

Agenda Item No:

TRO OBJECTIONS ASSOCIATED WITH PRATT STREET, SOHAM

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

Meeting Date: **10th March 2017**

From: **Executive Director: Economy, Transport & Environment**

Electoral division(s): **Local Members representing Soham and Fordham**

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

Purpose: **To determine objections received to the proposed Traffic Regulation Order (TRO) on Pratt Street, Soham**

Recommendation: **a) Approve and amend the TRO in order to facilitate the construction of a pedestrian crossing
b) Inform the objectors accordingly**

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1. BACKGROUND

- 1.1 Soham is a town located approximately fifteen miles north east of Cambridge City (Appendix 1). Pratt Street runs through the centre of the town in a general south-north direction.
- 1.2 Soham Town Council has been successful in obtaining funding through the Local Highways Improvements initiative (LHI) to install a pedestrian crossing on Pratt Street at location approximately 5 metres south of its junction with the Wetheralls. A design plan can be viewed in Appendix 2.
- 1.3 In order to facilitate the construction of the crossing it will be necessary to remove approximately ten metres of free parking on the crossing's southern approach. The removal of parking is a legal necessity as there is a requirement for an obstruction free area on both approaches to the crossing. In addition, it also guarantees a minimum level of forward visibility for motorists, which is crucial in enabling the safe passage of pedestrians across what is a busy road.
- 1.4 By legal convention objections cannot be made to the proposed installation of pedestrian crossings. However, as it is necessary to change the Traffic Regulation Order (TRO) governing on-street parking it is this that members of the public may object to.

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 Ely Standard on the 22nd of December 2016.
The statutory consultation period ran from 22nd December 2016 until the 12th January 2017.

The statutory consultation resulted in three objections; these are detailed in Appendix 3. The Police offered no objections and other emergency services offered no comments.
- 2.3 On the basis of this analysis it is recommended that the pedestrian crossing is installed and the associated TRO amended for the following reasons:
 - Improvement of road safety
 - To create a safe crossing place for pedestrians

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**
Improving accessibility for pedestrians in the town.

3.3 Supporting and protecting vulnerable people

Providing a safe crossing place for pedestrians, the most vulnerable of road users.

4. SIGNIFICANT IMPLICATIONS

4.1 Resource Implications

The necessary resources to progress this project have been secured through the Transport Delivery Plan.

4.2 Statutory, Risk and Legal Implications

The Statutory process for this scheme has been followed.

4.3 Equality and Diversity Implications

There are no significant implications for this Priority.

4.4 Engagement and Consultation Implications

The statutory consultees have been engaged – (County Councillor, the Police and the Emergency Services).

Notices were placed in the local press and were also displayed on the roads affected by the proposed TRO change. The proposal was available to view at the reception of Shire Hall.

4.5 Localism and Local Member Involvement

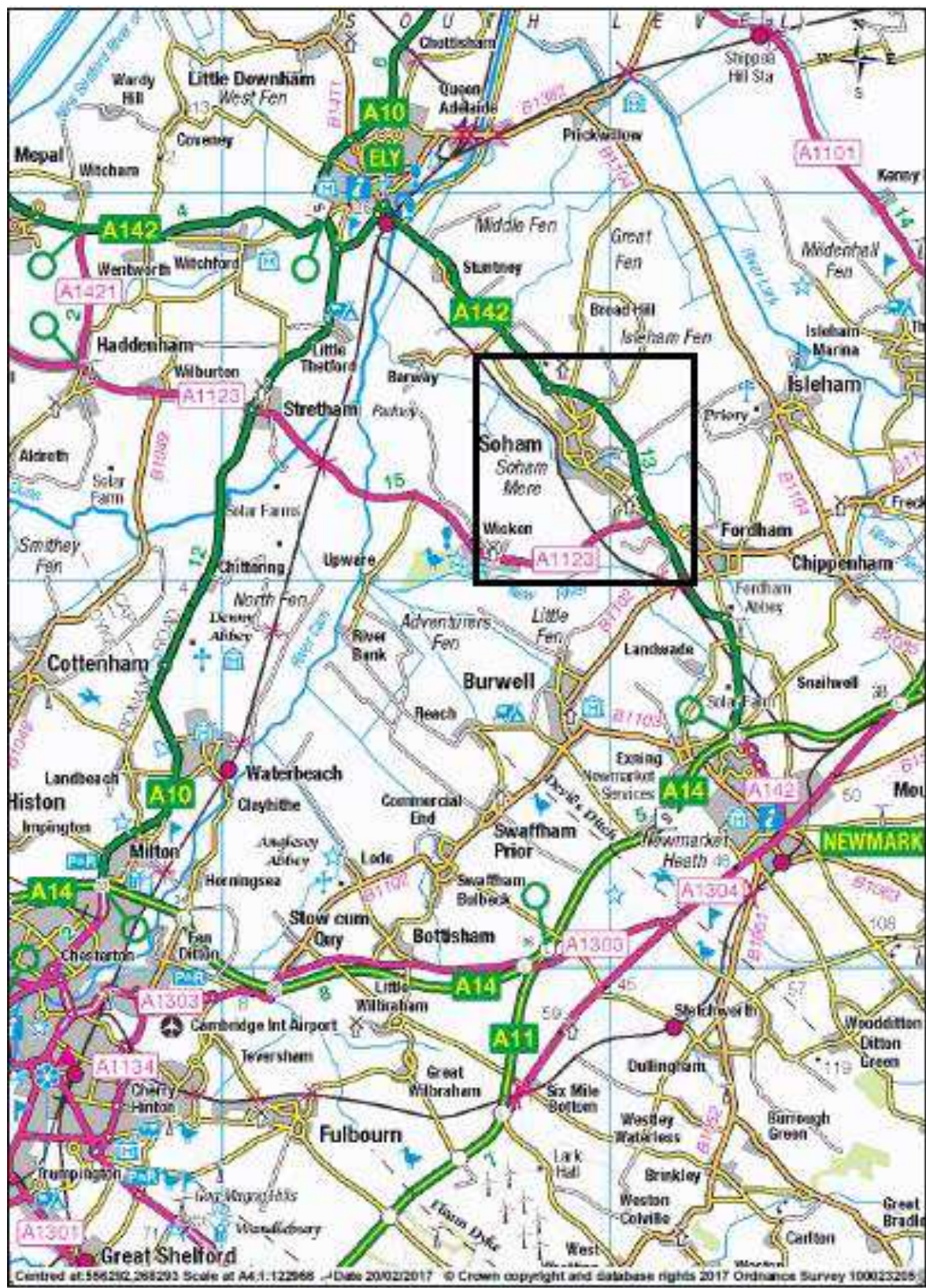
The Local Members, Cllr Palmer and Cllr Schumann have both been consulted and support the proposal.

4.6 Public Health Implications

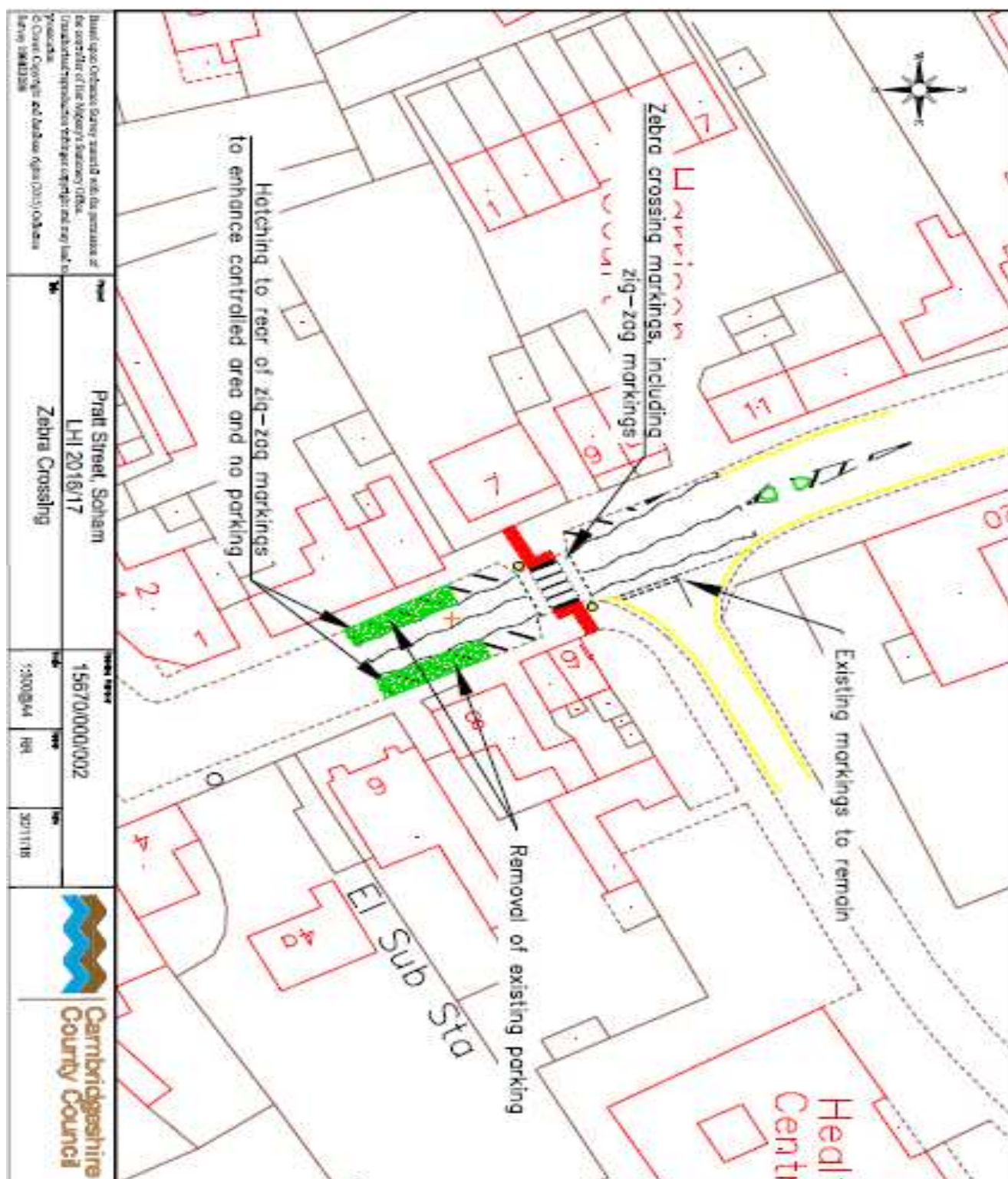
There are no significant implications within this category.

Source Documents	Location
Draft plans Letters of objection	Room 209 Shire Hall Castle Hill Cambridge CB3 0AP

Appendix 1



Appendix 2 – Plan of Proposed Crossing



Appendix 3 – Objections

	Objection	Officer's Comments
1.	<p>Firstly, I am concerned about the use of flashing beacons which will not only stop my child from sleeping properly but also I suffer from migraines and so I do not want flashing lights coming in through my living room and bedroom windows.</p> <p>Secondly, I understand how you may reason that the zebra crossing is for the benefit of those attending the nearby school, however my 3 year old boy attends Weatheralls School and a zebra crossing is not required. This road is not very busy and crossing it is simple; parents have been quite capable at getting their children to and from school this way. I would be interested to see your assessment of how busy this road is, please can you share with me your research?</p> <p>By placing the zebra crossing right outside my home you will be encouraging people to congregate around my door at peak times. If I was aware of these plans at the time of buying my house I would have looked elsewhere. Would you be able to reassure me and give evidence that our house will not devalue as a result of a zebra crossing being placed right outside the door?</p> <p>I would also be interested to see your investigation regarding the best placement of this zebra crossing. Please can you share with me the alternative locations you investigated which you have deemed less appropriate for this zebra crossing?</p>	<p>Shrouds are installed to mitigate these issues, and have been successfully used throughout the County.</p> <p>As part of the feasibility process for a zebra crossing, officers undertook initial site investigations. This included the counting of vehicles and pedestrians.</p> <p>Alterations to the highway take place near to residential dwellings regularly, there is no evidence that this would solely influence a change in local residential property prices.</p> <p>The location was submitted by the Town Council and the crossing point is already the established desire line for pedestrians. Suffice it to say that it is already a location where locals cross the road informally, this scheme will formalise this arrangement and further enhance it with additional safety features that the crossing will provide.</p>

	<p>Thirdly, I would like to raise the subject of parking on Pratt Street and the surrounding area, which is a massive issue. By taking away the few existing spaces available nearby this will be making a difficult situation even more difficult for my family and I, as well as my neighbours, to park outside their own homes.</p>	<p>To ensure the safe use of the crossing a controlled zone (denoted by the zig-zag markings) must be provided to ensure good visibility between motorists and pedestrians. Unfortunately, this does mean that some parking has to be removed in this location.</p>
2.	<p>I live at the house immediately adjacent to the proposed crossing point. Whilst I have no objection in principle to a zebra crossing being laid at that point, I do have a few comments about the initial proposal as it stands.</p> <p>1. That particular crossing point is not heavily used outside of school opening and closing times - i.e approx 30 minutes around 9am and 3pm during term weekdays - and during those times it is very well controlled by the school "lollipop lady". Consequently, although I can see the benefit in laying zebra crossing markings to emphasise that it is an established crossing point, I do not see the need to go further than that - ie installing belisha beacons and extending the zig zag lines and no-parking zones.</p> <p>2. I am presuming that the lollipop lady will be retained during the school opening and closing times since any other decision would make no sense at all, for obvious reasons. Can you confirm this?</p> <p>3. Extending the no-parking zones would have a serious impact on my neighbours, for whom those particular parking spaces in front of their houses (although time-regulated) are essential amenities.</p>	<p>Zebra Crossing lining can only be used in conjunction with the Belisha Beacons and zig-zag markings as per the current highways regulations.</p> <p>There is no current proposal to remove the School Crossing Patrol, however future funding for all Council services is always under review.</p> <p>To ensure the safe use of the crossing a controlled zone (denoted by the zig-zag markings) must be provided to ensure good visibility between motorists and pedestrians. This does mean that some parking has to be removed in this location. Although parking on the highway is permitted in many circumstances, there is no entitlement to highway parking.</p>

	<p>4. The belisha beacon, if erected, would be flashing directly in front of our front room and bedroom windows.</p> <p>5. My observation that the crossing point is not heavily used outside of school opening and closing times is based upon existing pedestrian traffic at that road junction. However is this zebra crossing proposal based on different (increased?) predicted future traffic and pedestrian flows in some broader context (e.g Soham Eastern Gateway)?</p> <p>Also, I notice on your diagram that new zig zag lines are planned for directly in front of my driveway, where our two family cars are typically parked. Please can you explain to me how, in terms of the law, this might impact on our manoeuvring into and out of our driveway?</p>	<p>Shrouds are installed to mitigate these issues, and have been successfully used throughout the County.</p> <p>The location was submitted by the Town Council and the crossing point is already the established desire line for pedestrians.</p> <p>No parking or waiting can take place on or within the highway marked by the zig-zags, access to and from a private driveway will not be impacted.</p>
3	<p>My first question, therefore, is why there has been no prior consultation about this, specifically with those of us who will be most severely affected?</p> <p>I live in Pratt Street and am usually able to park conveniently. If you look on your plan, you'll see that there is no drive adjacent to my property so I am reliant on access to street parking. Over the years, more people have moved into the flats to the rear of my property and it already improving increasingly difficult to find parking spaces. In your proposal to ban all parking within the zone of the pedestrian crossing for 24 hours a day, you will deny this residential neighbourhood the benefit of 3-4 parking spaces, leaving it nigh-on-impossible to park near my home. I am approaching 70 and my health is likely to deteriorate with age. Where will I park as I become increasingly infirm? Have you also considered</p>	<p>Initial consultation by the County Council was carried out in August 2016. Responses were fed back to the Town Council and formal consultation for the parking restrictions in Dec 2016 / Jan 2017.</p> <p>To ensure the safe use of the crossing a controlled zone (denoted by the zig-zag markings) must be provided to ensure good visibility between drivers / riders and pedestrians. This does mean that some parking has to be removed in this location. Although parking on the highway is permitted in many circumstances, there is no entitlement to highway parking.</p>

<p>how this proposal will impact on the value of my home, should I be forced to move? Is there a compensation scheme for those of us affected in this way?</p> <p>Can I also ask if you have alternative parking spaces identified nearby, where those of us who are affected can park overnight and at weekends- for example, the school car park or the car park of the Bluebell Centre?</p> <p>I cannot understand why this crossing cannot be placed a few yards up the road where there are already sleeping policemen in place. This is already a double-yellow-line area and, in that way, the already-inadequate on-street parking would remain unaffected.</p> <p>Another advantage of the site beside the sleeping policemen is that fewer people will be affected by the all-night light pollution from the beacons entering their street-facing bedrooms.</p> <p>If this proposed crossing site goes ahead, I also believe there will be significantly more traffic congestion as children dawdle individually across the road or stand unaccompanied on the red tiles, causing traffic to stop, while they wait for their mothers.</p> <p>I cannot reiterate more strongly than I have what a severe effect this will have on my life. I think that that after living here for over 40 years I deserve better. There may only be a few of us with no parking spaces attached to our property but we are important and more consideration should be given to us and our needs.</p>	<p>Alterations to the highway take place near to residential dwellings regularly, there is no evidence that this would solely influence a change in local residential property prices.</p> <p>Although parking on the Highway is permitted in many circumstances, there is no entitlement to Highway parking.</p> <p>The location was submitted by the Town Council and the crossing point is already the established desire line for pedestrians.</p> <p>Shrouds are installed to mitigate these issues, and have been successfully used throughout the County.</p> <p>Routes with any type of pedestrian crossing facility are likely to see some form of increase in journey time for motorists.</p> <p>Although parking on the highway is permitted in many circumstances, there is no entitlement to highway parking.</p>
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