

TRAFFIC REGULATION ORDER (TRO) ASSOCIATED WITH HIGH STREET AND CHURCH STREET, SOMERSHAM

To: Head of Local Infrastructure & Street Management and Local Member representing electoral division below.

Meeting Date: Wednesday 22nd July 2015 4pm

From: Executive Director: Economy, Transport & Environment

Electoral division(s): Somersham and Earith

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

Purpose: To determine objections received to the Traffic Regulation Order (TRO) Associated with High Street and Church Street, Somersham

Recommendation: a) Approve and make the Order as advertised
b) Inform the objectors accordingly

Officer contact:
Name: Richard Lumley
Post: Head of Local Infrastructure & Street Management
Email: Richard.lumley@cambridgeshire.gov.uk
Tel: 01223 703839

1. BACKGROUND

- 1.1** High Street (B1086) is the main road through Somersham. Church Street runs in a southerly direction from High Street.
- 1.2** The proposed resurfacing of the High Street, which was carried out in June 2015 by the County Council, allowed Somersham Parish Council the opportunity to review and amend the current traffic regulation orders within the village.
- 1.3** The Parish Council carried out an informal consultation for their proposed amendments to the existing TROs and received no objections at the time.
- 1.4** Part of the proposal is to remove the unused bus stop on the southern side of High Street (outside of the Tithe Barn) and to replace half of its length with double yellow lines and convert the existing school time restriction, which extends from the east side of the bus stop to the existing double yellow lines opposite its junction with Kings Street, to double yellow lines. These are shown in Appendix 1.
- 1.5** A short length of double yellow lines is proposed on the south side of High Street between Nos. 90 and 92 High Street, across the access to Church Walk, as a 'pull in area' to allow oncoming traffic to pass when cars are parked. Parking will not be reduced by this length due to the removal of the bus stop to the west. This is shown in Appendix 1.
- 1.6** It is proposed to replace the bus stop on the north side of High Street (outside of No 115) with double yellow lines. The bus stop has been moved towards the Zebra Crossing. This shown in Appendix 1.
- 1.7** The double yellow lines at the junction of Church Street and the Car Park entrance were proposed to enable clearer visibility when entering and exiting the junction. This is shown in Appendix 2.

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 Hunts Post on the 26th May 2015. The statutory consultation period ran from 26th May 2015.
- 2.3** The statutory consultation resulted in 2 objections/representations, which have been summarised in Appendix 3. Officer responses are also shown in the table.

- 2.4** On the basis of this analysis, it is recommended that the Order is made as advertised.

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 lining works are to be included as part of the resurfacing scheme.

4.2 Statutory, Risk and Legal Implications

The statutory process for this TRO has been followed.

4.3 Equality and Diversity Implications

There are no significant implications within this category.

4.4 Engagement and Consultation 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 affected by the TRO. The proposal was available to view at Huntingdonshire District Council offices in Huntingdon and reception area of Shire Hall.

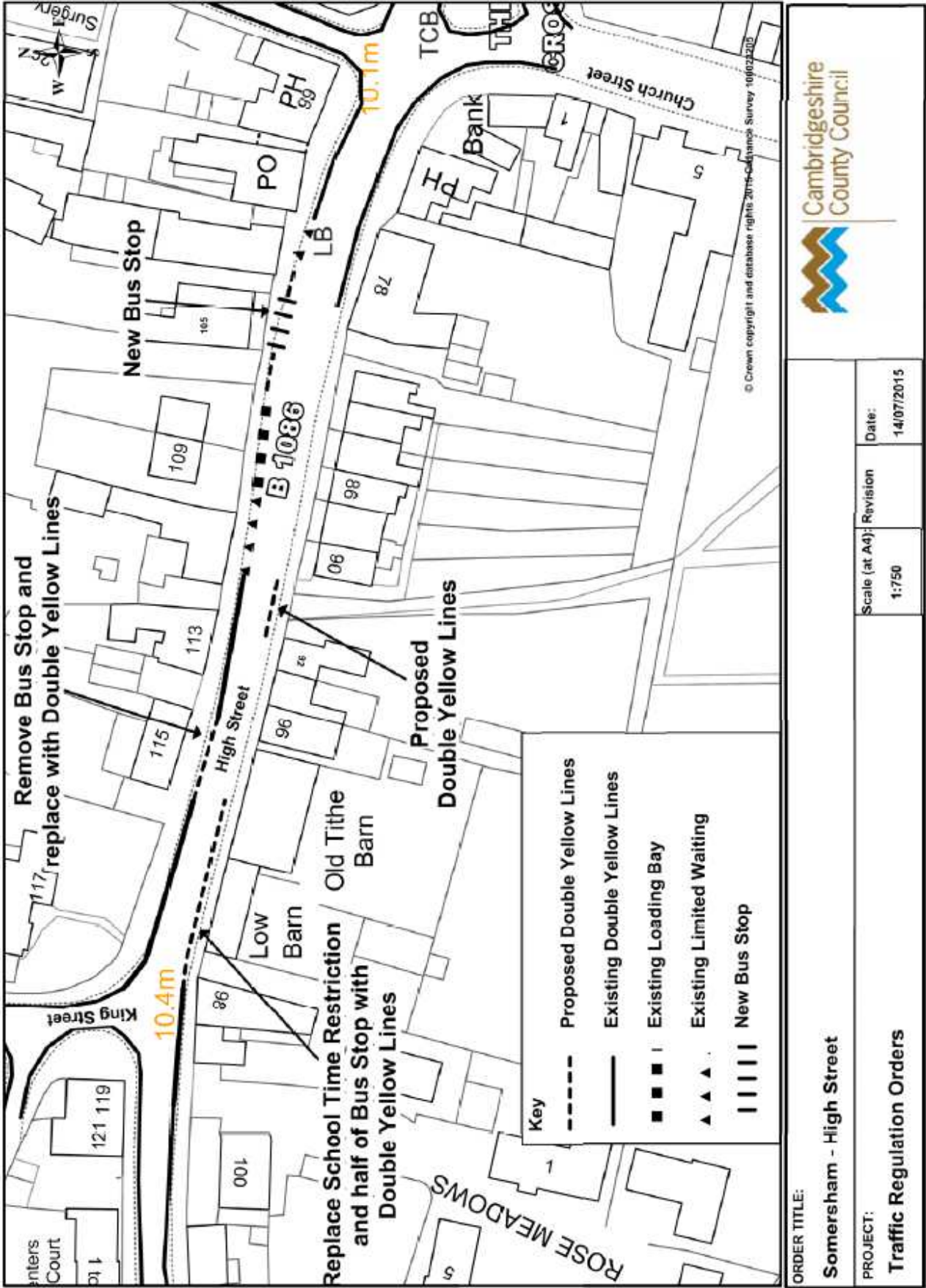
4.5 Localism and Local Member Involvement

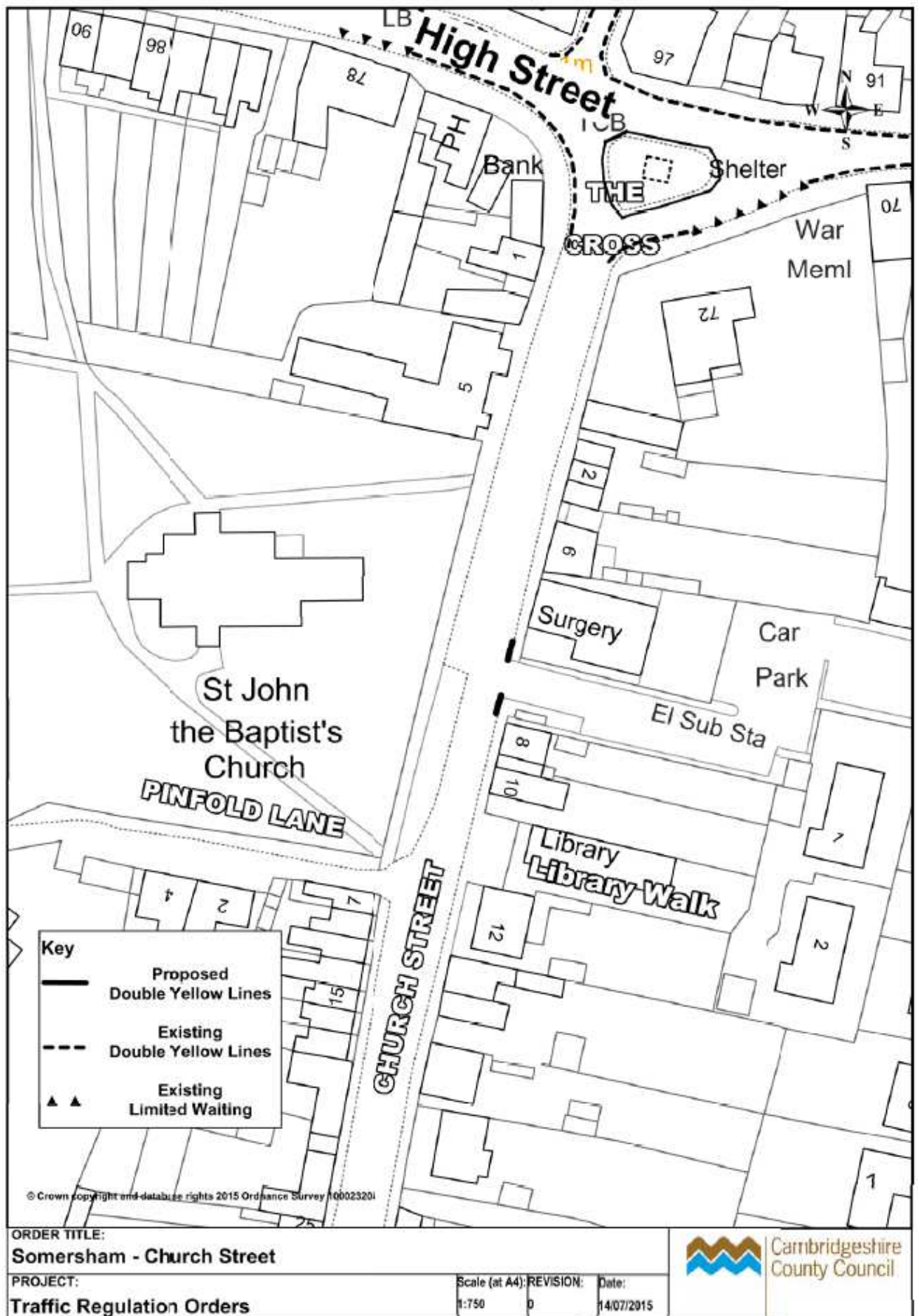
County and District Member and Somersham Parish Councillor Steve Criswell fully supports the proposals.

4.6 Public Health Implications

There are no significant implications within this category.

Source Documents	Location
Consultation responses Draft Traffic Regulation Order Letters of objection	Room:209 Shire Hall Castle Hill Cambridge CB3 0AP





<u>RESPONSES RECEIVED</u>		
No.	RESPONSE RECEIVED	OFFICER RESPONSE
	Objection concerning High Street outside of Tithe Barn and existing Bus Stop outside No 115 High Street	
1.	<p>There is no requirement for this restriction cars parking will not disrupt the satisfactory traffic flow. There are double yellow lines from the gateway of Low barn in the direction of St Ives, these existing restrictions allow sufficient safety for the left hand bend towards St Ives.</p> <p>Allowing parking in front of Tithe Barn and the Low Barn will be beneficial to the close by residents that do not enjoy off street parking.</p> <p>Restricting parking in this position will bring hardship to the local residence and to the few local business that exist.</p> <p>This proposal is likely to reduce the viability of the existing businesses forcing closure and further killing the heart of the village.</p> <p>Proposed single yellow line in place of the existing bus stop in front of No 115 High St are misconceived as these will lead to cars being parked on both sides of the road, potentially blocking the road for larger vehicles. These must be double yellow lines.</p>	<p>The double yellow lines are proposed to allow clear visibility for vehicles when going around the bend.</p> <p>The proposal is to replace half of the existing bus stop with double yellow lines and convert the existing school time restriction, which extends from the east side of the bus stop to the existing double yellow lines opposite its junction with Kings Street, to double yellow lines.</p> <p>Parking will be unrestricted until the short length proposed between Nos. 90 and 92.</p> <p>With the exception of the new bus stop outside of No 105, the parking in the immediate vicinity of the shops is unaffected.</p> <p>Objector misunderstood the proposal notice, this length is proposed to be covered by double yellow lines.</p>

RESPONSES RECEIVED

	Objections concerning High Street between Nos. 90 and 92	
2.	<p>No allocated parking, this would reduce the already limited number of parking spaces in the area.</p> <p>No current influence on traffic flow due to parking, and is not required as a passing place.</p> <p>Lone female driver who sometimes has to park late at night.</p>	<p>The no waiting at any time at this location is proposed to create a 'pull in' to allow vehicles to pass, when cars are parked. Parking will not be reduced along this length of road, due to the proposed removal of the bus stop outside of Tithe Barn. Part of the proposals is to allow parking on part of the bus stop (No 96 end), with the rest being covered with no waiting at any time to allow vehicles clear visibility when going around the bend.</p>
3.	<p>This proposal will bring hardship to the local residence. As there is no off street parking for these properties on the south side of the High Street.</p> <p>This proposal will not influence the flow of traffic.</p> <p>What restrictions parking creates are to the good as they slow the average passing traffic speed.</p>	<p>The no waiting at any time at this location is proposed to create a 'pull in' to allow vehicles to pass, when cars are parked.</p> <p>Parking will not be reduced along this length of road, due to the proposed removal of the bus stop outside of Tithe Barn. Part of the proposals is to allow parking on part of the bus stop (No 96 end), with the rest being covered with no waiting at any time to allow vehicles clear visibility when going around the bend.</p>
	Objections concerning Church Street	
4.	<p>Object to the proposed no waiting 6 metres either side of the junction with the car park.</p> <p>This proposal will bring hardship to the local residence. As there is limited off street parking for properties that have no parking facilities.</p> <p>This proposal will not influence the flow of traffic.</p> <p>There is not any particular problem at the moment – Cars entering and leaving the car park should (and do) proceed</p>	<p>The no waiting at any time at this location is to enable clearer visibility, and allow safer passage when leaving the car park. This will also allow clear visibility of the junction to through traffic.</p> <p>The distance of 6 metres is taken from the centre of the junction rather than the kerblines. Therefore, the proposed no waiting will cover approximately 3 metres of kerblines either side of the junction.</p>

<u>RESPONSES RECEIVED</u>		
	<p>with caution.</p> <p>What restrictions parking creates are to the good as they slow the average passing traffic speed.</p>	