available on their property, some of the staff opt to park on the street due to the aforementioned issues. If the lines were implemented then these members of staff would start parking on the property instead.</li> </ul>	<p>Though parking on the public highway is permitted, there is no sense of entitlement.</p> <p>A residents parking scheme is outside the scope of the project and there is no budget available to accommodate such a scheme.</p>

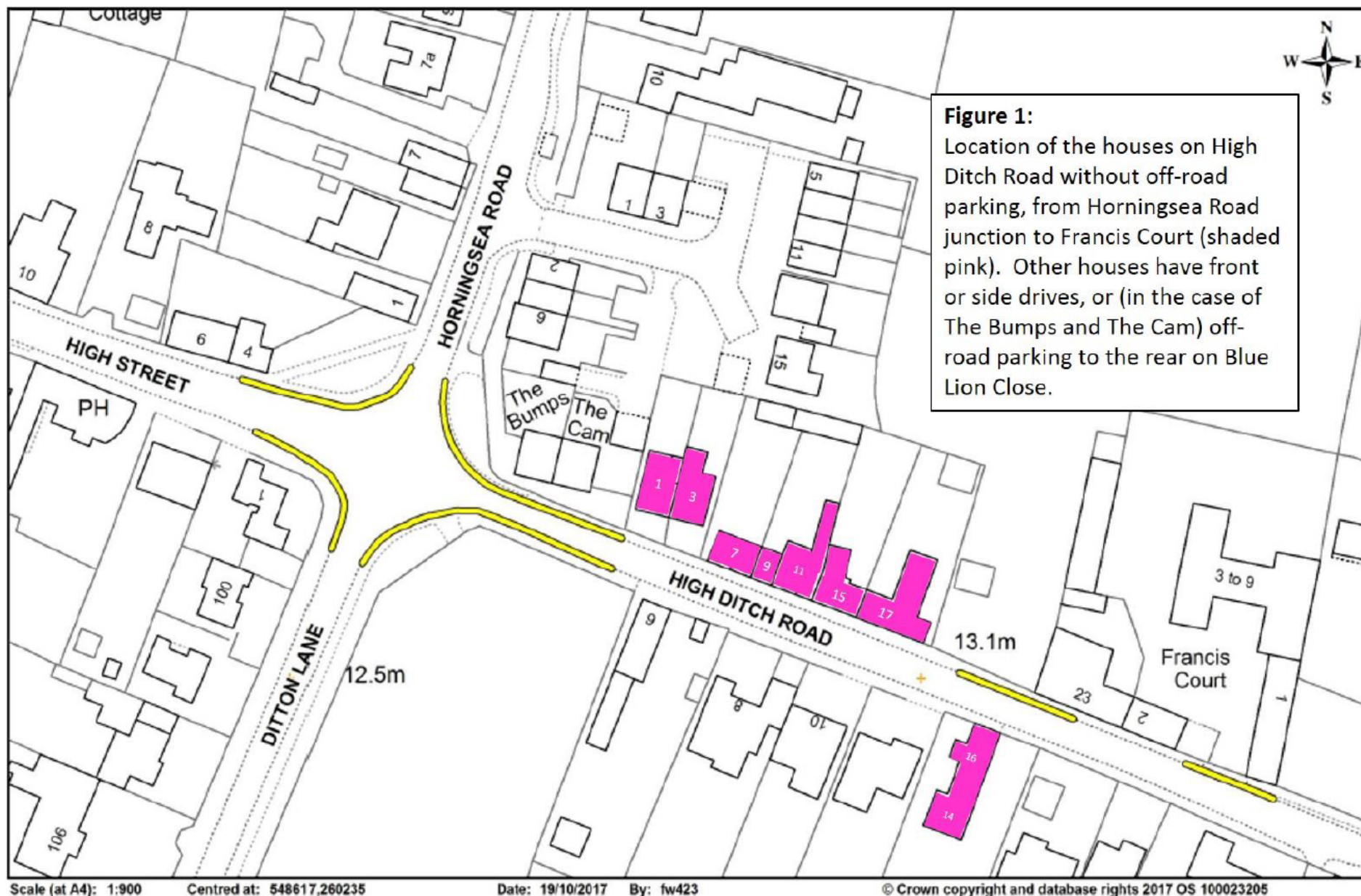
	<p>Also made the following point:</p> <ul style="list-style-type: none"> <li>• They have noted 2-3 cars that park outside their business and cycle to work in the city from there. They therefore asked if it is possible to implement a parking scheme where it is free for residents or install residents/visitors only parking bays.</li> </ul>	
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Appendix 6		
	Further Consultation Responses	Officer's Comments
1	<p>Welcomes the following:</p> <ul style="list-style-type: none"> <li>• The raised platform at the junction</li> <li>• The corner radius reduction</li> <li>• The prohibition of parking for a distance sufficient to prevent the likelihood of a vehicle turning onto High Ditch Road from colliding with a stationary vehicle close to the junction (and sufficient to protect the visibility of and for cyclists and pedestrians crossing High Ditch Road).</li> <li>• The news that the charges at the park and ride are to be lifted from April 2018.</li> <li>• The fact that all lengths of DYLS have been reduced</li> <li>• That the Parish Council and others have indicated their willingness to seek to mitigate the impact of the proposed order on local residents without off street parking facilities.</li> </ul> <p>But proposes:</p> <ol style="list-style-type: none"> <li>1 Making the parking restrictions outside Mulberry House and Francis Court, limited (to allow parking for residents at night).</li> <li>2 Reduce the weight limit from 18 tonnes to 7.5 tonnes.</li> <li>3 Upgrade the signage at the junction with the A1303, to signal not only the weight limit, but the humpback bridge and the width restriction beyond it.</li> <li>4 Signalling the aforementioned humpback bridge and width restriction earlier on, on the A1303 so as to not</li> </ol>	<ul style="list-style-type: none"> <li>• Single Yellow Lines (SYLs) would not be advantageous for the following reasons: <ul style="list-style-type: none"> <li>- As well as serving as a passing place the double yellow lines protect the access to these properties</li> <li>- SYLs might lead to drivers thinking it acceptable to block the access to these properties</li> <li>- SYLs would require signs, which you previously have said would have an unwanted suburbanising effect.</li> </ul> </li> <li>• The reduction of the weight limit and the proposed signage changes are outside the scope of the project.</li> <li>• When it comes to the public highway there is no sense of priority so we cannot assume or force the residents of "The Bump" or "The Cam" to park in Blue Lion Close or commuters to park at the park &amp; ride.</li> <li>• The council would not be willing to provide letters to place on car windscreens as if any damage were to occur, the council would be liable.</li> </ul>

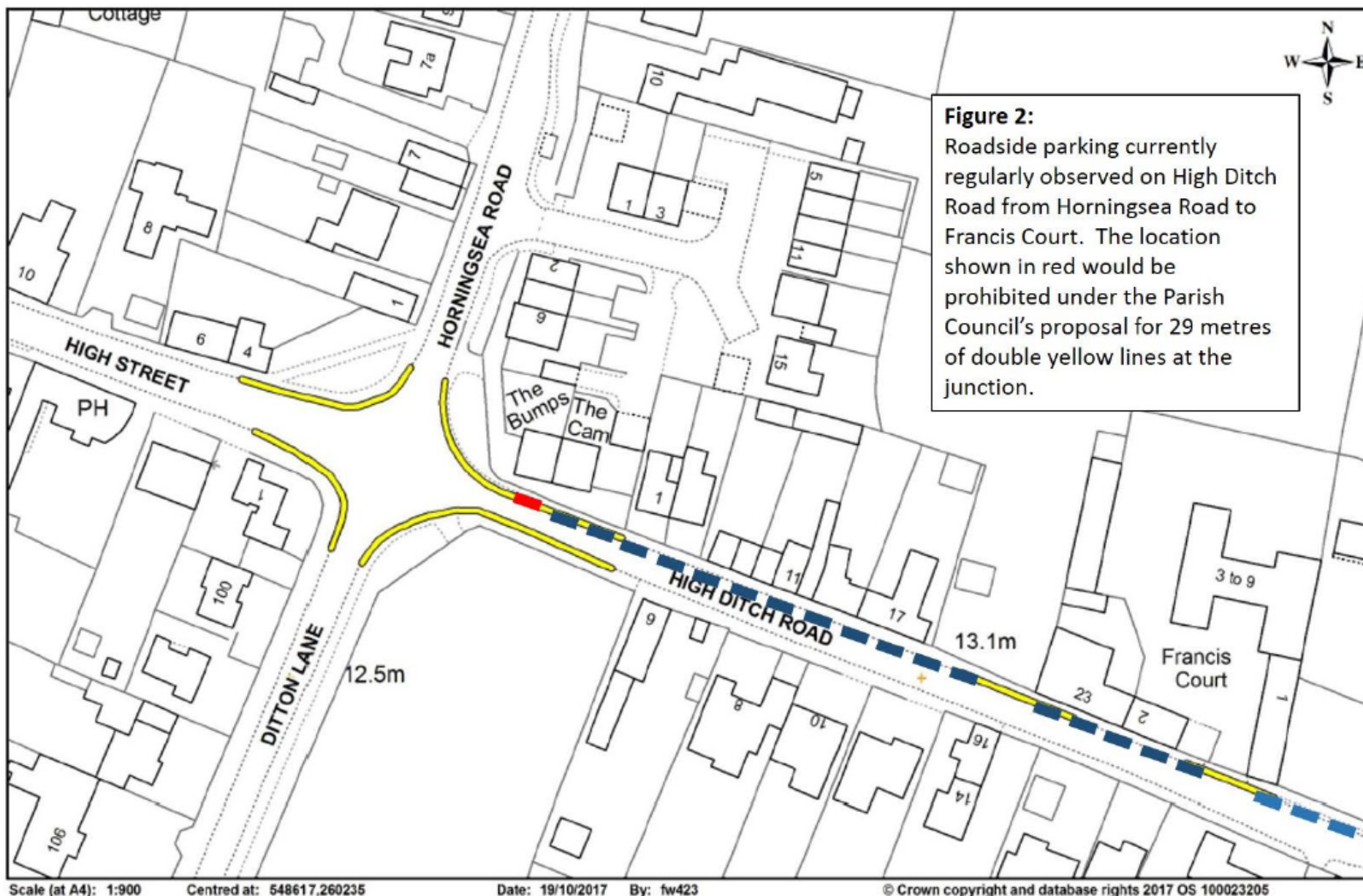


	<p>miss it.</p> <p>5 A letter on headed stationary from the relevant authority to those whose businesses generate parking on High Ditch Road asking them to be considerate of the number of residents that rely on on-street parking.</p> <p>6 A letter on headed paper from the relevant authority to be given to all businesses that operate nearby , asking them to be considerate of residents and try to reduce the number of business vehicles they have parked on street</p> <p>7 A letter on headed paper from the relevant authority that can be provided to the residents to place on the windscreen of cars to explain the situation and advise they make use of the park and ride once the charges are removed in April 2018.</p> <p>8 Formal confirmation from the relevant authority that there will be no vehicular access from the Wing to High Ditch Road (or vice versa).</p>	
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**Appendix 7 – Location of houses on High Ditch Road that do not have access to off-street parking**  
**(Image taken from the third consultation response outlined in appendix 4)**

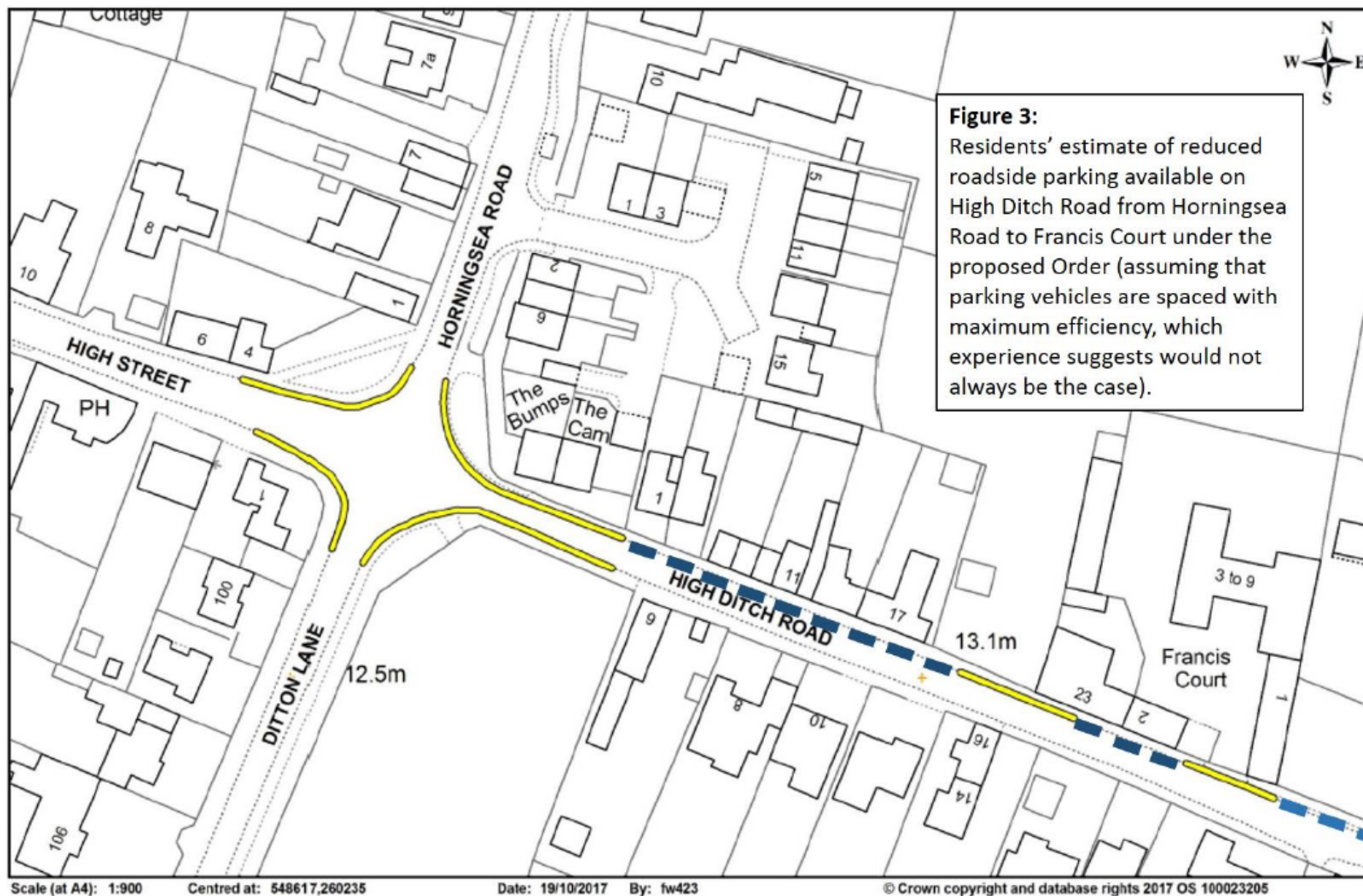


**Appendix 8 – Current parking arrangement on High Ditch Road**  
**(Image taken from the third consultation response outlined in appendix 4)**





**Appendix 9 – Estimated parking arrangement if the proposals are accepted as is**  
**(Image taken from the third consultation response outlined in appendix 4)**



**Appendix 10 – Location of current width restriction (image taken from the third objection outlined in appendix 4)**

