

SOMERSET COUNTY COUNCIL
ROAD TRAFFIC REGULATION ACT 1984
TRAFFIC MANAGEMENT ACT 2004
THE COUNTY OF SOMERSET PROHIBITION AND
RESTRICTION OF STOPPING, WAITING,
LOADING AND UNLOADING AND ON-STREET PARKING
MENDIP ORDER 2012
(AMENDMENT NO.8) PART 2 ORDER 2017

Somerset County Council in exercise of its powers under Sections 1, 2, 4, 32, 35, 45, 46, 49, 53, and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 (hereinafter referred to as "the Act of 1984"), as amended; and the Traffic Management Act 2004 (hereinafter referred to as "the Act of 2004"), as amended, and all other enabling powers; and after consultation with the Chief Officer of the Police in accordance with Part III of Schedule 9 to the Act of 1984 hereby makes the following Order:-

The County of Somerset Prohibition and Restriction of Stopping, Waiting, Loading and Unloading and On-street Parking Mendip Order 2012 shall be amended by the revocation of the Map Schedule specified in the First Schedule to this Order and the insertion of the Map Schedule specified in the Second Schedule to this Order.

The provisions of the following Orders are hereby revoked but only in so far as they are affected by the restrictions imposed by this order.

MENDIP ORDER 2012,
MENDIP ORDER 2012 (AMENDMENT NO.1 ORDER 2013)
MENDIP ORDER 2012 (AMENDMENT NO.2 ORDER 2014)
MENDIP ORDER 2012 (AMENDMENT NO.DC1 ORDER 2014)
MENDIP ORDER 2012 (AMENDMENT NO.3 ORDER 2016)
MENDIP ORDER 2012 (AMENDMENT NO.4 ORDER 2016)
MENDIP ORDER 2012 (RESIDENTS PARKING AMENDMENT ORDER 2016)
MENDIP ORDER 2012 (AMENDMENT NO.5 ORDER 2017)
MENDIP ORDER 2012 (AMENDMENT NO.6 ORDER 2017)
MENDIP ORDER 2012 (AMENDMENT NO. 7 ORDER 2017)
MENDIP ORDER 2012 (AMENDMENT NO.8 PART 1 ORDER 2017)

This Order shall come into operation on the 8th February 2018, and may be cited as The County of Somerset Prohibition and Restriction of Stopping, Waiting Loading and Unloading and On-street Parking Mendip Order 2012 (Amendment No. 8) Part 2 Order 2017.

Dated 2nd February 2018

THE COMMON SEAL of the)
COUNTY COUNCIL of SOMERSET)
was hereunto affixed)
in the presence of)



[Signature]
Authorised Officer

No. in Register. **30386**

FIRST SCHEDULE

Map Schedules to be revoked	Date
BB251	13 th April 2017
BD251	10 th June 2016
BE251	13 th April 2017
CU193	8 th June 2012
CR193	10 th June 2016
CS193	13 th April 2017
CT191	13 th April 2017
CT189	23 rd June 2017
BN204	8 th June 2012
BK206	13 th April 2017
BN205	13 th April 2017
BM204	8 th June 2012

SECOND SCHEDULE

Map Schedules to be included	Date
BB251	8 th February 2018
BD251	8 th February 2018
BE251	8 th February 2018
CU193	8 th February 2018
CR193	8 th February 2018
CS193	8 th February 2018
CT191	8 th February 2018
CT189	8 th February 2018
BN204	8 th February 2018
BK206	8 th February 2018
BN205	8 th February 2018
BM204	8 th February 2018

STATEMENT OF REASONS FOR PROPOSING TO MAKE THE ORDER

To avoid danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or to preserve or improve amenities of the area through which the roads run.

Somerset County Council

Item no. 001

PROHIBITION AND RESTRICTION OF STOPPING, WAITING, LOADING AND UNLOADING, AND ON-STREET PARKING. MENDIP ORDER 2012 (AMENDMENT NO.8) PART 2 ORDER 2017

Determination Report:

Executive Portfolio Holder: John Woodman, Cabinet Member for Highways and Transport

Division and Local Prestleigh Road, **Evercreech**
NAHewittCooper@somerset.gov.uk

Member: Lewis Crescent, **Frome**
LOliver@somerset.gov.uk
Bretenoux Road, **Glastonbury**
LLeyshon@somerset.gov.uk
TWENapper@somerset.gov.uk
Castle Cary Road, **Lydford on Fosse**
NAHewittCooper@somerset.gov.uk
Portway, Somerton Road, and West End, **Street**
LLeyshon@somerset.gov.uk
TWENapper@somerset.gov.uk
Asney Road, **Walton**
GNoel@somerset.gov.uk
Burcott Road, North Road, St Johns Street, and Welsford Avenue, **Wells**
TJMunt@somerset.gov.uk

Lead Officer:

Author:

Contact Details:

Chris Betty, Traffic Management
TrafficManagement@somerset.gov.uk

1. Summary

Proposals for various locations within Mendip were advertised 10 August 2017. The proposed Traffic Regulation Order and Notice are shown in Appendix 1.

A total of 67 objections were received and 45 in support of various proposals at twenty one locations.

Objections relating to **twelve** of the twenty one locations listed in this report have outstanding objections. The twelve locations including their proposals are:-

Prestleigh Road, Evercreech;
Lewis Crescent, Park Hill Drive, Frome;
Bretenoux Road, Glastonbury;
Castle Cary Road, Lydford on Fosse;
Portway, Street;
Somerton Road, Hindhayes Lane, Street;
West End, Street;
Asney Road, Walton;
Burcott Road, Wells;
North Road, Wells;
St Johns Street, Wells; and
Welsford Avenue, Wells;

2. Recommendations

- 2.1 It is recommended that the **PROHIBITION AND RESTRICTION OF STOPPING, WAITING, LOADING AND UNLOADING, AND ON-STREET PARKING. MENDIP ORDER 2012 (AMENDMENT NO.8) PART 2 ORDER 2017** be approved and include the following omissions and amendments.

Prestleigh Road, Evercreech, - **omit**.
Lewis Crescent, Park Hill Drive, Frome, - **amend** as shown in Appendix 3.
Bretenoux Road, - **omit**.
Castle Cary Road, Lydford on Fosse – **omit**.
Portway, Street, - **amend** as shown in Appendix 3.
Somerton Road, Hindhayes Lane, Street - approve as **advertised**.
West End, Street - approve as **advertised**.
Asney Road, Walton - approve as **advertised**.
Burcott Road, Wells - approve as **advertised**.
North Road, Wells - **amend** as shown in Appendix 3.
St Johns Street, Wells - approve as **advertised**.
Welsford Avenue, Wells - approve as **advertised**.

3.0 Proposed Traffic Regulation Orders

- 3.1 The Traffic Regulation Order (shown in Appendix 1) was advertised in the Mid Somerset Series on 10 August 2017. As part of this process all of

the statutory consultees, Local, County and District Councillors, and the Town/Parish Councils were consulted.

- 3.2 Following the statutory advertising of the Traffic Regulation Order Amendment, a total of 67 objections were received during the 21 day statutory advertising period. After acknowledging all and responding to some objectors a total of 62 statutory objections remain as below:-

Prestleigh Road, Evercreech, - 10 objections
Lewis Crescent, Park Hill Drive, Frome – 13 objections, 1 in support
Bretenoux Road, - 22 objections, 37 in support
Castle Cary Road, Lydford on Fosse – PC request to put on hold
Portway, Street,- 1 objection
Somerton Road, Hindhayes Lane, Street – 10 objections, 2 in support
West End, Street - 1 objection
Asney Road, Walton - 1 objection
Burcott Road, Wells - 3 objections
North Road, Wells – (3 objections after the consultation period), 3 in support
St Johns Street, Wells - (1 objection after the consultation period), 1 in support
Welsford Avenue, Wells - 1 objection, 1 in support

- 3.3 Individual letters and e-mails of support, objection and responses are available for inspection at the Authors Department. The specific objections and points contained within each letter has been considered and salient points are detailed below, highlighting the background on the proposals, objection and the response where appropriate:-

Prestleigh Road, Evercreech, - 10 objections

Background - Parking opposite Greencore Grocery business has in the past hindered access for Heavy Goods Vehicles (HGV's). Advisory white bar markings have been placed to discourage parking within the swept path of HGV's. The Parish council requested that consideration be given to substitute the advisory markings with enforceable restrictions and to include a short stretch of carriageway between two bar markings.

Objection reasons include:

" I am a resident of Prestleigh Road, a number of properties, including my own do not have allocated parking and therefore rely on being able to park on Prestleigh Road itself. To further restrict the parking would make it impossible for residents to park near their properties. Such a restriction would I believe have an impact on the value of my house.

b) We have seen the volume of through traffic in the village increase in recent years, and are particularly concerned about the speed of this traffic, concerns that we have raised with the Parish Council. We believe that parked cars actually serve to slow / deter speeding traffic.

c) There are no nearby alternative parking options for residents given the streets and roads around Evercreech are extremely congested with on-street parking. Restricting parking on Prestleigh Road would exacerbate this situation.

I also consider that residents of Prestleigh Road with access / mobility issues would be significantly affected.

d) Given the proposed restrictions are opposite the entrance to the Green Core factory site I presume the proposal is intended to assist lorries leaving the factory, I note however that the factory has confirmed that it will be closing in 2018, as such factory traffic will cease."

"The addition of double yellow lines outside of my house will do nothing to slow down the speed of the traffic in fact it will speed it up, as residents for 25 years where is it suggested friends and family park, we only have space for 2 cars you are moving the issue and not solving it."

"The addition of the lines outside of my house are not a good idea.....I believe it would be better to leave this until after the factory closure and review then once the usage of the land is decided."

"I am writing to object to the proposed parking restrictionsThere is a parking problem along this road but this is caused by people who work in the factory parking in the road ,during the day there are 2 or 3 residents cars in the road(most of us go to work) the rest are factory workers/visitors. Why should I have to put up restrictions when the problem is factory related, if the proposed restrictions are to assist lorries leaving the factory then surely they should solve their own problems without devaluing my property. This will not ease the flow of traffic through the village either because it will just move the parked cars a little further up and down the road. If the factory had improved its entrance to keep up with the increased commercial traffic and improved enough staff parking the problem would not exist"

Response: Acknowledgments were sent to all the objectors informing them that their feedback will be given consideration.

It is **recommended to omit** the proposals and to monitor the road in question, given that the factory might close during 2018.

Lewis Crescent, Park Hill Drive, Frome - 13 objections

Background - Parking at the road junction in question has given cause for written complaints over recent years with respect to obstruction, illegal driving on footways and parking within the visibility splays provided for the safe use of the junction. Photographs have been received showing numerous cars parked on the footways and close to a number of private accesses close to the junction and which has progressively increased over time.

Objection reasons include:

"...The proposal to make the area outside The Welsh Mill as No Waiting At Any Time would I believe, have a massive detrimental effect on the businesses here. We already have reduced parking at the top of Park Hill Drive where double yellow lines have been placed outside the car park.

As far as I am aware, although it can be busy at times, there have been no traffic incidents outside the Welsh Mill. Apart from this proposal restricting the parking available to people working in the building, there is also a requirement for deliveries to be loaded/unloaded at the front of the building.....

..... I am objecting most strongly to any lines outside The Welsh Mill itself - at the moment we at least have the option of parking on the road, which is necessary for customers etc. to make quick visits into the building for example. The small area at the front of the building is used for parking and deliveries, as it is now, people can park on the road outside without causing any problems - the loss of this parking would have a serious adverse effect on the businesses here in my opinion. We are able and do sort out any issues relating to access and deliveries and do not need or require any restrictions in this area.

"...We are a business in the Welsh Mill and have customers who need parking Due to the nature of our business the restrictions will cause a loss of trade ..."

".... it would create cramped parking on the road and would subsequently result in the area being more dangerous particularly for pedestrians and cyclists. As you will no doubt be aware, during term time Park Hill Drive is a main route for many school children getting to and from school, and I believe this route would be more dangerous for them if the proposed restrictions were put in place."

"I wish to object to the only really busy time that these spaces are in use is on a Thursday Morning when mainly retired men come to the Welsh Mill under the illusion of doing woodwork but really to socialise and do a little woodwork. If this parking restriction comes into play it will more than likely be these retired gentlemen that have to find somewhere further afield to park their cars or not come to the Welshmill at all...."

"Do the council really want to see a social and community resource not to mention a building containing a number of small businesses and numerous sole traders being put at risk. We are already seeing Frome becoming a dormitory suburb where there are only houses and shops. Please reconsider this further restriction on one of Frome's few remaining industrial sites."

"As a small business the parking spaces outside the Welshmill are critical to our day to day operations, we use them constantly and our customers use them whenever they visit the premises."

"Bearing in mind the good visibility afforded by the very 'open' nature of the junction of Lewis Crescent with Park Hill Drive at this point, I would have thought that the restrictions applied to The welsh mill side of Park hill drive could, at the very least, amended to a single yellow line so as to allow for loading and unloading."

"The parking in Park Hill Drive has already been impacted by the parking restrictions applied around the junction of Park Hill Drive with Welshmill Road, and in Welshmill Road and Welshmill Lane: Vehicles that used to park in those locations are now often parked in Park Hill Drive: Further restrictions will, undoubtedly, only result in additional parking pressures becoming evident further up Park Hill Drive and in

Lewis Crescent.”

Response: Acknowledgments were sent to all the objectors informing them that their feedback will be given consideration. Consideration has been given to reducing the length of proposed restriction on the western side of Park Hill Drive outside of the Welsh Mill businesses with the support of the County Council.

It is **recommended to amend** the proposals as shown in Appendix 3.

Bretenoux Road, Glastonbury – 22 objections

Background – During 2016, consultation took place to consider overnight restrictions to address overnight parking and camping on the highway. The restrictions proposed at that time were not progressed due to objections including from the Town Council. However an on-going issue of vehicles being left and parked overnight has been further discussed with the Police and District Council regarding the enforcement of overnight camping and abandoned vehicles. The road in question has no reported injury accidents. During 2017 the Highway Authority and District Council worked together to remove abandoned vehicles left on the highway.

The current proposals (shown in Appendix 2) have also met with mixed and conflicting responses and further alternative proposals have been put forward, discussed at public meetings with the support of the County Councilors and Town Council. They are less onerous and include, daytime 9pm – 8am restrictions for the length of Bretenoux Road, two limited waiting bays being 4hrs 8am-6pm, and no waiting at any time at junctions. These further proposals will require lining and highway signs throughout Bretenoux Road to allow enforcement.

Objection reasons include:

“I object to the proposed traffic regulations on Bretenoux Rd, which is a wide road one side of which borders a field. There is no traffic reason that parking here should be further restricted, and it is a valuable resource for people to temporarily station vans which would cause more obstruction at other locations. I live just up Butleigh Rd from there, and occasionally we have visitors to stay who need to park vans without obstructing traffic in Butleigh Rd.”

“To restrict the parking will restrict the amount of time families can spend in the great park that Mendip have made on Cinnamon Lane.”

“My concern is that the proposal would increase the parking along the lower end of Chalice Way (where it joins Bretenoux Road).

There are already a lot of vehicles parked here during the daytime, mostly it seems by those using the playfield in Cinnamon Lane. Parked cars stretch

along Chalice Way from opposite Coppin Close and Dunkerton Close to the end where it joins Bretenoux Road. This includes on the sharp corner at the end, thus creating a dangerous bit of road and inconvenience to the four houses along there."

".... We need more allocated space at the Butleigh Rd end..."

"...travellers will be able to park for effectively eighteen hours at a time...will have a negative impact on the ordinary, law-abiding folk who currently park at random times and for various reasons...."

".... other parking problems will result instead. The two hour restriction within the parking bays is too short for many of those that park during the day including a walking group. We believe that arrangements for overnight visitor parking are also inadequate. Those that regularly park on Bretenoux Road will move up into the estate, causing parking issues for residents....."

"... residents use the road to park to walk dogs etc. It is clear the proposal is not a traffic issue in terms of making roads difficult to drive or crowded. The road is so wide that any motorhomes do not infringe on drivers or residents. So essentially regulation of parking on the road is merely obsessive prejudice against certain people visiting the town or staying in the area."

"I object to the proposal on parking restrictions on this road as I feel it will be unsightly, expensive and a poor use of public funds. The two hour restriction does not leave people time to go for a long walk or have any meaningful time in the town. ...".

"As a resident of Redlands estate,I am writing to strongly disagreeYellow lines will destroy the beauty of the road, keep things as they are it works so very well"

"I object to the proposed parking ban in Bretenoux Road, Glastonbury because it is unnecessary and against the inclusive spirit of Glastonbury. I also would be against the character of this rural road."

"I oppose the proposed restriction for the following reasons.... I regularly park on this road for longer than two hours while walking my dogs..... I also believe that the 'hygiene' excuse at the root of this proposed restriction has more to do with vivid imaginations....."

" I often park my van in Bretenoux rd for half a day or more while I photograph wildlife along the river Brue. This proposal would prevent me from doing this, and I oppose it."

"I especially would not be happy with double yellow lines, which would spoil the road aesthetically."

I expect you will still enforce parking restrictions, so I will comment on your suggestions:

"No overnight camping" is all that is necessary."

"..There is ample space along this road for a number of vehicles to park without restrictions, without impeding traffic flow. The imposition of double yellow lines, parking bays and signage is unsightly and offensive. Not to mention the cost of implementing and enforcing restrictions....."

"Since a prime concern is hygiene and the disposal of human waste, maybe a public convenience or even a Portaloo here could be considered. This would benefit the local community, particularly those using Cinnamon park....".

Response: The revised proposals will allow all day parking and would require enforcement overnight. The limited waiting bays provide for visitors who may arrive before 8am and who can stay for up to 4hrs after 8am. The maximum legal stay in these bays being 22hrs. Motorhomes staying for longer periods might merely move from one restricted area to another and which would prove difficult to effectively enforce.

It is **recommended to omit** the proposals, to monitor the road in question and to seek the views of how other authorities, who may be dealing with similar issues, have resolved them.

Castle Cary Road, Lydford on Fosse, - following the statutory consultation the Parish Council have requested that the proposals be postponed until the effects of recently introduced daytime restrictions have been monitored.

It is **recommended to omit** the proposals and to monitor the road in question.

Portway, Street – 1 objection

Background - on-street parking within a narrow section of Portway near to the junction with Portway crescent has resulted in written complaints over safety concern. Vehicles overtaking parked cars and travelling eastwards are masked by property number 34 due to its presence abutting the carriageway. As a result cars emerging from Portway Crescent and turning left are frequently met with oncoming vehicles head-on, on the wrong side of the carriageway.

Objection reasons include:

".. restriction as outlined would cause undue hardship to the residents at the western end of the proposed parking restriction, and that parking restriction to enforce Rule #243 of the Highway Code (no parking opposite or within 32 feet of a junction) at the intersection of Portway and Portway Crescent would be sufficient to allow eastbound traffic time and space to return to the left side of the road prior to reaching the intersection. This would significantly improve the ability to access Portway safely from Portway Crescent."

"...Heavy traffic and the speed of the traffic on Portway are also concerns that on reflection could be slowed down by continuing to allow parking at the western end of the proposed parking restriction."

".. parked vehicles act as traffic calming.."

Response: Acknowledgments were sent to all the objectors (including objections received after the 21 day period) informing them that their feedback will be given consideration. A blue badge holder at the western end of the proposal with no off road parking has objected on the grounds that they are not able to park/walk further and their parked vehicle acts as traffic calming. The County Councilors support a reduction in the proposals on the north west side of Portway.

It is **recommended to amend** the proposals as shown in Appendix 3.

Somerton Road, Hindhayes Lane, Street – 10 Objections (including 1 with 19 signatories)

Background - On street parking has increased over recent years and the safe passage of two-way traffic during peak periods is compromised. The area has been monitored since the introduction of double yellow lines in 2016 and it has been noted that there has been an increase in parking further along the narrower sections of Somerton Road, partly due to commuters and visitors.

Objection reasons include:

“... what parking does is slow traffic down in that road making it less dangerous - with the removal of parking you are more likely to have drivers speeding onto the roundabout at the bottom”

“.. the proposals will merely push vehicles further up the road where the road bends.”

“ keep the area near to Tor View Court for visitors and carers as they would have to pay for parking”

“ parked cars slow the traffic down enabling residents to pull out of the access to Tor View Court”

Response: Acknowledgments were sent to all the objectors informing them that their feedback will be given consideration. In addition the County Councilors have replied to residents' concerns.

The proposals outside of Tor View Court are for daytime restrictions only. This will address peak period traffic, improve visibility for access and permit on-street parking by residents during evenings and Sundays. Deliveries would also still be permitted. The road in question has a 20mph limit. Visitors and carers can potentially still park within 45m.

It is **recommended to approve** the proposals as advertised.

West End, Street – 1 objection

Background – Access to the service road is being obstructed by parking and larger service vehicles have to mount verges to pass. Objections have been received regarding inconsiderate parking.

Objection reasons include:

“... your proposal will only result in grouping parking to the middle of the service road. Only yesterday significant damage was done to the trees when the recycling lorry squeezed along the service road due to cars parking outside of the middle houses....”

“There really needs to be parking restriction markings painted outside of everyone's driveways”

Response: Acknowledgments were sent to all the objectors informing them that their feedback will be given consideration. In addition the County Councilors have replied to residents' concerns. The proposals are to ensure access. Should further restriction be necessary in the future, it would need to follow the statutory process.

It is **recommended to approve** the proposals as advertised.

Asney Road, Walton – 1 objection

Background - Complaints have been received over parked vehicles within Asney Road close to its junction with the A39. The road width reduces to approximately 4.5m due to boundary hedges, and inconsiderate parking forces larger vehicles, including farm traffic to mount the footway at that point, increasing the risk of conflict with pedestrians and damage to footways. Cars exiting onto the A39 on occasions have to approach on the wrong side of the carriageway results in vehicles meeting head-on.

Objection reasons include:

“... Reducing parking is sure to make matters worse as the occupiers of 21 and 19 Asney park further down the road in front of others' properties. This may then cause problems with space for farm vehicles and others to pass easily, as well as reducing the parking for other residents of Asney Road.”

Response: Due to the reduced carriageway width over the length of road where restrictions are being proposed, on-street parking cannot be safely accommodated without compromising pedestrian safety.

It is **recommended to approve** the proposals as advertised.

Burcott Road, Wells – 3 objections

Background – Increased parking at the junctions have resulted in an associated accident and complaints due to limited visibility.

Objection reasons include:

“..... the new restrictions will place further pressure on car parking outside our own house. We feel that the proposed restricted zone is larger than necessary to the west of Balch Road for the safe turning of the larger recycling lorries, given that this is a residential area where there is already pressure on the

available parking.

I would add that I know for a fact that much of the pressure on car parking in Burcott Road comes from people who park all day to go to work in town, and people who park for long periods of time to shop in town

"I ... need regular visits from family members to take me shopping and to other appointments, they also need to check on me throughout the week, ..."

"A lot of the houses in the road have off road parking but unfortunately as we live right next to the junction we do not have the option of having a pull in as we would be unable to lower the pavement. Most of the cars parked all around the junction where the lines are proposed are in fact workers who then walk into town to work and shoppers on the weekend who do the same. Perhaps the solution would be for more parking in town to alleviate this problem ..."

Response: Due to the staggered road layout and visibility requirements a reduction in the proposals cannot be considered without compromising safety. Picking up and dropping off would still be permitted over the length of road where restrictions are being proposed.

It is **recommended to approve** the proposals as advertised.

North Road, Wells – 3 objections were received after the consultation period

Background – restrictions have been placed within North Road over recent years and as a result, on-street parking by school traffic and commuters has increased at certain points along North Road. Objections have been received by residents and users of North Road as a result of cars being parked on 'blind' bends which results in vehicles, meeting others head on travelling in the opposite direction, or in meeting parked vehicles which suddenly coming into view. The nearby school activity also contributes to associated traffic congestion as a result of those dropping off and collecting young children at peak term times.

Objection reasons include:

"I would find these restrictions extremely debilitating for me to keep attending the playgroup & in the future Stoberry School. Where would I park in order to safely take my young children to the school site?"

These restrictions are not the answer. This consultation should've happened during term time to allow all parents to be consulted.

A time restricted area of 30 minutes may help to stop congestion. But at the end of the day the school provides a service to children in the area. This service requires people to take their children there. Therefore residents & the council simply have to accept that there will be congestion at peak times."

"My feeling is, this is not an area suitable for unrestricted parking regardless of where the car owners work or school. If a sensible parking time were allowed, but restricted, it would prevent the all-day parking but allow local residents

sensible access to their homes and parents the ability to drop off and collect at the start and end of school.”

“As a school and governing body we desperately want to help find a solution to the parking and traffic issues in North Road. Please can you talk to us before any decisions are made.”

Response: Due to the lack of alternative parking for those dropping off and collecting young children and the likely effect of displacing vehicles into surrounding residential streets, an alternative might be for restricted parking at safe locations if identified. The proposals also address the existing un-enforceable School Keep Clear marking.

It is **recommended to amend** the proposals as shown in Appendix 3, proceed with the proposals associated with the School Keep Clear markings only, and to consider alternative appropriate restrictions with the County Councillor, School and Governing bodies over the remainder of North Road.

St Johns Street, Wells – 1 objection was received after the consultation period

Background – the current Traffic Regulation Order does not reflect the signs and markings which exist on-street and which has led to the road in question being un-enforceable. The proposal is to amend the Traffic Regulation Order not to change any restrictions on the highway.

Objection reasons include:

“.....we need to gain access during the day to load/unload bedlinen, supplies and rubbish etc. This can run to several heavy 'Ikea Blue' sized bags full of bedlinen, also shopping bags for supplies. We also need to take away any rubbish and recycling.....”

“...My guests also will arrive at varying times during the day and week and need to off load luggage, children, dogs, disabled or elderly people....”

Response: The proposal does not change the periods currently displayed on road signs and will permit loading and unloading.

It is **recommended to approve** the proposals as advertised.

Welsford Avenue, Wells – 1 objection plus 1 objection was received after the consultation period

Background – complaints have been received over commuter parking obstructing access and making deliveries and refuse collections difficult. An advisory Keep Clear marking was introduced but is ignored on occasions. The proposals are to address daytime commuter parking.

Objection reasons include:

"....the proposed double yellow lining at the bottom of the cul de sac is just going to increase the parking problems we have in this road. My drive is frequently blocked by cars as it has become a free car park for people who work in town. They arrive from 7.30 in the morning to find a space in a road already congested with residents cars..... All this is going to do is push the cars further back up the road and make it more difficult for us to access our properties."

"Access to 32A & 32B and 1A will be at worst impossible, at best extremely difficult, between 6pm and 8am and all day Sunday as vehicles parked opposite will inhibit 7 cars from accessing their drives"

"How are delivery lorries, or supermarket home delivery services (which are frequency used) supposed to turn at the end of this cul-de-sac after 6pm if vehicles are allowed to park"

Response: the proposal is to address commuter parking and residents should be aware of accesses. The objector is requesting a more onerous no waiting at any time restriction which will require further statutory consultation.

It is **recommended to approve** the proposals as advertised, to retain the advisory 'keep clear' marking and to monitor its effect before considering further restrictions in consultation with the County Councilor.

4.0 Resolution of Objections

4.1 For the reasons above it is recommended to:-

Prestleigh Road, Evercreech, - **omit**.

Lewis Crescent, Park Hill Drive, Frome, - **amend** as shown in Appendix 3.

Bretenoux Road, - **omit**.

Castle Cary Road, Lydford on Fosse – **omit**.

Portway, Street,- **amend** as shown in Appendix 3.

Somerton Road, Hindhayes Lane, Street - approve as **advertised**.

West End, Street - approve as **advertised**.

Asney Road, Walton - approve as **advertised**.

Burcott Road, Wells - approve as **advertised**.

North Road, Wells - **amend** as shown in Appendix 3.

St Johns Street, Wells - approve as **advertised**.

Welsford Avenue, Wells - approve as **advertised**.

Approval for Construction:

The objections received during the consultation period have been given due consideration and I hereby confirm that the scheme **PROHIBITION AND RESTRICTION OF STOPPING, WAITING, LOADING AND UNLOADING, AND ON-STREET PARKING, MENDIP ORDER 2012, (AMENDMENT NO.8) PART 2 ORDER 2017** be approved and include the following omissions and amendments recommended above.

**Bev Norman,
Strategic Manager- Traffic
Management, ~~Traffic and~~
~~Transport Development~~,
Somerset County Council**

Decision Record:



Date

27/12/17

Appendices:

Appendix 1 -Traffic Regulation Order, Notice
Appendix 2 - Plans showing initial proposals
Appendix 3 – Plans of amended proposals

Background Papers:

Objection letters and responses (available for inspection at County Hall-
contact author)

Appendix 1 - Traffic Regulation Order, Notice

THE COUNTY OF SOMERSET, ROAD TRAFFIC REGULATION ACT 1984

TRAFFIC MANAGEMENT ACT 2004, PROHIBITION AND RESTRICTION OF STOPPING, WAITING, LOADING AND UNLOADING, AND ON-STREET PARKING , MENDIP ORDER 2012, (AMENDMENT NO. 8) ORDER 2017

Notice is hereby given that the Somerset County Council proposes to make the above Order under Sections 1, 2, 4, 32, 35, 45, 46, 49, 53, and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984, (hereinafter referred to as 'the Act of 1984') as amended; and the Traffic Management Act 2004, (hereinafter referred to as 'the Act of 2004') as amended, and all other enabling powers.

The effect will result in changes to the parking and waiting restrictions in the following locations:

Evercreech Prestleigh Road, Leighton Lane. **Frome** Lewis Crescent, Park Hill Drive. **Glastonbury** Bretenoux Road, Watts Corner. **Lydford On Fosse** Castle Cary Road. **Shepton Mallet (Bowlish)** St Peters Road, Wells Road. **Street** High Street, Portway, Somerton Road, Hindhayes Lane, West End, Elmhurst Lane, Brooks Road, Strode Road, Leigh Road. **Walton** Asney Road. **Wells** Burcott Road, Balch Road, Clements Close, North Road, Welsford Avenue, St Johns Street. **Meare** St Marys Road

A copy of the draft Traffic Regulation Order and the associated plans may be examined at 'A' Block Reception, County Hall, Taunton, TA1 4DY during normal office hours or online at www.somerset.gov.uk/TRO. If you are unable to access either please contact 0300 123 2224.

Persons wishing to object to these proposals may do so by sending their representations in writing to Area Traffic Engineer, Mendip Area Highways Office, Wells Road, Glastonbury, BA6 9AS or email trafficmanagement@somerset.gov.uk stating the reasons for their objections, and received no later than 21 days from the publication date of this notice. Any objectors will be notified of the council's decision in due course.

Under the provisions of the Local Government (Access to Information) Act 1985, any letters of representation that are received, may be open to inspection by members of the public.

Patrick Flaherty

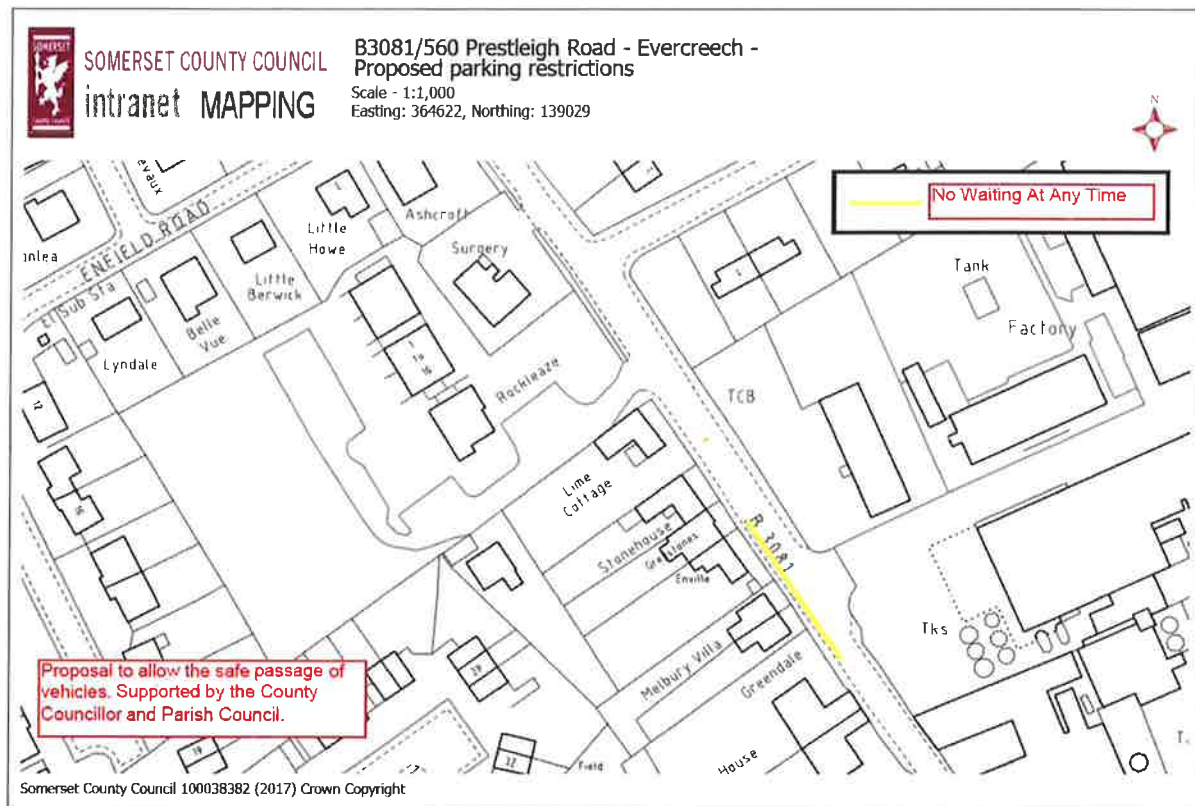
Chief Executive

Somerset County Council, County Hall, Taunton, TA1 4DY

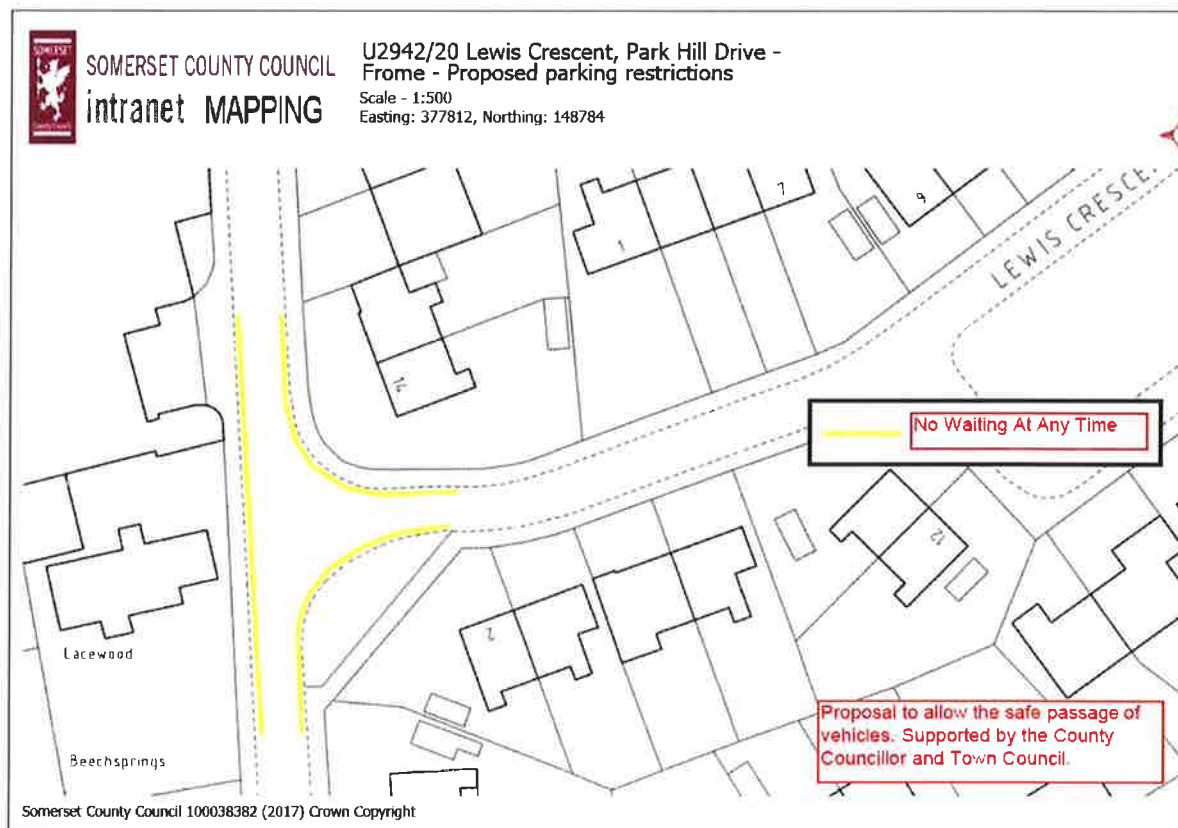
Dated: 10th August 2017

Appendix 2 - Plans showing initial proposals

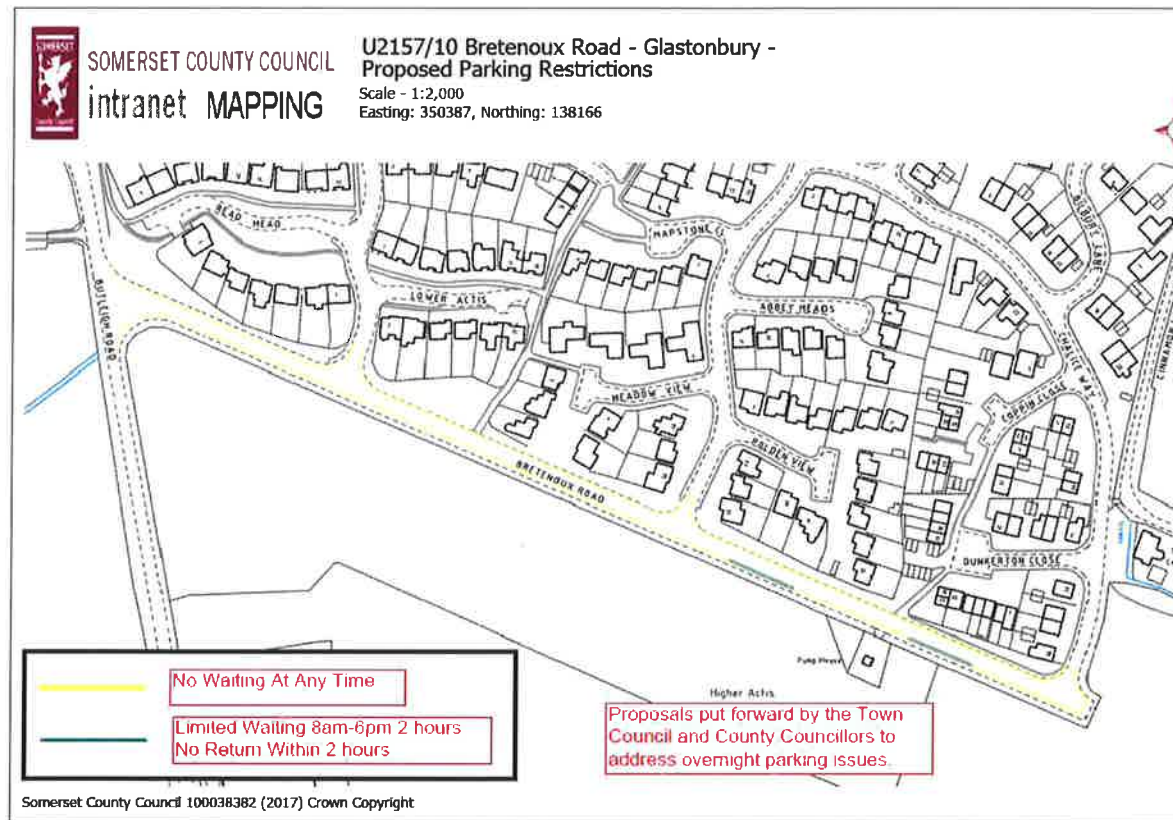
Prestleigh Road, Evercreech;



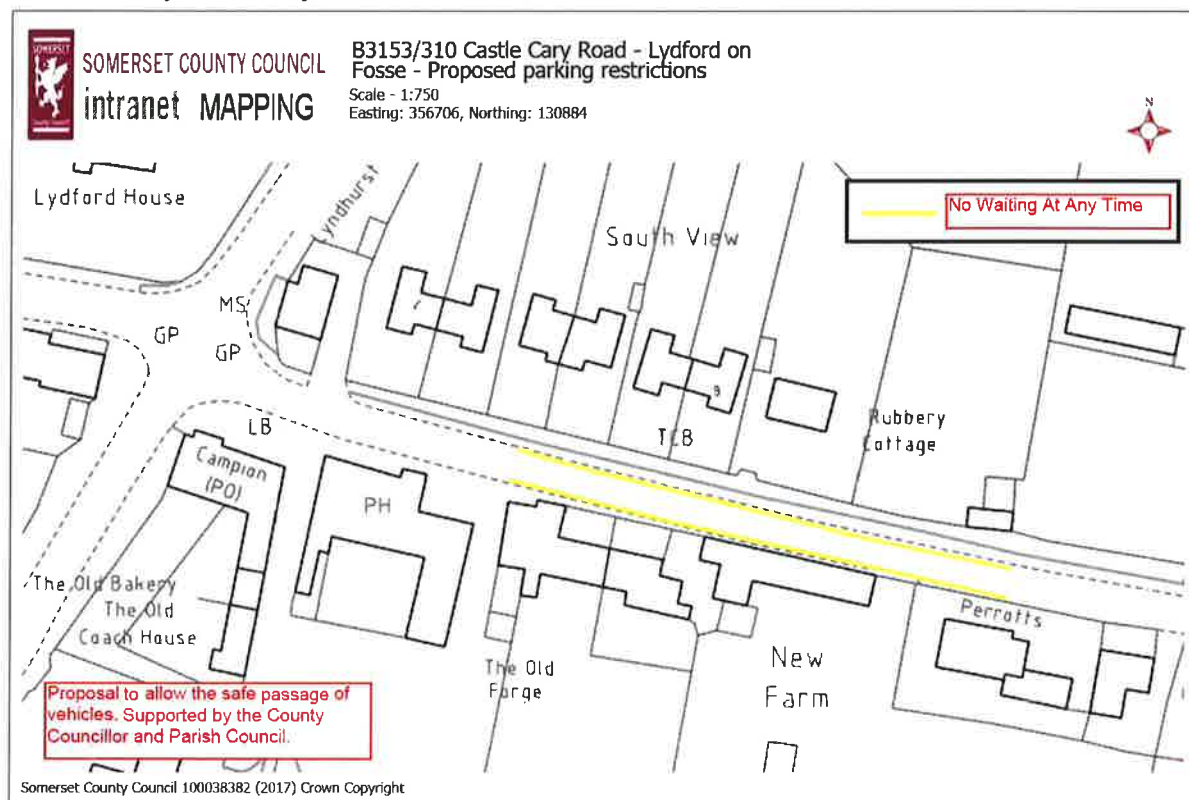
Park Hill Drive, Lewis Crescent, Frome;



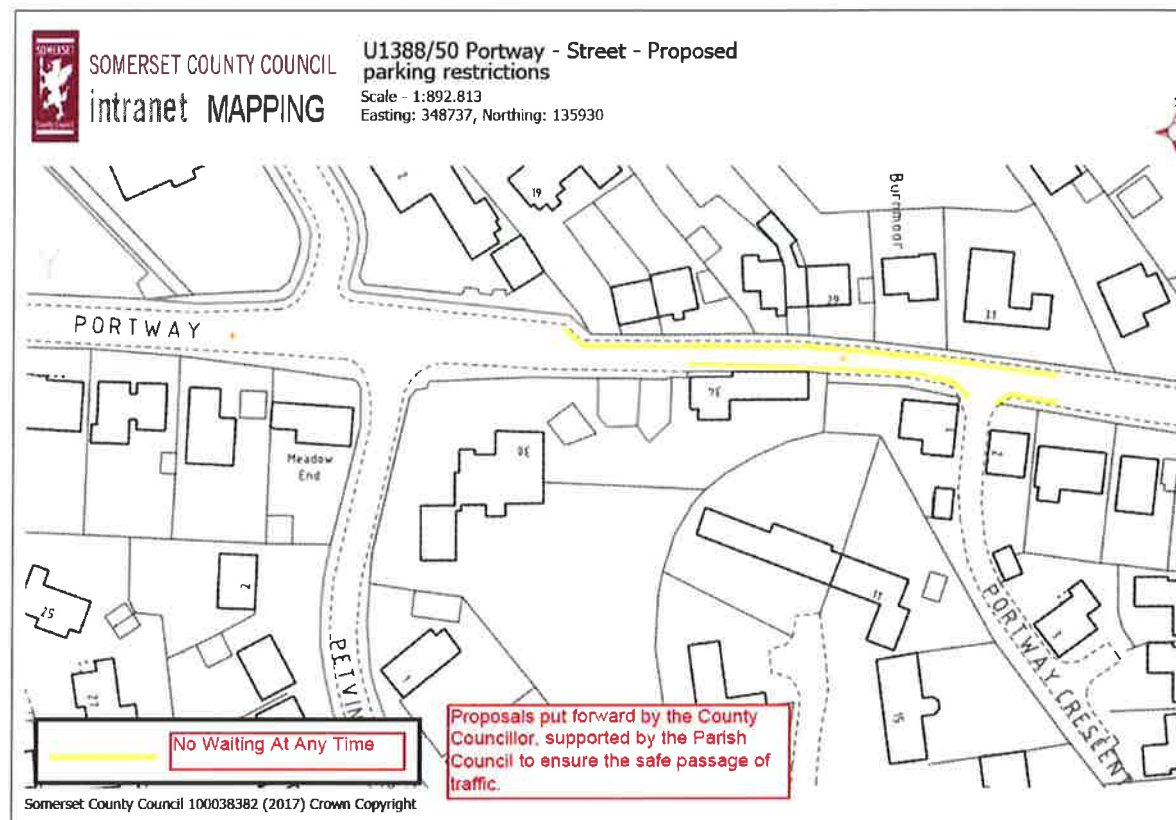
Bretenoux Road, Glastonbury;



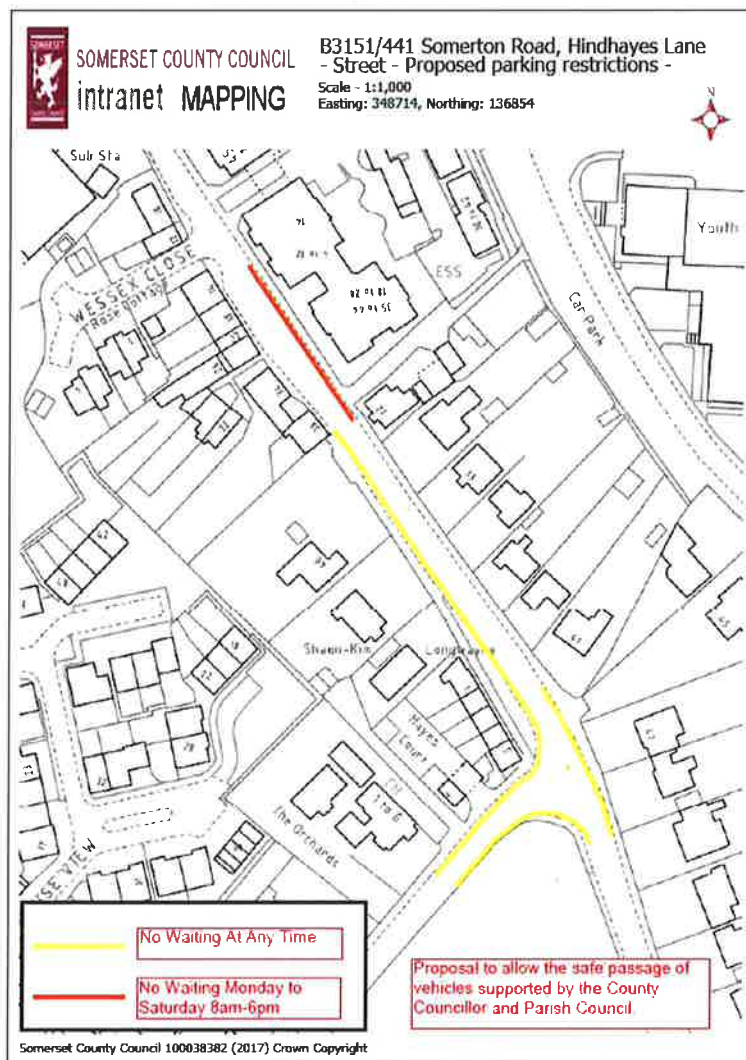
Castle Cary Road, Lydford on Fosse;



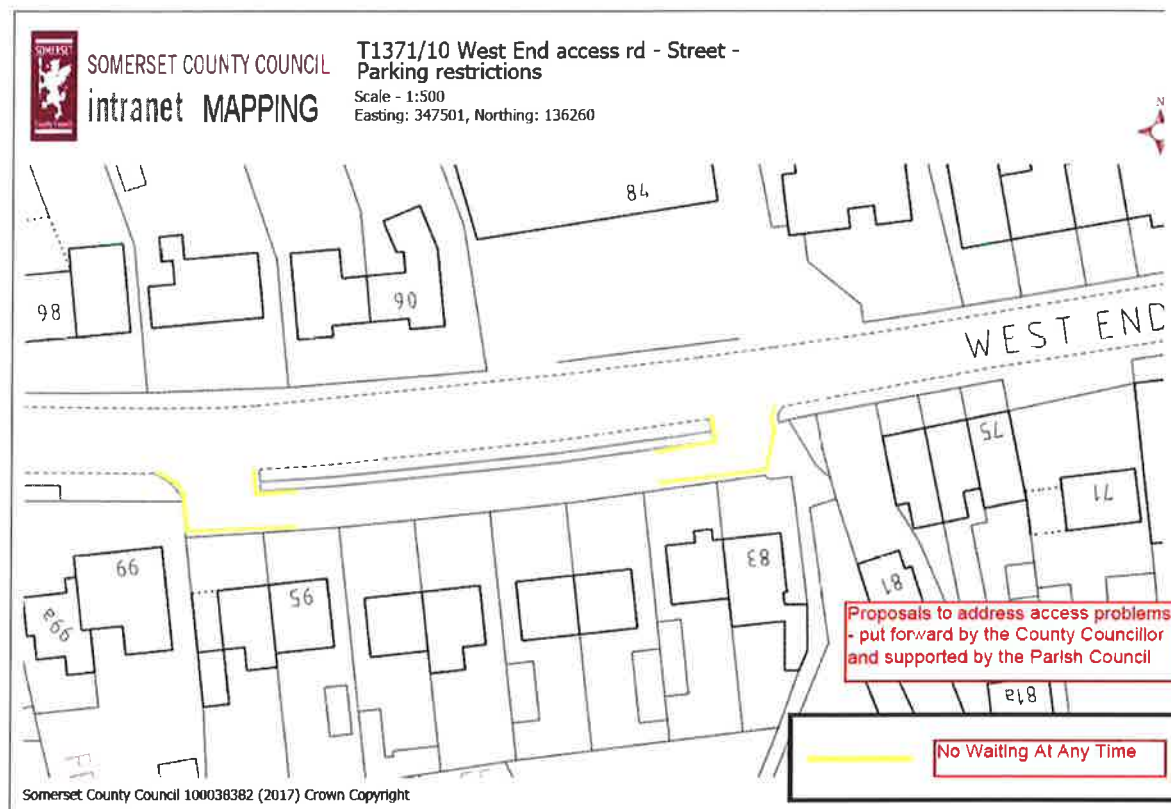
Portway, Street;



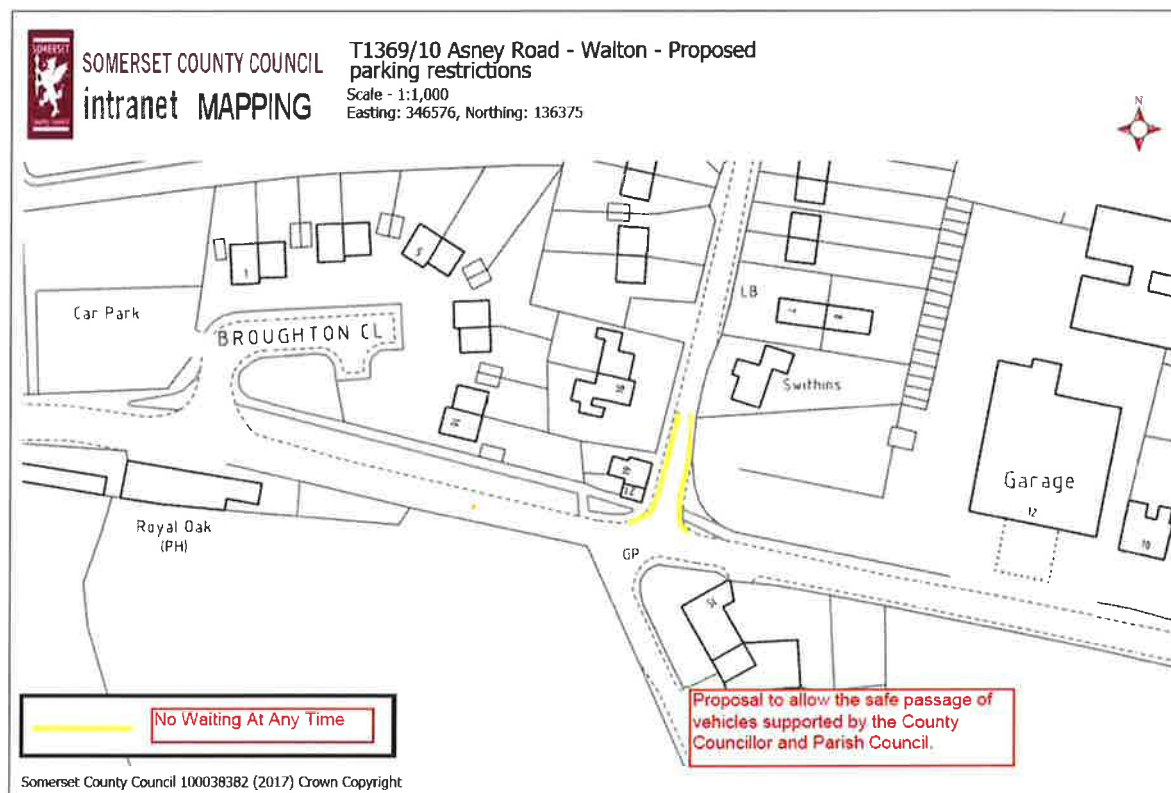
Somerton Road, Hindhayes Lane, Street;



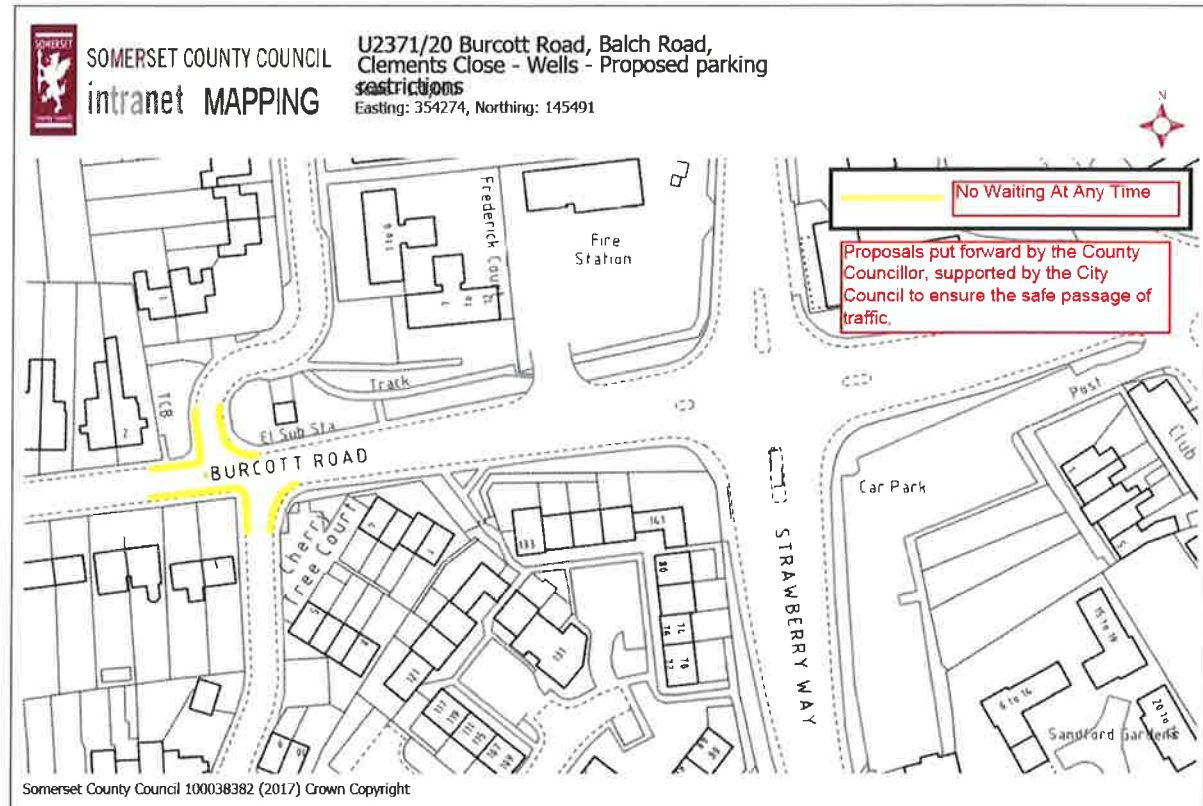
West End, Street;



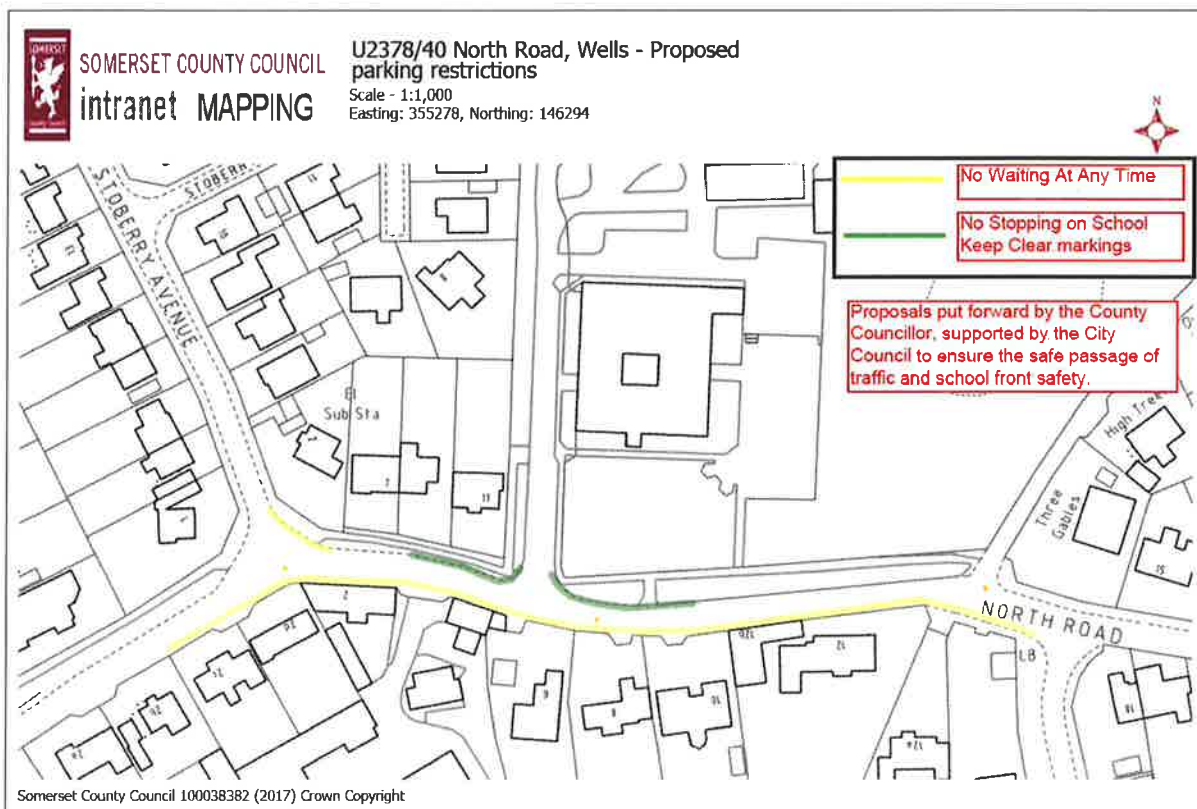
Asney Road, Walton;



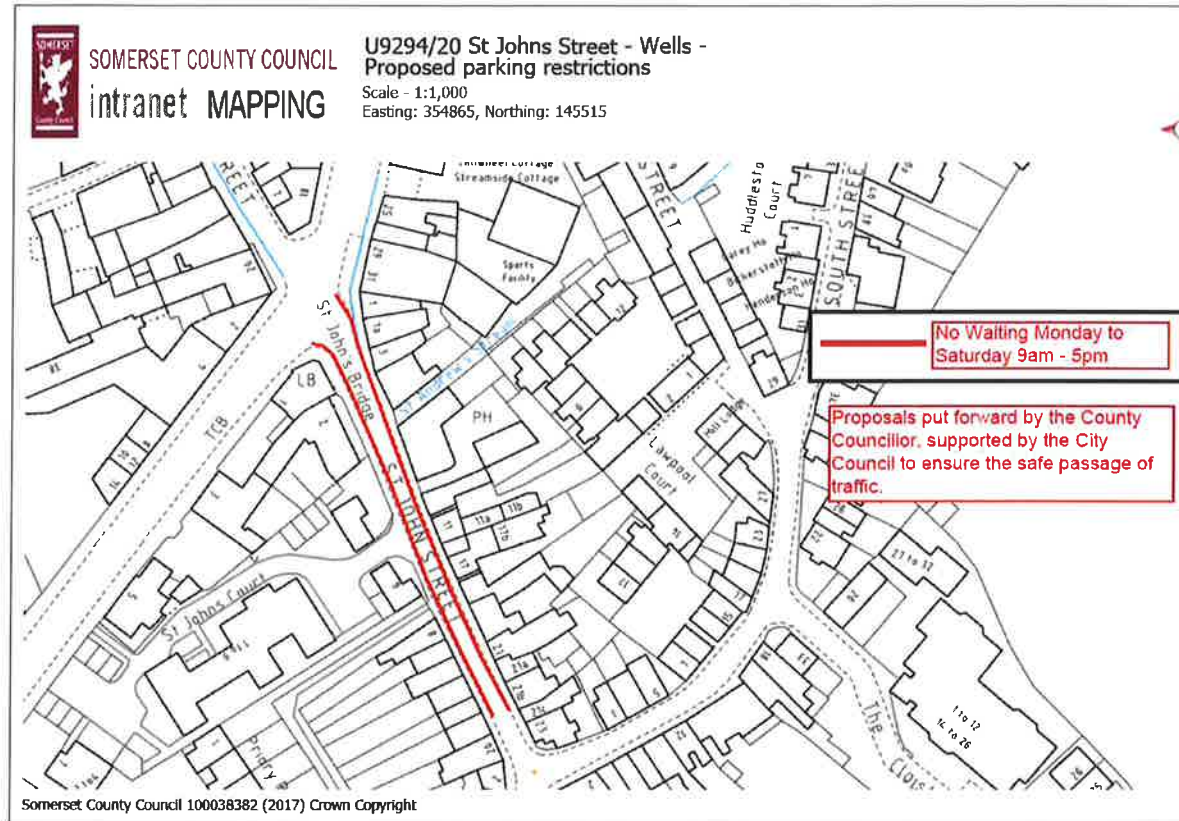
Burcott Road, Balch Road, Clements Close, Wells;



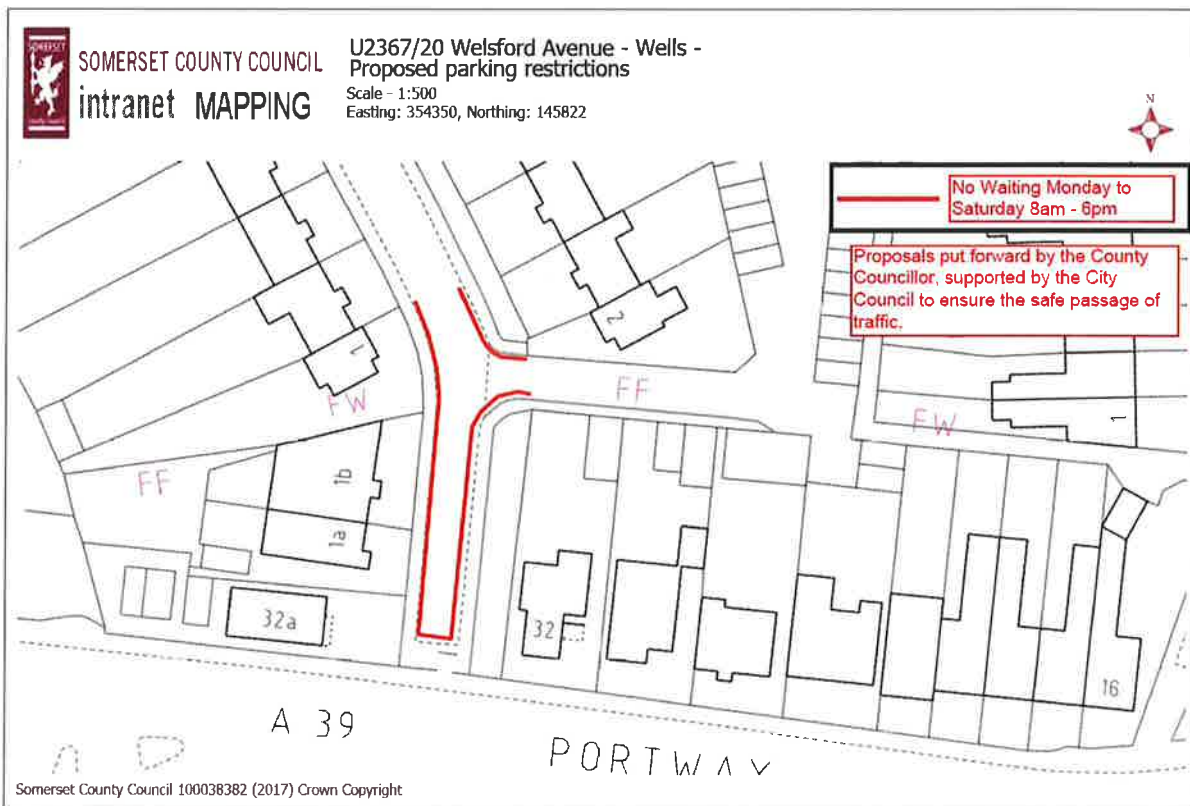
North Road, Wells;



St Johns Street, Wells;

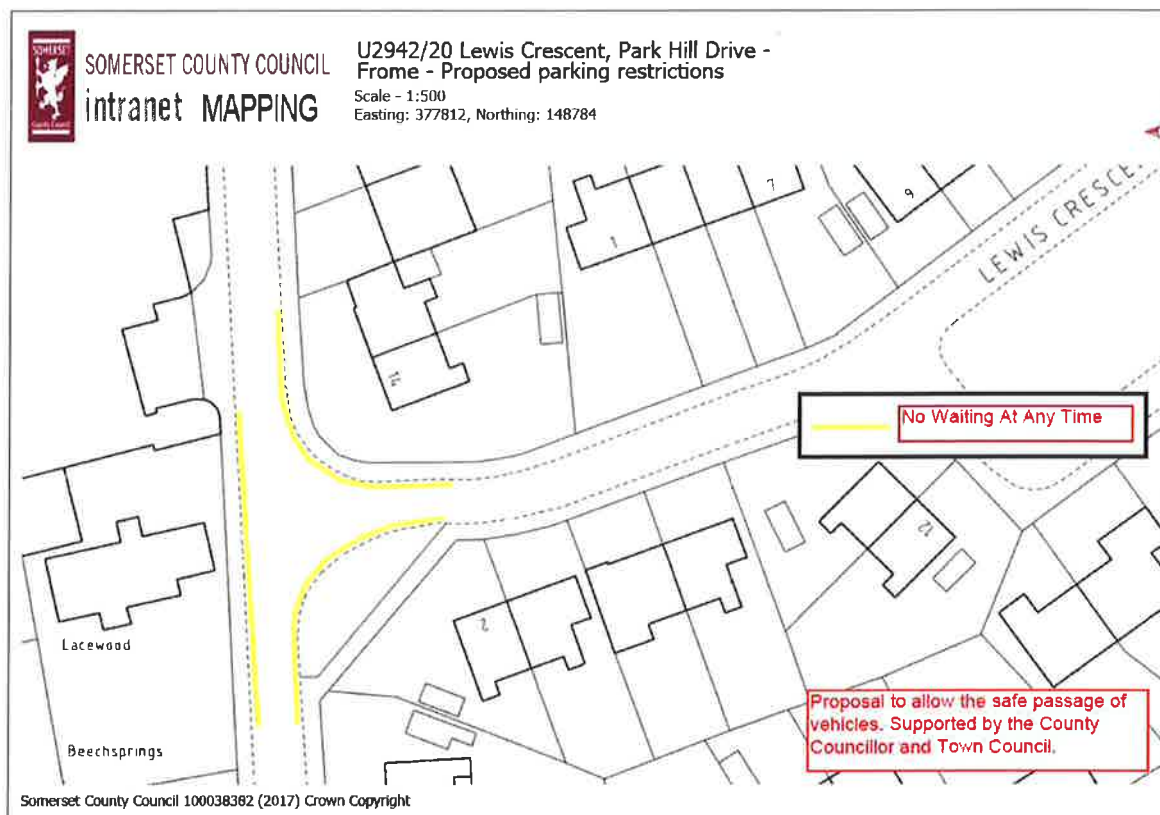


Welsford Avenue, Wells;

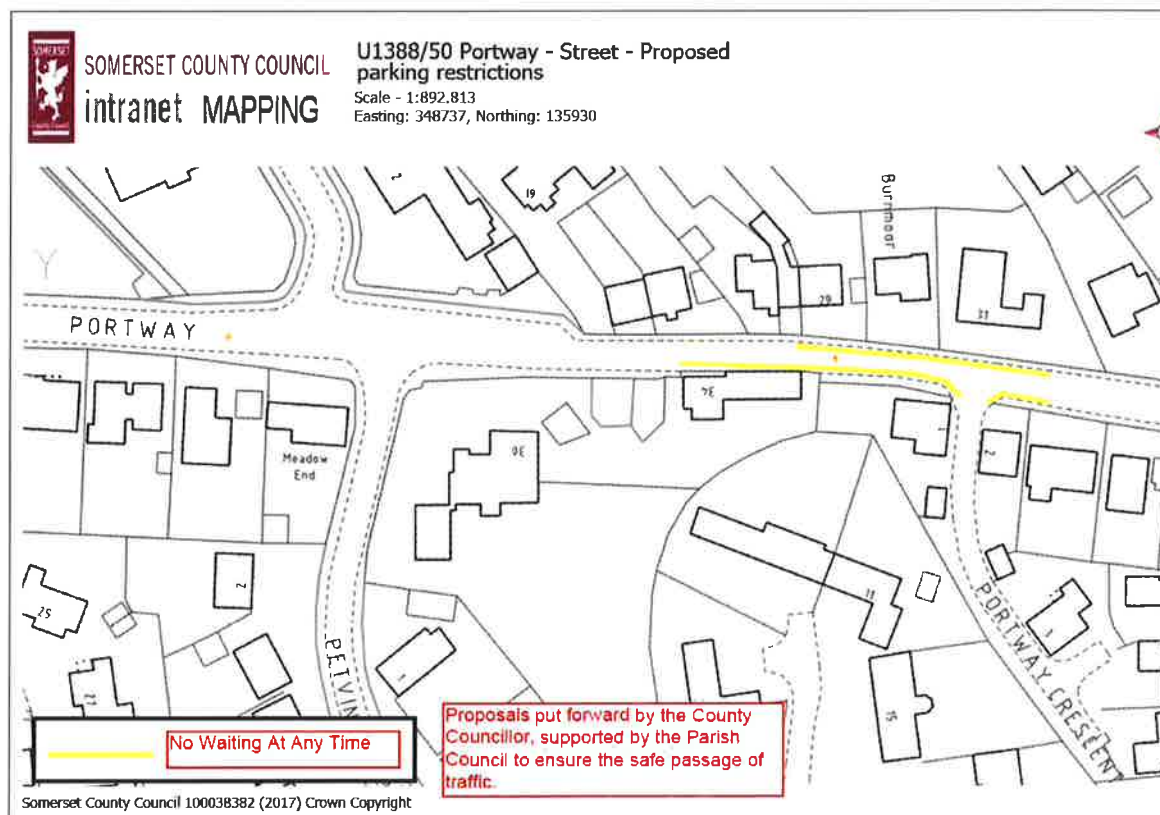


Appendix 3 - Plans of amended proposals

Park Hill Drive, Lewis Crescent, Frome;



Portway, Street;



North Road, Wells;

