

# SOHAM AND BARWAY NEIGHBOURHOOD PLAN

## Topic Paper – Transport

Draft Version 3.0

March 2024

## Introduction

The report forms part of the evidence base for Policies SBNP 22 – Road Safety and Parking and SBNP 23 Pedestrian and Cycle Priority Routes of the Soham and Barway Neighbourhood Development Plan, and is to be read in conjunction with those policies.

There are serious concerns about the junctions with the A142 at Northfield Road, Hasse Road and East Fen Common. This is a very busy road with a lot of HGVs. With the amount of house building which is due to happen, this will not get any less busy. Two of these junctions have proper crossing roads which are lit but one – Hasse Road/Qua Fen Common Road is a staggered junction with no lighting. This is very dangerous particularly at night and in bad weather. There have been a number of accidents and it would be a good idea to limit the speed of traffic along this road.

The Neighbourhood Plan group has highlighted areas of congestion and poor quality roads. These following are examples of the worst cases and there are other areas which have not been listed here.

These are identified as:

- Barway,
- Barway Road junction,
- Clay Street and College Road,
- Brook Street and Regal Lane,
- Paddock Street and Brook Dam Lane,
- Fordham Road and junction with Downfield Roundabout

## 1. Barway

The main road to Barway from the A142 is heavily used by lorries and tractors going to and from the vegetable packing factory and as a result the road is very dangerous for pedestrians or cyclists as there is no hard shoulder or pavement. There are a large number of young people working at the factory who need to walk or cycle to shops etc.



View along the road from A142 towards Barway and the Vegetable Packing factory.

It clearly shows the safety issue for pedestrians and cyclists.

After the factory the road leads only to the hamlet where there are about 40 houses. The road deteriorates hugely after the factory as it is too narrow for two vehicles to pass. The edges of the road are all falling away and there are numerous bad potholes. There is also no provision for pedestrians or cyclists. Although this is a cul de sac road there is no reason why the residents should be expected to put up with this poor standard of local road.



These photographs show the state of the road between the factory and the hamlet. It shows the state of the road, its width, its edges and potholes. It is seriously in need of repair and resurfacing.

## 2. Junction of Barway Road with A142

Many of the residents of Barway when they want to visit Soham, tend to go the 'back way'. (See map) This is because they do not like using the junction with the A142. Since the growth in both Soham and Ely, the amount of traffic on this road has increased massively recently. This makes turning out of the Barway Road extremely hazardous, not only for residents but also for lorries and tractors from the factory. Local people will avoid using this junction if they can by using the 'back' road to Soham which is the Cotes and Mereside.



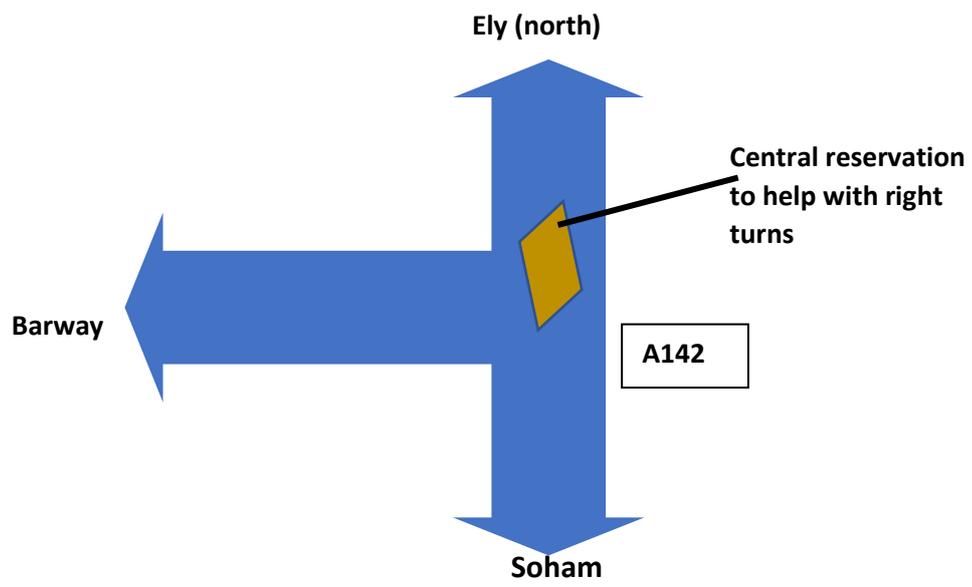
**The junction with A142 and Barway Road looking north towards Ely**

Turning right into Barway Road from Ely is also hazardous despite the central reservation for right turning vehicles. Because of the speed and amount of traffic, any vehicle standing in the centre of the road is very vulnerable.



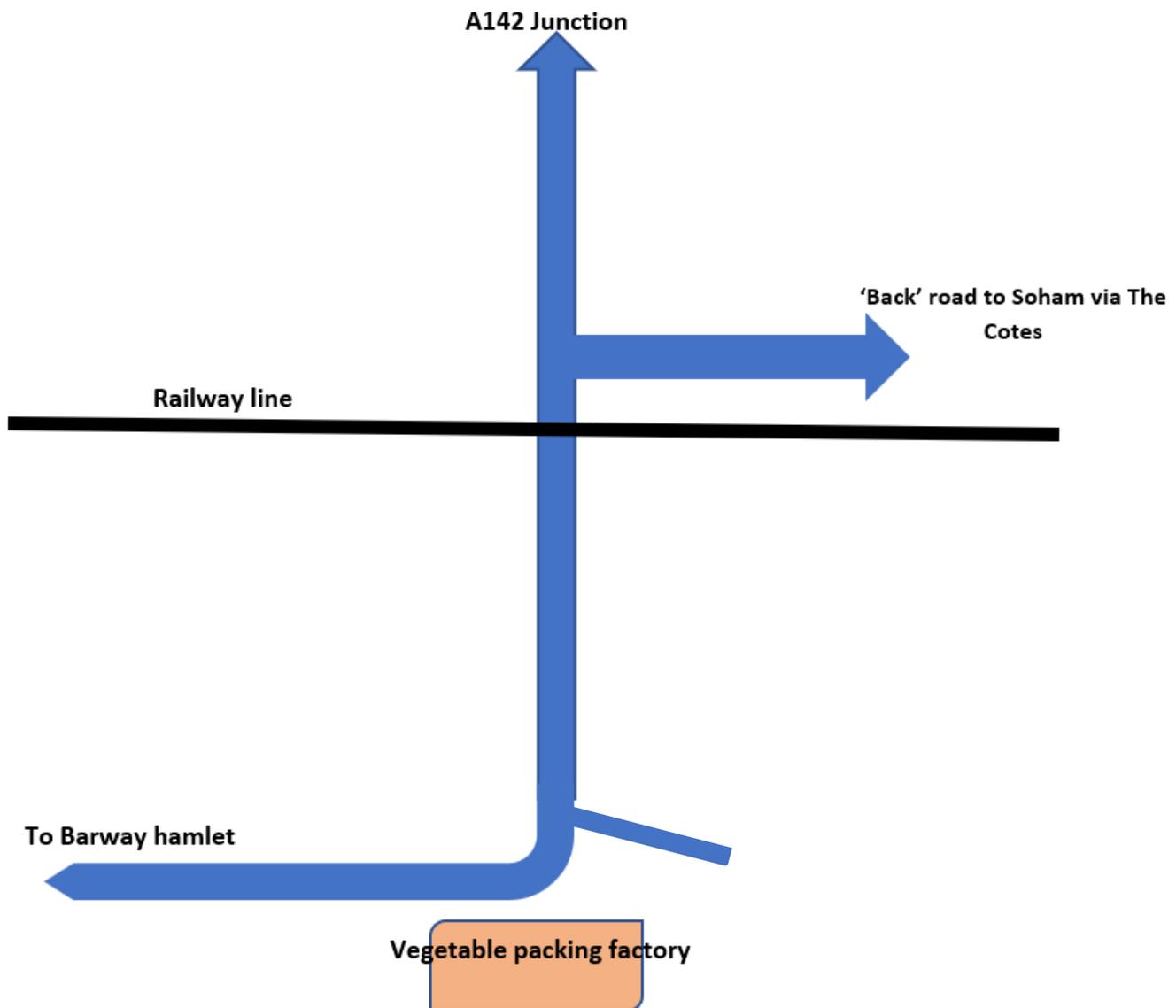
**Looking south from the Barway Road junction showing the central reservation for vehicles turning right.**

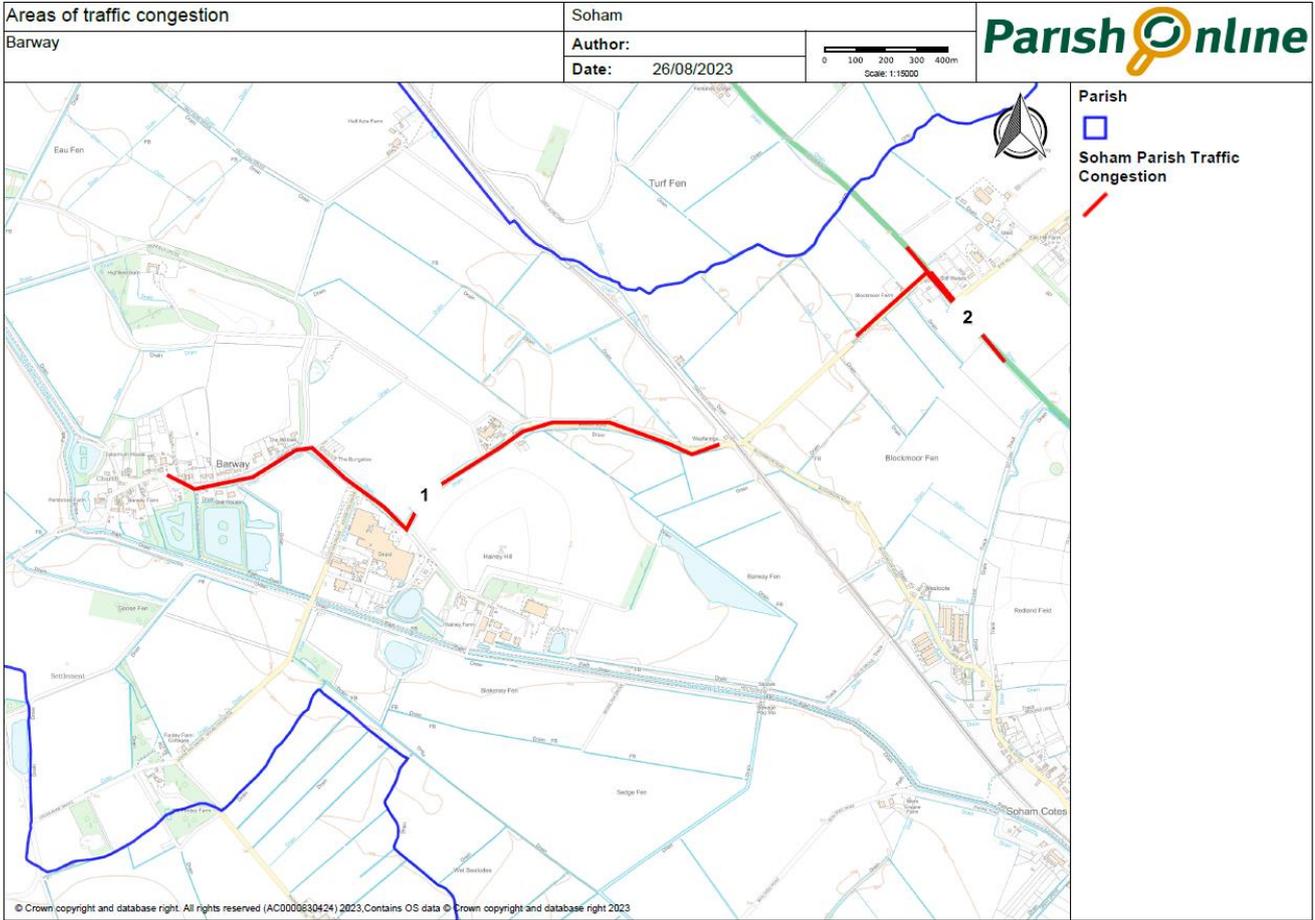
Barway Road junction



**Diagram showing the main road from Barway and the 'Back' road to Soham avoiding the junction with A142**

The 'Back Road' also includes Broadpiece and Mereside along with the Cotes. All of these roads are in poor condition due to the HGVs which use them to avoid the A142 junction. The sides of these roads are breaking down so making the roads narrower and very rough.



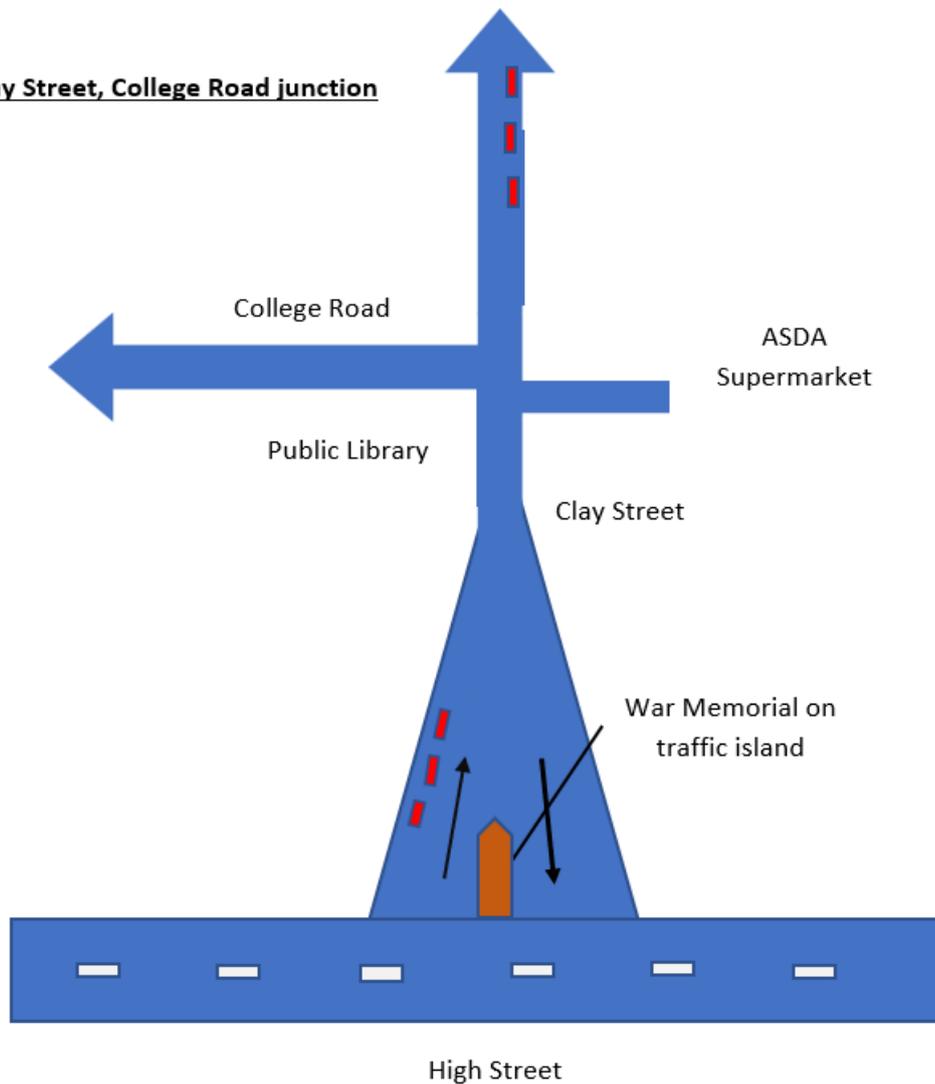


**MAP – Traffic congestion Barway. Source: Soham and Barway Neighbourhood Plan Group**

### 3. Clay Street and College Road

This area is extremely congested at the start and end of the school day. This is mainly because all the school buses have to exit the area via this junction and mainly through the junction with High Street too. In addition as the main school car park is accessed through the same road so that many cars also need to use this route. Many of the pupils who walk to and from the school also use this route and need to cross Clay Street to move into the town. This means that there a lot of youngsters on foot trying to cross a very busy junction when a lot of buses (both single and double decker buses) are using it.

Diagram of the Clay Street, College Road junction



Clay Street looking towards the High St



Congestion created at end of school day



**Congestion at the end of the school day with many busses and private cars collecting pupils**

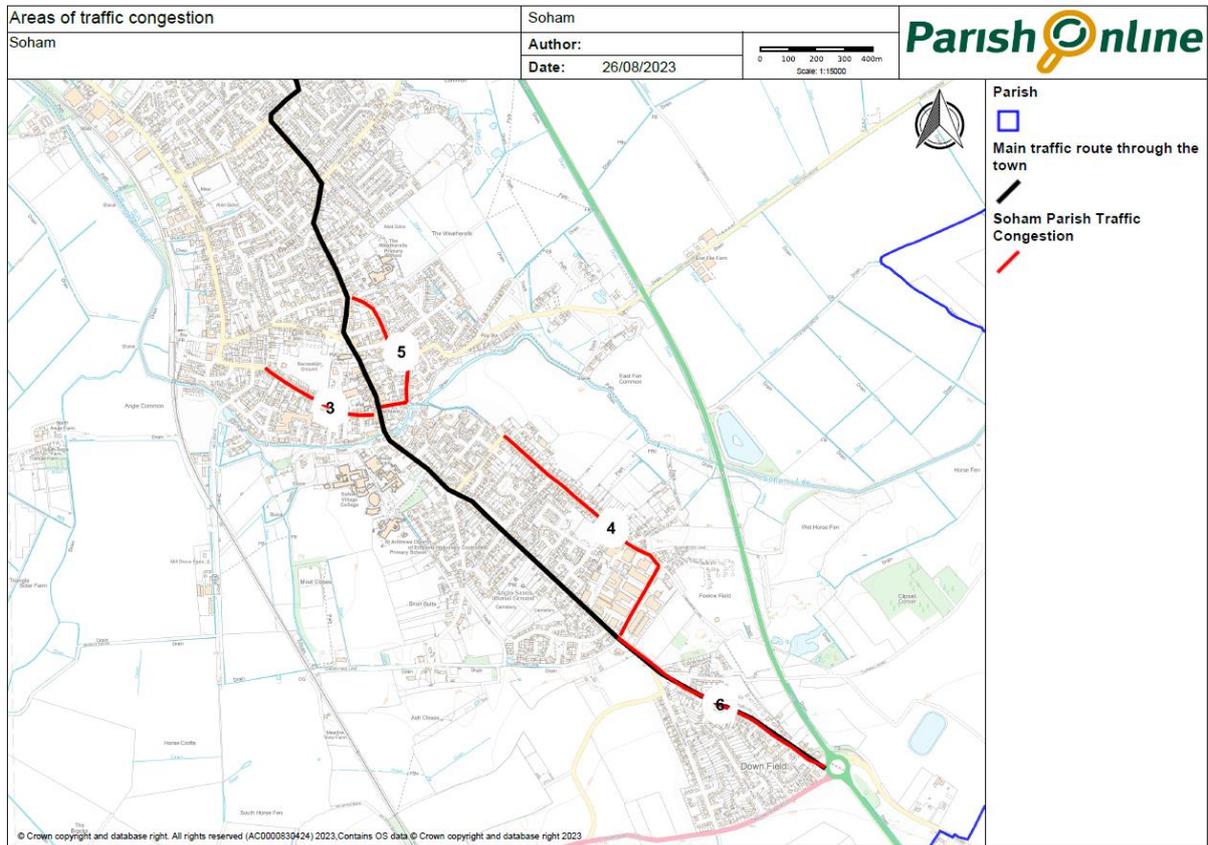


Further down Clay Street travelling away from the War memorial, the street gets narrower and because of the age of many of the homes, there is little off-street parking. This means that the street has an almost continuous line of parked cars on one side, but also some parked on the other side, making the street effectively a single carriageway but it is still being used as a two-way street.

Vehicles attempting to travel up or down Clay Street (even at off-peak times) must be prepared to wait until there is no traffic coming the other way or to try to pull off the road to allow oncoming traffic to use the road. It causes hold ups and occasionally near misses.



**Parking on both sides of the road effectively makes the road a single track carriageway in either direction**



MAP – Traffic congestion Soham. Source: Soham and Barway Neighbourhood Plan Group

#### 4. Brook Street and Regal Lane



Brook Street looking north



and south



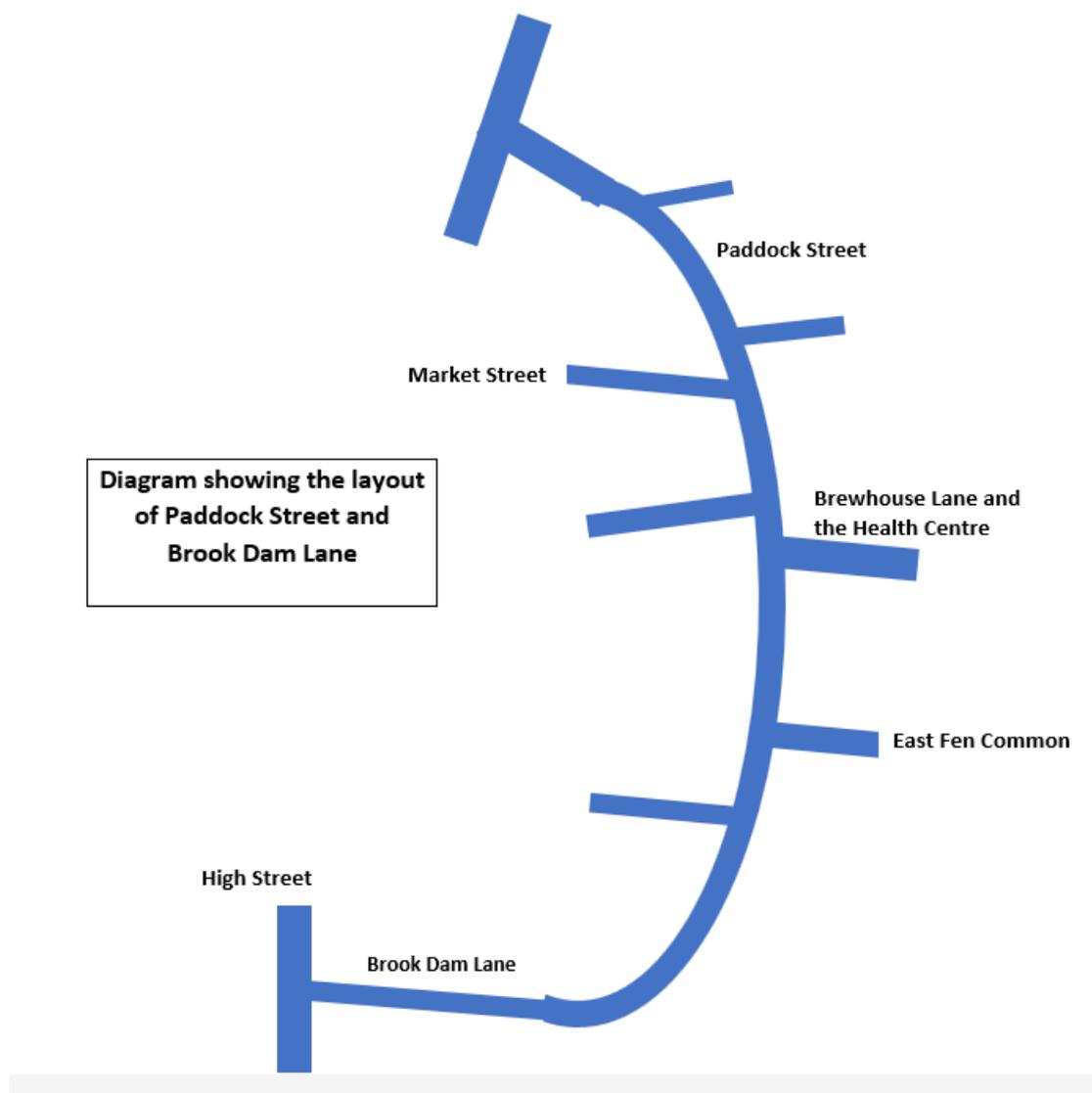
### **Regal Lane looking towards Brook Street**

Brook Street runs parallel to Fordham road exiting in the north via Tanners Lane or in the south by Regal Lane. Regal Lane is an industrial business park with many HGVs and vans using this exit throughout the day. Brook Street itself is mainly residential property many of which are older properties with no off-street parking available. As a result the northern part of Brook Street is particularly congested because of the parked cars. At the southern end of Brook Street, a substantial development of new houses is being built and there is another development adjacent to this which has just been approved. This means that Brook Street and Regal Lane will be the two routes from people to leave these two estates - causing further congestion at both ends of Brook Street.

## 5. Paddock Street and Brook Dam Lane

Paddock Street and Brook Dam Lane are all areas of high traffic movements and at both ends where the road meets the main road through the town the road is very narrow and on street parking is not discouraged. As a result the areas can get very congested particularly at the junction with High Street and Brook Dan Lane and where Paddock Street meets Brewhouse Lane because this is the route to the Staploe Medical Centre. This is the normal route to take for traffic if there is a holdup on the High Street.

Churchgate Street





**Paddock Street looking east**



**and south near Brewhouse Lane junction**



**Brook Dam Lane looking west**



**and east**

## **6. Fordham Road and junction with Downfield Roundabout**



**Junction of Fordham Road and Downfield roundabout with no traffic**



**Junction of Fordham Road and roundabout with traffic going round the roundabout**



**Soham traffic queuing to enter roundabout**



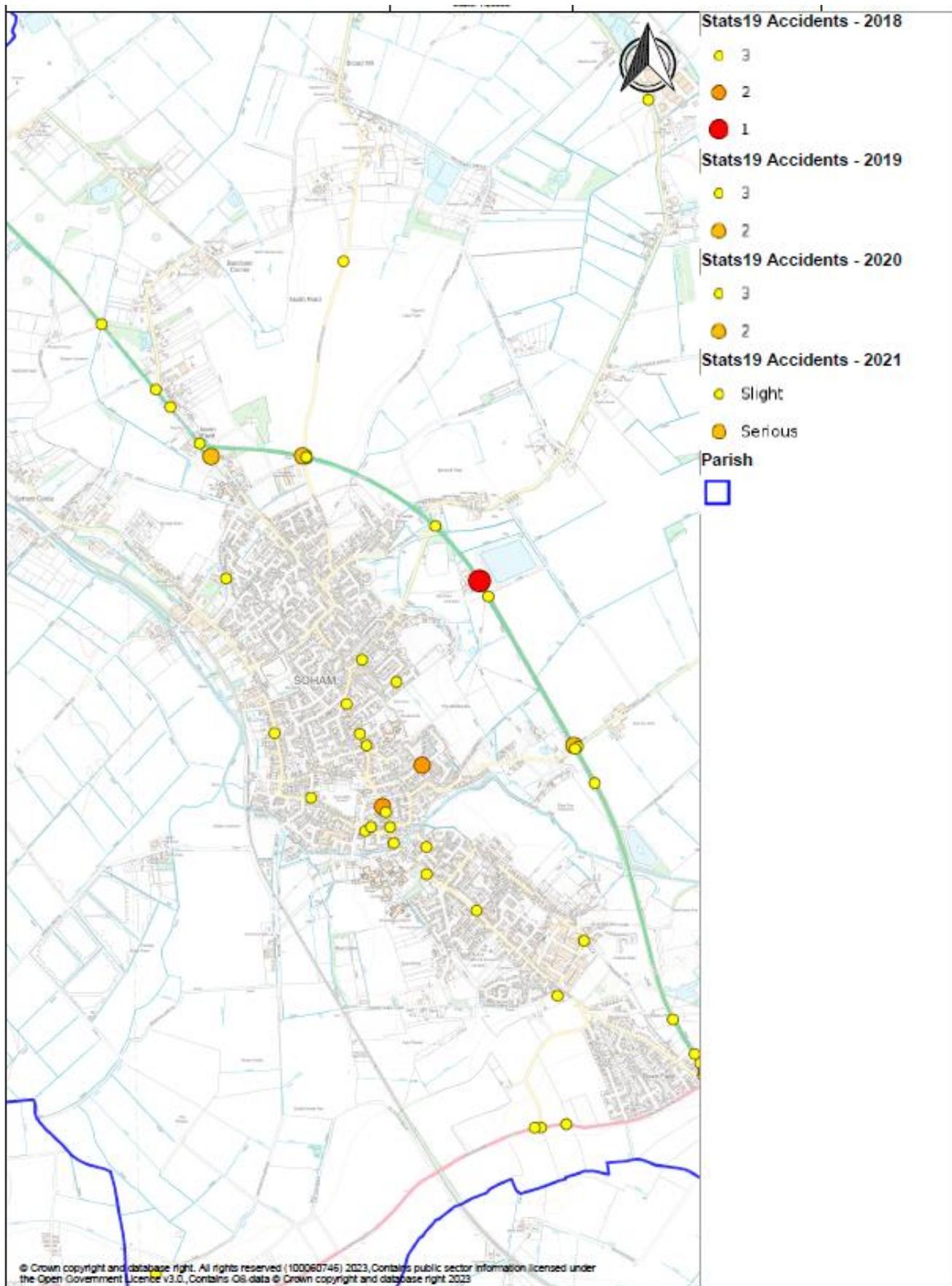
**Traffic flowing both ways to and from the Roundabout**

A traffic count carried out by Rossi Long Consulting in February 2022 over one week gave the following figures:-

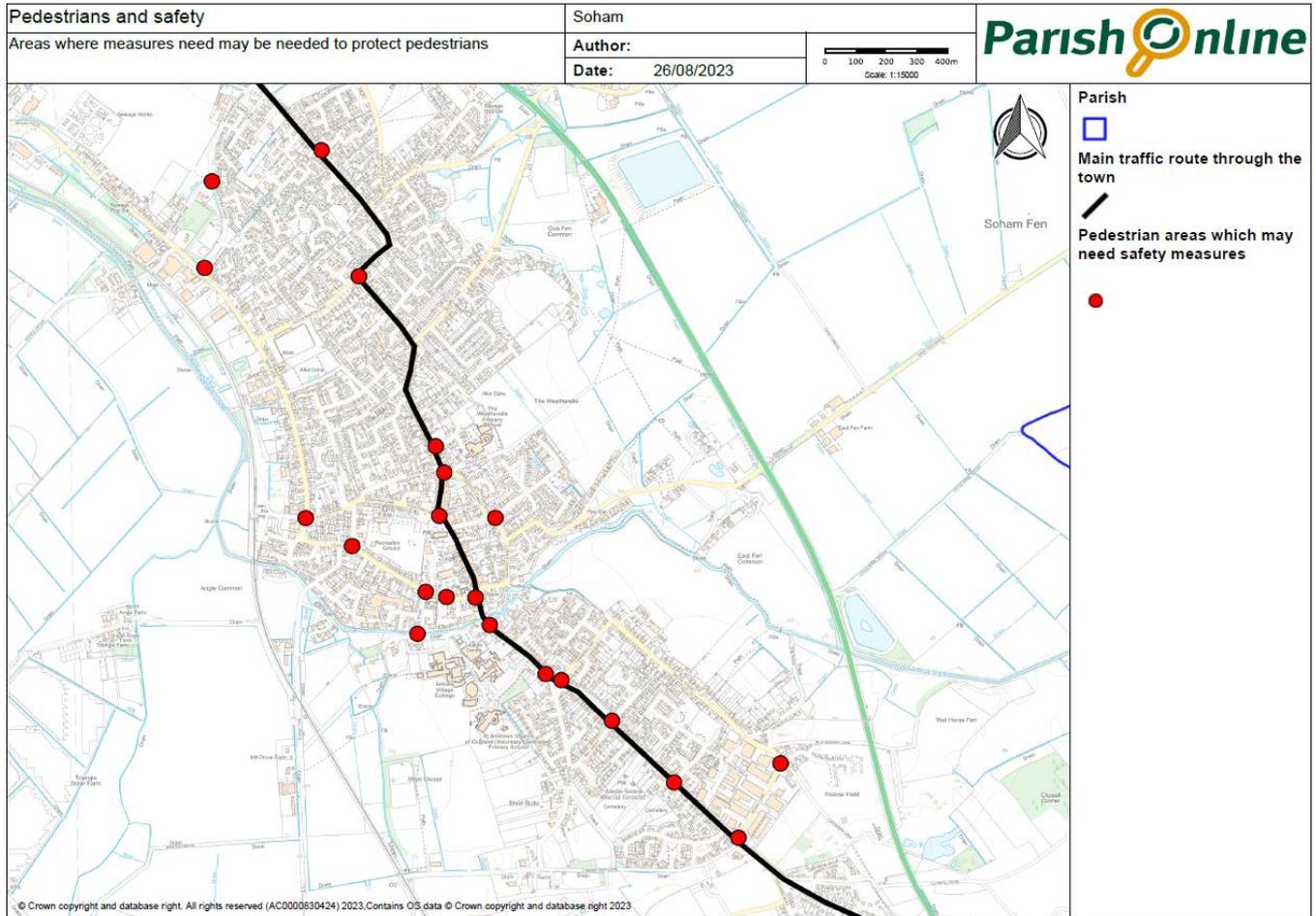
	Southbound average daily total for 7 days	Northbound average daily total for 7 days	Total both directions daily average
Fordham Rd February 2022	409	409	818

It clearly shows the amount of traffic which must use the roundabout. This is a very busy junction carrying large quantities of HGVs and other heavy vehicles, including farm vehicles all day. It carries the A142 between Newmarket (A11) to Ely which connects through to A10. Both very busy roads for commercial traffic as well as commuters. This means that at certain times of the day a queue of traffic trying to access the roundabout from Soham, builds up.

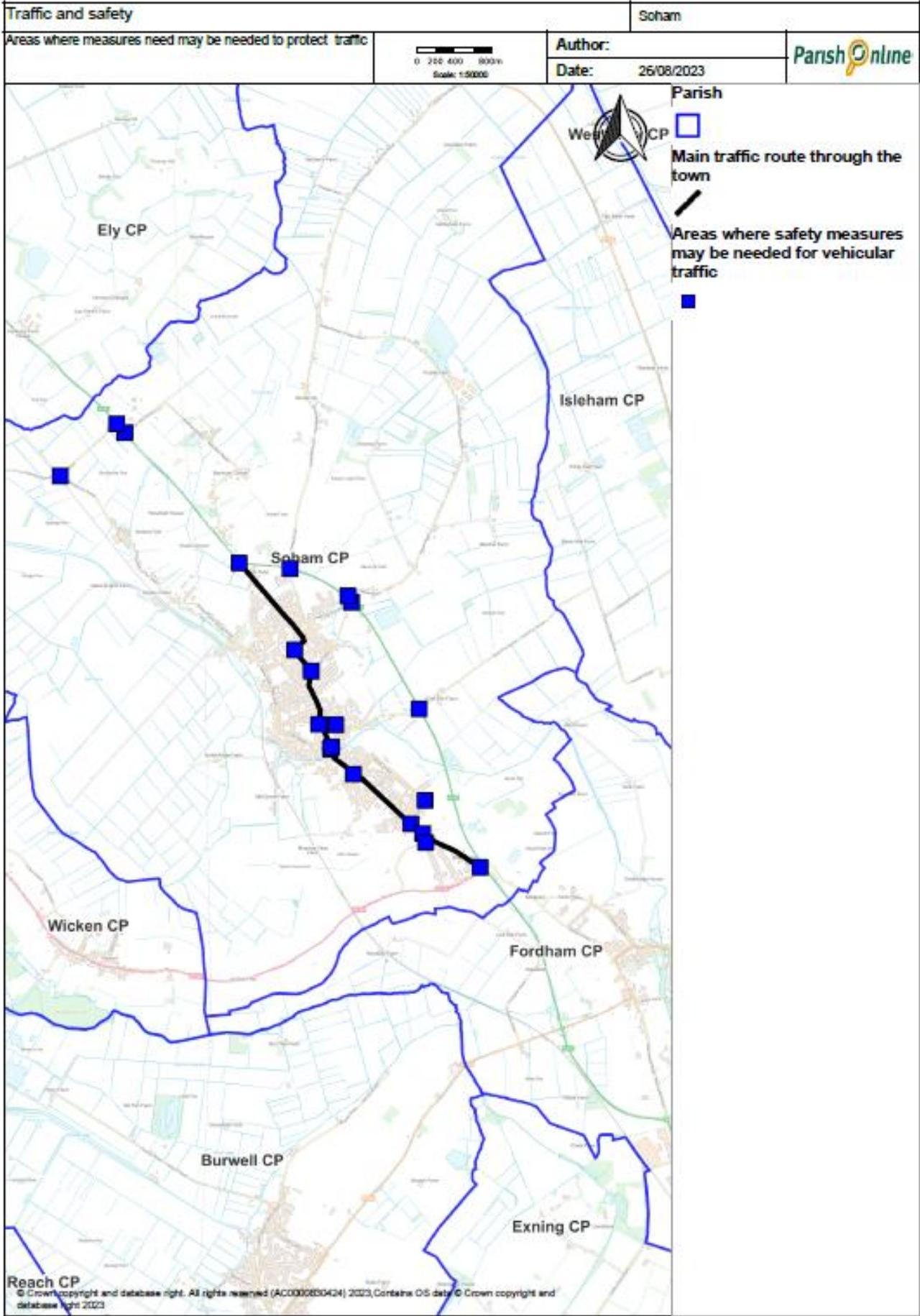
The figures quoted below do not include the additional vehicles which will be generated by the developments at the end of Regal Lane ( Blackberry Lane and Felix Park) and another development further along Brook Street, the plan for which has just been passed for 90 homes. Most of the traffic from these sites will join the main Fordham Road through Regal Lane. There a further 190 homes approved on the west side of Fordham Road, next to the mini-roundabout. These houses will add still more to the traffic on Fordham Road. If travelling south these vehicles will have to join the queue for the Downfield roundabout, making the congestion even worse.



Map – Reported Accidents 2018 To 2021. Source Department of Transport



**MAP – Areas where pedestrian safety measures may be needed**



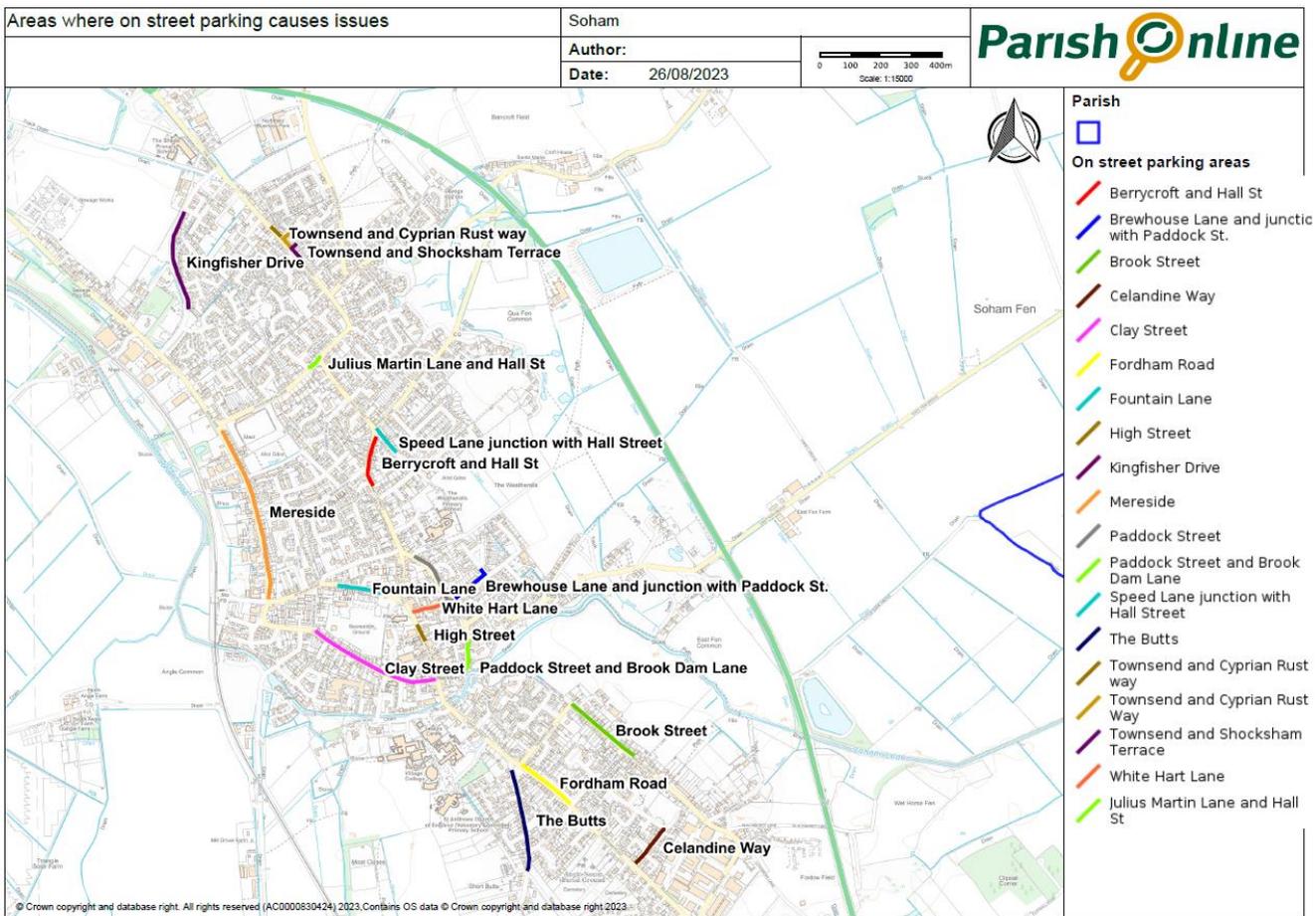
MAP – Areas where vehicle afety measures may be needed

## On-Street Parking Issues

Details of on street parking issues listed as north to south on main routes through Soham.

1. Kingfisher Drive. Long bend with line of cars on the inside of the bend, restricting visibility to oncoming vehicles..
2. Townsend, Cyprian Rust Way. Lack of adequate off-street parking on Townsend, with vehicles on through road. Now made worse with new site of tyre workshop, as vans and customers' cars both park on the roadway and/or queue to turn into the site. This situation persists, despite anticipation that recently-installed double yellow lines would relieve the pinch point.
3. Townsend, Shocksham Terrace area. Off-street parking is available but not adequate, so car owners park on through route.
4. Hall Street and junction with Julius Martin Lane. Short piece of permitted parking causes issues with seeing at the junction when traffic coming from north.
5. Hall Street, from Berrycroft to Speed Lane. Narrow section of through route, inadequate off-street parking leads to single lane traffic. Each approach has a sharp bend so queuing traffic not obvious till the driver is almost there. In addition, the tapering white lines near Speed Lane invite vehicles to park there, but residents do not take account of the taper and are still parked across the thin end, so protruding into the "southbound" lane.
6. Mereside. Effectively a long stretch of single-lane road, with cars parked on roadway, as insufficient/non-existent off-street parking is available.
7. Fountain Lane. Between the recycle area and the fire station, on-street parking restricts the traffic to a single lane.
8. Paddock Street. From Cross Green to White Hart Lane, on-street parking restricts cars to single-lane working. Cars from the old thatched cottages park closer to Adelaide Close, as not enough space outside their houses, as other local residents' cars are parked opposite.
9. White Hart Lane. This narrow lane has cars parked along both sides due to non-existent off-street parking for Cowell Terrace. The road funnels narrower from its mid-point so that delivery/utilities lorries and wider cars cannot get through. There is a "No Entry" sign from High Street, and the road remains narrow up to this junction. Vehicles still park on this stretch, despite the double yellow lines. Inappropriate infill development has been allowed, despite these traffic flow issues.
10. Paddock Street, Hodson Close to Brook Dam Lane junction with High Street. Again, narrow roads and on-street parking result in single lane traffic, again exacerbated by "Takeaway" traffic parking, with seeming impunity, on double yellow lines.
11. High Street/Churchgate Street. Delivery vehicles parking on footways, and other vehicles parking all day in 30minute restricted areas. Other vehicles parking on double yellow lines across access roads to nearby properties.
12. Brewhouse Lane junction with Paddock Street. Southbound vehicles turning left from Paddock Street have a restricted view and cannot see if traffic is waiting to turn out of the lane until they are on top of it. Visibility out of the lane is similarly restricted. This stretch of Brewhouse Lane is narrower than the rest and when vehicles park here, anything trying to exit will be in the way of oncoming traffic. An accident waiting to happen at any time of day, but especially at school drop-off and pick-up times, when drivers need to park in Eastern Avenue to access the rear gate of Weatheralls School. At these times, carers think they have a right to park in any space available: eg. the corner of Eastern Avenue, on/off the paths, anywhere will do for 10 minutes or so!
13. Clay Street. Gardeners Lane to Red Lion Square. Off-street parking is insufficient/non-existent, so effectively a single lane road. Combine this with the additional problems of bus/car access to SVC and ASDA's HGV delivery vehicles converging on mini-roundabout, so road width is totally inadequate. (The surface is poorly maintained, with crumbling repair patches, and road furniture standing proud of, or sunk into, the surface.)

14. The Butts. A much quieter road, but still with on-street parking, and effectively, single lane traffic flow. At school drop-off/ pick-up times this area can be subject to the same issues as Eastern Avenue.
15. Brook Street. From Tanners Lane to Staples Lane. A long stretch of single-lane flow. Inadequate off-street parking, where speeds can be excessive.
16. Fordham Road from Tanners Lane to Web's store. A narrow stretch with speed table and parked cars on tapering white lines – see point 4 above.
17. Generally wide enough for on-street parking to be safe passed Staples Lane, southward. Speed tables and a chicane reduce speed but can distract.
18. Valerian and Celandine Way developments. Reports of on-street parking blocking access for utilities and emergency vehicles.
19. If considering the planting of extra trees near through-roads and junctions, care should be taken that these do not restrict visibility for traffic.



**Map of on street parking issues – Soham. Source: Soham and Barway Neighbourhood Plan Group**