

Cambridgeshire County Council Record of Executive Decision

Decision taken by the Traffic Manager in consultation with the local member.

Title of decision	Traffic regulation Order objections associated with the proposed waiting restrictions on High Street, Church Street and Angle End, Great Wilbraham.
Date decision taken	30/04/2024
Decision makers	Sonia Hansen (Traffic Manager – Transport Strategy & Network Management) Councillor Claire Daunton
Is this a key decision?	No
Is the decision subject to call in?	No
Details of decision taken	<p>Having reviewed all the details of the traffic regulation Order, taking in to account the consultation process and comments received, the Local Member and Traffic Manager determined the objections and confirmed that the proposed waiting restrictions should be implemented in accordance with the plan titled “PR0990 – Appendix 7” (as advertised on High Street and High Street, although in a reduced capacity on Angle End).</p> <p>Those that submitted comments during the consultation period will be informed of the outcome accordingly.</p>
Reasons for taking decision	<p>The report was presented to the decision makers to allow the officer to explain the proposals. It was noted that:</p> <ul style="list-style-type: none">• Though the parish’s initial application was for the installation double yellow lines (DYLs) on both sides of High Street and the southwestern side of Church Street, the lining was extended onto the opposite side of Church Street, round onto Angle End, to satisfy road safety concerns associated with potential referral parking onto other similarly dangerous locations. <p>More specifically:</p> <ul style="list-style-type: none">- The DYLs outside Nos. 10 and 12 Church Street reinforce rule 243 of the Highway code (drivers should not parking opposite or within 10 metres of a junction), ensure clear visibility for those entering/exiting the respective driveways and the slip-road, and ensure parked vehicles don’t direct vehicles onto the opposite side of the road where

visibility of and for oncoming vehicles is obscured by the blind bend.

- The DYLS continue round the onto Angle End to prevent parking on the inside of a similarly blind bend – as this is not the main thoroughfare, where vehicle speeds are unlikely to be as high, parking on the outside of the bend can be maintained for the benefit of local residents that may not have access to off street parking provisions.
- As vehicle speeds and traffic volumes are unlikely to be as high on Angle End, a reduction of the double yellow lines here can be accommodated. The lines have been reduced to a point where drivers coming from the main thoroughfare will have regained clear forward visibility following the bend and should therefore be able to negotiate any potential parked vehicles in a safe manner.
- As the area is designated as a conservation area, the DYLS shall be of the thinner paler variety.
- Though there is the concern of referral parking, it is deemed that there are sufficient on-street parking provisions in the surrounding area to account for this and that this does not supersede the necessity to address the safety concern associated with vehicles parking on the blind bend/around the respective junctions.

Options
considered
Details of any
conflict of
interests declared

Please see above – ‘Reasons for taking decision’.

No conflicts of interest.

Details of any
disclosable
pecuniary interest
or non-statutory
disclosable
interest declared

No pecuniary interests or non-statutory disclosable interests declared.