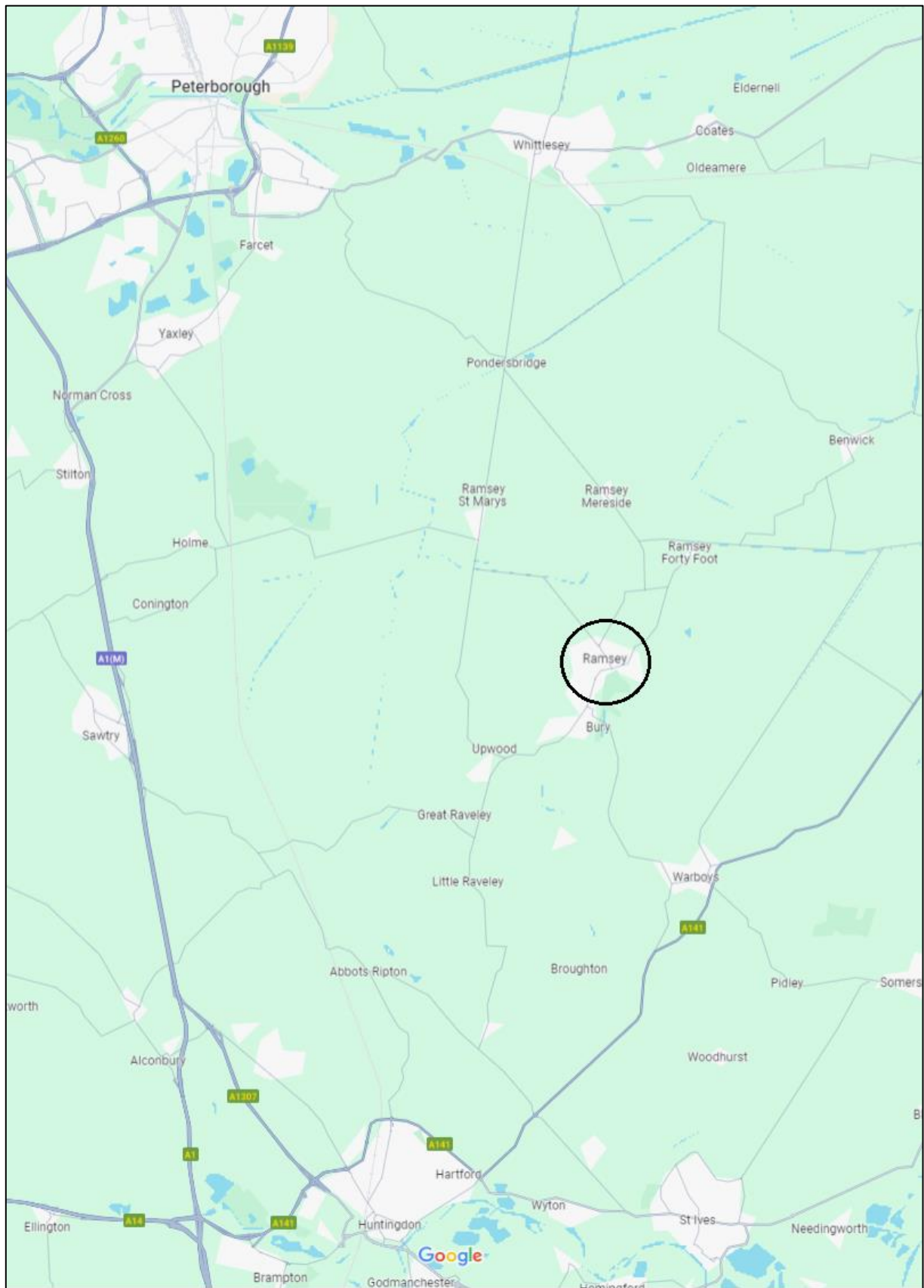
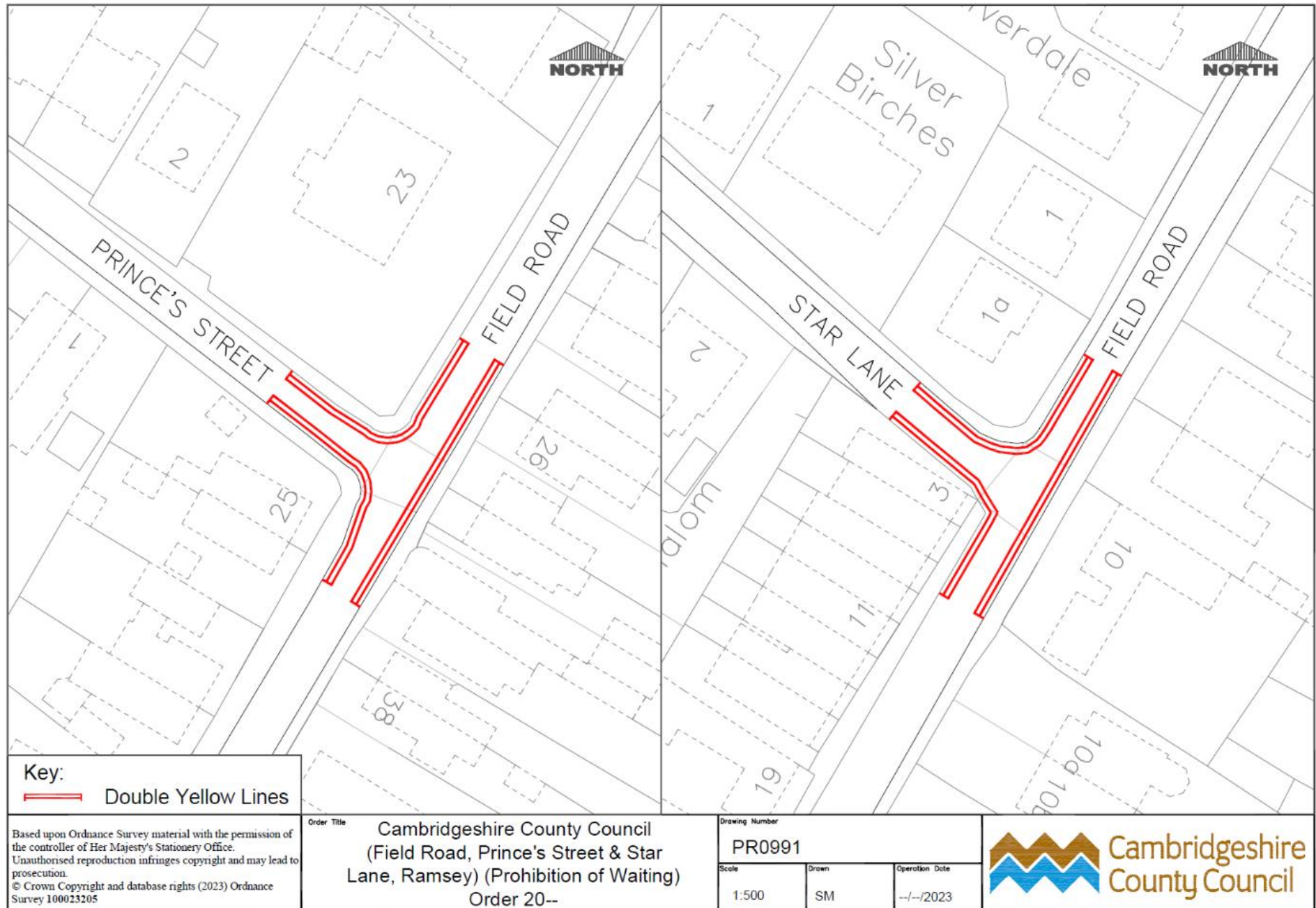


Appendix 1:



Google Maps (2024). *Ramsey, relative to Huntingdon and Peterborough*. Available at: <https://www.google.com/maps/@52.472564,-0.1742604,12z?entry=ttu> (Accessed: 7th Feb 2024)

Appendix 2:



Appendix 3:



Appendix 4:

No	Point made	Officer response
Points made in objection to the scheme.		
1	<p>Many of the properties in the proposed areas do not have driveways, so rely upon on-street parking. The dropped kerbs of the properties that have driveways, has removed a substantial amount of on-street parking meaning parking during peak hours is problematic as is.</p> <p>The proposed double yellow lines will further limit the available parking spaces for residents and their visitors.</p>	<p>It is accepted that the proposed lining will reduce on-street parking provisions, however, the lining will address a perceived safety concern by improving visibility at the respective junctions and will provide passing places that may help the flow of traffic along the road.</p> <p>It should be noted that whilst parking on the public highway is permitted, there is no right, or priority and the highway authority have a duty of care to maintain the safety and useability of any and all roads that are maintained at public expense.</p>
2	The proposed double yellow lines will displace vehicles, resulting in parking in other, less suitable spaces, further from people's homes.	This is a potential side effect; however, this does not discount the safety concern the double yellow lines look to address. Certainly, if problems arise from obstructive parking elsewhere, additional measures can be sought through a future scheme.
3	The loss of parking will have an adverse effect on property values.	Noted, however, as above, this does not discount the safety concern the double yellow lines look to address.
4	Considering existing double yellow line restrictions in the town centre are ignored, compliance in these locations is just as unlikely.	In general, the public tend to have a good understanding of double yellow lines, so they tend to be relatively self-enforcing. Certainly, the introduction of CPE (Civil Parking Enforcement) measures can help to ensure compliance.
5	Have not witnessed any issues with access for refuse vehicles or HGVs. Refuse collection services have managed well without the need of double yellow lines.	As noted in 1.4 of the report, vehicle tracking analysis supports the town council's claims that, with vehicles parked opposite the respective junctions, access for larger vehicles is affected, often resulting in said large vehicles mounting the footway. This also presents a safety concern regarding the accessibility of fire engines.
6	Field Road is used as a rat run to travel across Ramsey, avoiding the High Street. Station Road is also used as a rat run.	Noted in 1.6 of the report.

7	<p>Speeding is the real concern in the area. Cars are often damaged by errant drivers and their dangerous driving and any accidents have been the result of speeding vehicles.</p> <p>Traffic Calming measures, such as speed bumps, would be helpful to combat this.</p>	<p>This is noted, however, the installation of traffic calming would likely need to be accompanied by lengths of double yellow lines, which would further reduce on-street parking provisions. Additionally, any vertical features would likely be objected to by nearby residents based on perceived noise level changes.</p>
8	<p>The installation of double yellow lines can have a ripple effect causing stress and financial burden to residents, which is the opposite of the ethos of the Local Authority – to make Cambridgeshire a more caring place to live.</p>	<p>There is a balance to be had to ensure safety concerns are addressed without having a significant effect on residents. Considering the double yellow lines are indiscriminate in nature and reinforce rule 243 of the Highway Code – drivers should not park opposite or within 10 metres of a junction – (adjusted in this case to account for independent local characteristics e.g. the presence of driveways) it is seen that the proposals satisfy this need for balance.</p>
9	<p>A one-way system on Field Road would improve the flow of traffic and would also make pulling onto Field Road from Prince's Street and Star Lane less hazardous.</p> <p>Vehicular conflicts, caused by poor driving, block the road, forcing vehicles to drive on the pavement to pass.</p>	<p>There is a concern that implementing a one-way system on Field Road would simply move the issue onto other nearby roads.</p> <p>It is envisioned that the double yellow lines can provide passing places to help limit the occurrence of such situations.</p>
10	<p>Money would be better spent on alternative solutions that balance the need for traffic management with the concerns and needs of residents.</p>	<p>Given the available budget, and the responses received during the town council's survey (see 1.5 of the report) double yellow lines were seen as an appropriate measure to address the concerns and needs of residents.</p>
Points made in support of the scheme.		
1	<p>Parking in the area of the proposed double yellow lines affects visibility for residents looking to exit their driveway.</p> <p>On some occasions vehicles have parked across driveways, blocking access.</p>	<p>Noted. It will have an impact on-street parking; however, it is viewed that the proposals balance the desire to retain on-street parking provisions, whilst addressing the perceived safety concern.</p>
2	<p>The proposed lining will provide passing places for vehicles, which will aid the flow of traffic along the road.</p>	<p>Noted, as above.</p>