

**TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH THE PROPOSED  
WAITING RESTRICTIONS ON TEN BELL LANE AND PRATT STREET, SOHAM**

*To:* **Traffic Manager and the Local Member(s) representing electoral division below.**

*Meeting Date:* **24<sup>th</sup> July 2018**

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

*Electoral division(s):* **Soham North and Isleham**

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

*Purpose:* **To determine objections received to the proposed installation of a Prohibition of Waiting at any time on Ten Bell Lane and Pratt Street, Soham.**

*Recommendation:* **a) Approve the amended restrictions as set out in Appendix 3 of the report.  
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. Pratt Street is a link road running through the centre of the town in a general south-north direction. The junction of Pratt Street and Ten Bell Lane is located approximately 660 metres north of Soham Town Centre. See Appendix 1 for location plan.
- 1.2 This is a Local Highway Improvement (LHI) scheme, part-funded by residents from Ten Bell Lane to improve road safety at the junction of Ten Bell Lane and Pratt Street. Local residents have highlighted long standing issues of vehicles parking close to the junction of Ten Bell Lane/Pratt Street restricting visibility and therefore making safe exit from Ten Bell Lane difficult. Ten Bell Lane is used by residents, vehicles accessing allotments located at the end of Ten Bell Lane and also by parents of pupils of the nearby Weatheralls Primary School. Ten Bell Lane residents have requested double yellow lines at the junction for a sufficient distance around the splay to ensure drivers have safe and adequate visibility. It is acknowledged by the residents of Ten Bell Lane that it is possible that this may displace some parking to other locations, but that safety is the priority.
- 1.3 It is proposed to implement no waiting at any time on Pratt Street on both sides from a point 14.5 metres north west of its junction with Ten Bell Lane in a south easterly direction for a distance of 31.5 metres and on Ten Bell Lane on both sides, from its junction with Pratt Street in a north easterly direction for a distance of 14 metres. A plan of the proposed restrictions can be found at Appendix 2.

## **2. TRAFFIC REGULATION ORDER (TRO) PROCESS**

- 2.1 The TRO procedure is a statutory 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 submit written representations on the proposals within a minimum twenty one day notice period. There is also a requirement to consult with certain organisations including the emergency services. All residents affected by the proposal received a consultation letter.
- 2.2 Notice of the proposed Traffic Regulation Order was advertised in the Ely Standard on 3rd May 2018 and the statutory consultation period ran until 24th May 2018.
- 2.3 The statutory consultation generated 5 representations to the published proposals of which one of these was an objection and 2 statements of support. The main points raised in relation to the proposed restrictions have been summarised in the table in Appendix 5. The officer responses to the objections are also given in the table.
- 2.4 The proposals are supported by County Councillor Raynes, District Councillor Sennitt and Soham Town Council. Cambridgeshire Police have raised no objections to the proposal.
- 2.5 Having considered the objection and representations made and having observed the width of the carriageway on site (approximately 8 metres) and also having observed on site that there is sufficient width for vehicles to park opposite the junction and for vehicles to pass on both sides of the carriageway an amended proposal was sent to the LHI applicant proposing to remove the no waiting at any time on the west side of Pratt Street (opposite

the junction). The amended proposal would enable occupiers of the two properties opposite the junction to park outside of their properties (one of which has no access to off street parking) and potentially reducing parking displacement. The applicants, the County Councillor and Town Council were consulted on the amended proposal. The applicant's preference is that the restrictions be implemented as per the original proposal (i.e. no waiting at any time opposite the junction as well as around the mouth of the junction). Soham Town Council stated that they felt both the original proposal and the amended proposal were able, to a greater and lesser extent to address the issue of junction visibility and safety but felt that the waiting restrictions opposite the junction may cause further parking issues to the near vicinity that without police enforcement could undermine the nature and purpose of the proposals. Soham Town Council therefore expressed a preference for the amended proposal but felt that ultimately the final decision should be made by those most affected by the issue as well as those most knowledgeable in highway matters. Given that the western side of the carriageway (opposite the junction) is wide enough to accommodate parked vehicles it is recommended that the amended restrictions as shown in Appendix 3 be approved. A plan of the amended restrictions can be found at Appendix 3 and a Google Street View image of the site from 2016 can be seen at Appendix 4.

### **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 LHI funding including a contribution from

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

The statutory process for this proposal has been followed.

#### **4.3 Equality and Diversity Implications**

There are no significant implications within this category.

#### **4.4 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 roads where it is proposed to implement the waiting restrictions. The documents associated with the proposal were available to view in the reception area of Shire Hall, at the Highways office at

Vantage House, Huntingdon and at the District Council Offices at The Grange, Nutholt Lane, Ely.

#### **4.5 Localism and Local Member Involvement**

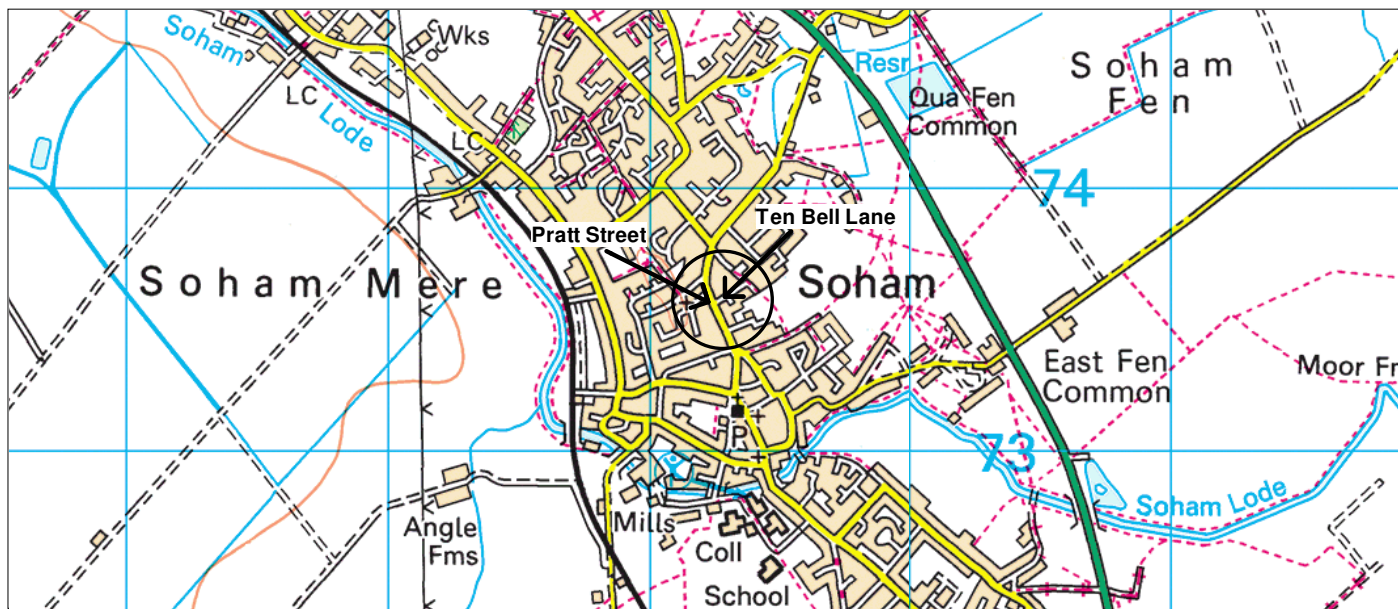
County Councillor Paul Raynes and District Councillors Cllr Goldsack and Cllr Sennitt were consulted.

#### **4.6 Public Health Implications**

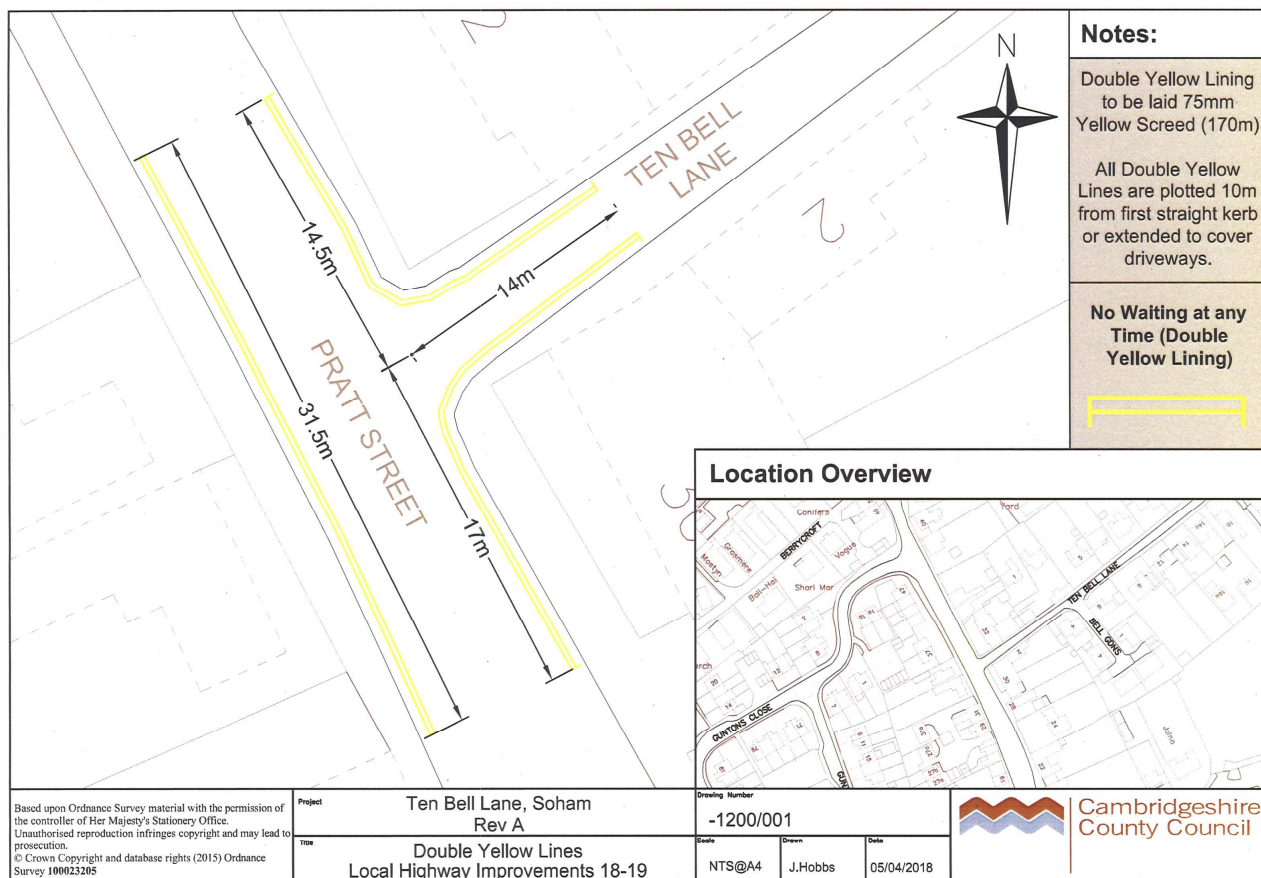
There are no significant implications within this category.

<b>Source Documents</b>	<b>Location</b>
Consultation responses Draft Traffic Regulation Order Written objections/representations	Vantage House Washingley Road Huntingdon PE29 6SR

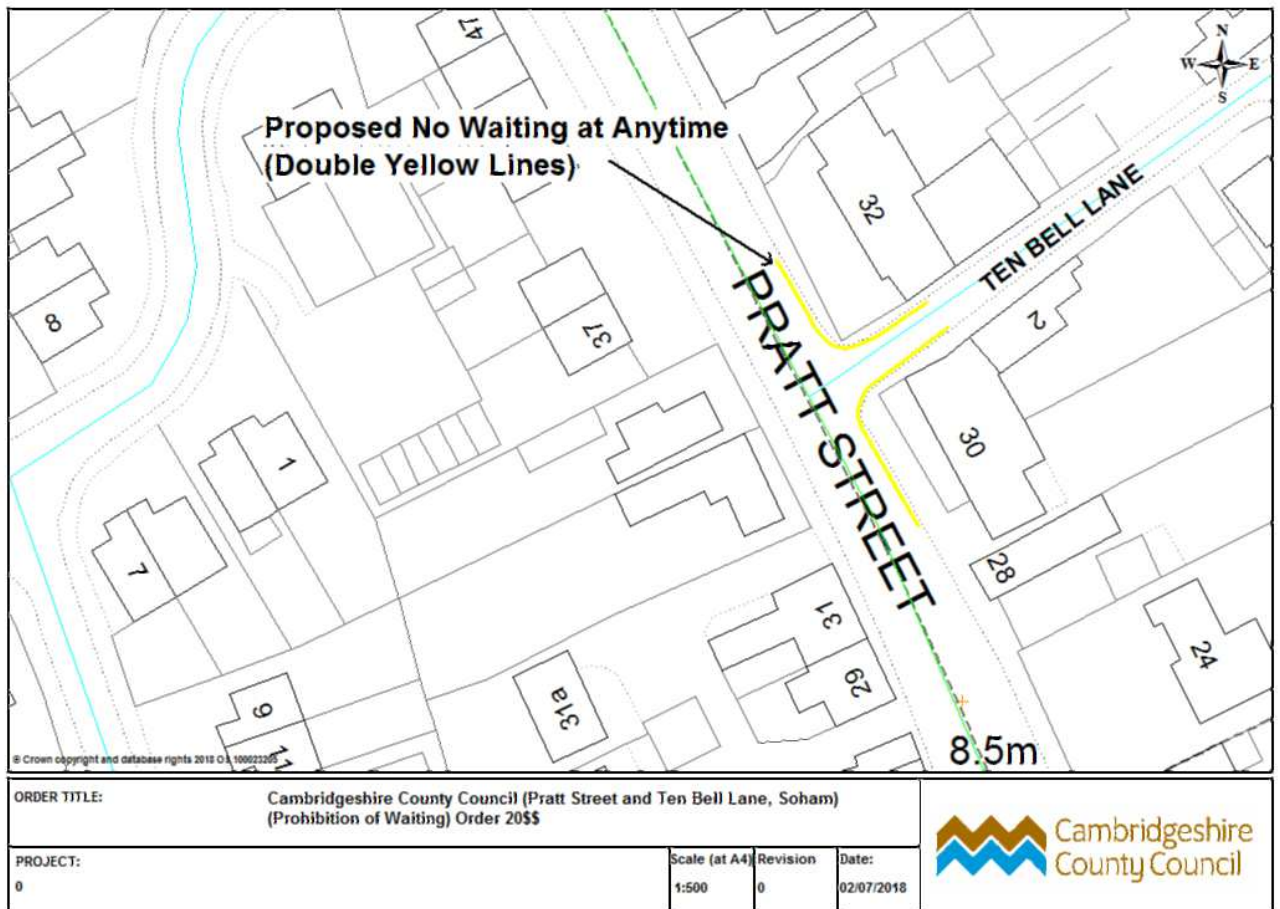
## Appendix 1



## Appendix 2



## Appendix 3





#### Appendix 4



Pratt Street looking north towards its junction with Ten Bell lane

## Appendix 5

No	Consultation Responses	Officer's Comments
1	<p>Objection stating:</p> <ul style="list-style-type: none"> <li>Things have only been this bad recently because we have 3-4 commercial vans being parked by their drivers as they live here in what used to be a single occupancy house and is often split into 4-8 flats now. We are also blighted presently by a new housing development on the gateway to Weatheralls Primary School just 200m away and this area is the nearest these guys can park to their workplace the work being done at the School is temporary and what with all the works vans that we have had it won't continue like this.</li> <li>I have a bird's eye view of this junction and with a panoramic view I often get to see the problem at this junction. The vehicles leaving Ten Bell Lane are unsighted to the right and it is risky especially when the vehicles can't move onto the opposite lane when turning right because of a parked car in front of my house. If you start the lines where I suggest at the edge of my property, the buses can sweep in and get their backsides into the kerb and other traffic can get around them while people get on board and alight. There is no room at all for anyone to be parked from in front of my house all the way past the bus stop and up past 37,39,41,43,45,47,49 Pratt St. So I suggest extending the yellow lines here.</li> <li>The yellow line for 17m towards the South-East is completely over the top. All that is needed is a line of sight which, because the road widens there isn't too bad and the</li> </ul>	<ul style="list-style-type: none"> <li>I appreciate that problems with vehicles parking close to the junction may have worsened recently however, Rule 243 of the Highway Code states that vehicles should not stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space and therefore the proposed double yellow lines are enforcing this.</li> <li>To clarify the proposed double yellow lines at the junction of Ten Bell Lane/Pratt Street were put forward as part of a Local Highways Improvement Initiative (LHI) and are being partly funded by the residents of Ten Bell Lane. These restrictions have been requested for road safety reasons i.e. to preserve visibility for vehicles exiting/entering Ten Bell Lane. Each LHI submitted is checked and are considered by a panel before approval and therefore we would not be able to add additional proposed restrictions (such as your suggestion for double yellow lines past the bus stop north to Guntons Close) at this stage and we could not expect the applicant to pay for additional restrictions beyond what they have requested.</li> <li>Regarding the length of the proposed double yellow lines the length of the lines seem longer than needed because the measurement on the plan is taken from</li> </ul>



	<p>lines could be short here I feel. We still have to accommodate all these people and their vehicles somewhere. Enforcing a law (or is it a rule?) to the letter (10m from the centre of the junction) is fine but your office has surpassed itself. It is not 10m as the crow flies to where your lines (proposed) start or finish so you are exceeding the letter of the law.</p> <ul style="list-style-type: none"> <li>• Two of the property's run businesses within the allocated YL area. The lady opposite is a hair salon and her customers are elderly, that is her niche, which is the makeup of her clientele, they are all in their 60s-80s. So where are they going to park, how will they walk 100m? And what about my customers? Where are they going to park?</li> <li>• Does it have to be double yellow lines?</li> </ul>	<p>the centre of the junction (Ten Bell Lane) and the 10m doesn't start until the first straight kerb.</p> <ul style="list-style-type: none"> <li>• As above, Rule 243 of the Highway Code states that vehicles should not stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space and therefore the proposed double yellow lines are enforcing this. These restrictions have been requested for road safety reasons i.e. to preserve visibility for vehicles exiting/entering Ten Bell Lane.</li> <li>• Any other restrictions such as single yellow lines would not be suitable as they would suggest that parking was permitted around the junction.</li> </ul>
2	<p>Representation stating:</p> <ul style="list-style-type: none"> <li>• Throughout the entire length of Pratt Street there are just six or seven homes that do not have off street parking and the need to park on the road is of huge importance. I am one of these households and it is the front of my home alone that it has been decided to place yellow lines. I feel that I am being unfairly penalised.</li> <li>• Pratt Street is used by countless contractors vehicles belonging to the contractors working on the building site adjacent to The Weatheralls School. The traffic chaos is temporary and when the</li> </ul>	<ul style="list-style-type: none"> <li>• These restrictions have been requested for road safety reasons i.e. to preserve visibility for vehicles exiting/entering Ten Bell Lane. I appreciate that the proposed double yellow lines have an effect on those residents that only have access to on street parking on Pratt Street (such as yourself) however Rule 243 of the Highway Code states that vehicles should not stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space. By installing these Double Yellow Lines Cambridgeshire County Council is reinforcing this fact.</li> <li>• Although you state that issues with vehicles parking in Pratt Street is a fairly recent problem and that is will only temporary whilst construction work is carried out adjacent to The Weatheralls School as stated previously this Order is being proposed to ensure vehicles do not</li> </ul>

	<p>builders have finished the school will regain its parking provision and parents will no longer park outside our homes.</p> <ul style="list-style-type: none"> <li>• Can I ask that you consider parking for residents only?</li> <li>• There are junctions in Soham where there are restrictions on one side of the road only.</li> <li>• I would ask that time is given to my application for a dropped kerb and making of off street parking in front of my home.</li> <li>• Perhaps you could extend the 20mph speed limit to include Pratt Street and Churchgate Street, this will make the Ten Bell Lane and Pratt Street junction easier to negotiate.</li> </ul>	<p>park within ten metres or opposite this junction to ensure visibility.</p> <ul style="list-style-type: none"> <li>• Regarding your suggestions for residents parking, this would be beyond the scope of this Traffic Regulation Order. Any proposed residents parking scheme would need to go through vigorous localised consultation and engagement process and would need the support of local councils and Councillors. It should also be noted that although resident parking schemes do discourage certain groups of non-residents parking in an area there is no guarantee of a parking space outside or close to your property.</li> <li>• I appreciate that there are anomalies at other junctions in that many do not have double yellow lines at the mouth of the junction or opposite the junction or indeed both, the reason this junction is being addressed is because a road safety issue has been raised by local residents and a subsequent Local Highways Improvement Initiative application has been submitted by local residents who are part funding the scheme.</li> <li>• The proposed Traffic Regulation Order for Double Yellow Lines does not affect your application for a dropped kerb access in front of your house and if implemented the Double Yellow Lines would ensure that vehicles do not park in front of your access (and the access to number 31 and 31A Pratt Street).</li> <li>• As with regard to your final point regarding extending the 20 mph speed limit in Soham, any such proposal would require a Traffic Regulation Order to implement and would need to be funded by the Local Highways Improvement Initiative or funded by Third Party Funding.</li> </ul>
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3	<p>Representation stating:</p> <ul style="list-style-type: none"> <li>• We have never experienced any problems regarding the junction until recent times. We believe it is due to parents parking too close to the junction when taking and collecting their children from the nearby school and thus contravening the Highway Code. We are also currently experiencing contractors working on the building site close to the school, parking outside here, sometimes partially parked on the path. Why is it only now that it's being addressed?</li> <li>• I am particularly worried that if double yellow lines are put down at this junction as we only have on street parking that we will be very limited on where to park and will have no other alternative than to park on the opposite side of the road or down Ten Bell Lane which will create more of a problem for the residents there.</li> <li>• If double yellow lines are to be put at the junction then we would like to submit a bid for residents/ permit holder parking only outside our property.</li> </ul>	<ul style="list-style-type: none"> <li>• The proposed double yellow lines at the junction of Ten Bell Lane/Pratt Street were put forward as part of a Local Highways Improvement Initiative and are being partly funded by the residents of Ten Bell Lane. These restrictions have been requested for road safety reasons i.e. to preserve visibility for vehicles exiting Ten Bell Lane. I appreciate that problems with vehicles parking close to the junction may have worsened recently however the Rule 243 of the Highway Code states that vehicles should not stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space. By installing Double Yellow Lines Cambridgeshire County Council is reinforcing this fact.</li> <li>• I do appreciate that the proposed double yellow lines do have an effect on those residents that only have access to on street parking and that there may be some displacement of parking but the proposed parking restrictions will only restrict parking within 10m of the junction (on the eastern side of Pratt Street this is approximately half way along the frontage of number 32 Pratt Street).</li> <li>• Regarding your suggestions for residents parking, this would be beyond the scope of this Traffic Regulation Order. Any proposed residents parking scheme would need to go through vigorous localised consultation and engagement process and would need the support of local councils and Councillors. It should also be noted that although resident parking schemes do discourage certain groups of non-residents parking in an area there is no guarantee of a parking space outside or close to your property.</li> </ul>
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4	<p>Representation stating:</p> <ul style="list-style-type: none"> <li>• As a resident of Ten Bell Lane I am very pleased that this Order is going ahead.</li> <li>• If cars are parked on the bend opposite Berrycroft this obscures your vision when turning right out of Ten Bell Lane, could double yellow line be painted on the bend opposite Berrycroft as well.</li> </ul>	<ul style="list-style-type: none"> <li>• Noted</li> <li>• To implement double yellow lines on this bend would require a separate Traffic Regulation Order and would require consultation and therefore this would be beyond the scope of this Order.</li> </ul>
5	<p>Representation stating:</p> <ul style="list-style-type: none"> <li>• I discussed the proposal with The East Cambs. Access Group this morning and we agreed there were no detrimental access implications. Those who were familiar with the junction thought it would improve safety</li> </ul>	<ul style="list-style-type: none"> <li>• Noted.</li> </ul>