

Highways Committee

8 March 2013

North Durham Academy, Stanley Waiting Restrictions



Report of Terry Collins, Corporate Director Neighbourhood Services

Councillor Bob Young, Cabinet Portfolio Holder for Strategic Environment

Purpose of the Report

- 1 To advise Committee of representations and objections received to the proposed waiting restrictions around the vicinity of North Durham Academy, Stanley.
- 2 It is recommended that the Committee endorse the proposal having considered the representations and proceed with the implementation of the advertised waiting restrictions as per the plan in Appendix 2.

Background

- 3 In 2010 Representations were received from businesses on High Street for a limited waiting restriction to be introduced on the laybys which would assist trade for the businesses by preventing all day parking. Consideration was also given to residents' requests to remove parking from the entrance to Murray Park and along Slaidburn Road.
- 4 During the development of the proposals details emerged regarding the proposed Academy to be located nearby. A consultation was commenced with local residents which combined the above requests with initial considerations to accommodate the proposed Academy site and possible traffic issues which could occur. This consultation was the forerunner to the development of the proposals presented in this report.
- 5 In 2013 North Durham Academy which comprises the schools formally known as Greencroft Business and Enterprise Community School and Stanley School of Technology will move onto a new purpose built campus for 1,725 pupils in the centre of Stanley.
- 6 As part of the Planning Approval granted in 2011 for the Academy campus a condition was imposed *'That a scheme of traffic management comprising waiting restrictions, a pedestrian refuge, off site highway works and alterations to the kerb line adjacent to the school shall be submitted to and agreed in writing by the Local Planning Authority before development commences. The approved works shall be implemented prior to occupation of the Academy and*

thereafter maintained in accordance with the agreed scheme', as per Appendices 2 and 3.

- 7 Research of accident statistics shows four 'personal injury' accidents in the last five years within the area of the A693 High Street, between the Stanley Roundabout and Murray Park Junction. Three accidents occurred on the approach to the roundabout all involving rear end shunts. The fourth accident occurred at the A693 / Murray Park junction where a vehicle has pulled out of the side road colliding with a vehicle on the A693.

Proposals

- 8 The proposed scheme includes the introduction of various waiting restrictions around the vicinity of the Academy, to help deter school gate parking problems which otherwise would lead to congestion and access problems for all road users.
- 9 The proposal will include the installation of a pedestrian refuge island on the A693 High Street as per Appendix 3 to improve road safety by providing a safe crossing facility. At the current time, it is difficult to predict future pedestrian demand at this refuge island. Therefore the island is designed to incorporate a pelican crossing facility into the refuge island should it be justified once the school is fully established and operational, and monitoring can be undertaken.

Consultation

- 10 In May 2012 a questionnaire was sent to the residents of Slaidburn Road to gauge their opinion on two possible options for parking restrictions. Both options for Slaidburn Road showed the proposed restriction on the Academy side of the carriageway, allowing unrestricted parking fronting the terraced properties. The options for the Academy side of the road consisted of :
1) No Waiting at any Time, or 2) No Waiting Monday to Friday 8am to 6pm.

From a total of 20 questionnaires, a total of 8 replied, with 7 opting for option 2) No Waiting Monday to Friday 8am to 6pm ; with 1 requesting we don't provide any parking restrictions.
- 11 An informal consultation encompassing all affected properties in the immediate vicinity of the Academy and the statutory consultees was undertaken between the 3rd September 2012 and 28th September 2012. See Appendix 4.
- 12 Of the 144 informal consultation letters sent to properties directly affected by the proposals, a total of 21 responses were received. Of the 21 responses, 12 were in favour of the proposals whilst 9 were against. The remaining consultees who did not respond are deemed to have no preference. A further letter was sent to those who objected clarifying a number of issues, and as it stands, based on the proposal put forward, 12 are in favour of the proposals and 3 remain as objections.
- 13 The statutory Traffic Regulation Order consultation took place between the 17th January 2013 and 7th February 2013.

- 14 Following the advertisement of the statutory Traffic Regulation Order a further objection was received.

Objections and Responses

- 15 Objection 1 and Representation 1

The visibility is poor on the A693 High Street exiting from Mona Street, and request that the lay-bys in front of the shops are removed. (1 objector and 1 respondent stated this reason)

Response: As part of the proposal we are going to carry out junction improvements which will involve repositioning the give way markings to improve visibility and to also include a right hand turn prohibition, as Appendix 5.

The option of having a 'no waiting at any time' restriction imposed within lay-bys would not be considered appropriate and likewise removing the lay-bys as suggested would be inappropriate, as both options would have a detrimental affect on the businesses. Typically, such a solution would for example result in drivers wanting to use the 'pizza shop' parking on the main carriageway of the A693 creating a greater hazard than parking within the lay-by.

- 16 Representation 2

People are going to park outside of residents' houses especially parents of pupils attending the school. (1 respondent stated this reason)

Response: It is appreciated that within the locality of the school there is likely to be traffic movement generated by parents dropping off and picking up children. However, there is no legal right for any person to be able to park outside of their property given that it is not permitted to reserve public highway for individuals. The area outside of these properties is public highway and parking is tolerated on a first come, first served basis providing the manner of parking does not cause obstruction to other road users.

- 17 Representation 3

Requesting we don't provide any parking restrictions on Slaidburn Road. (1 respondent stated this reason)

Response: Slaidburn Road is to be utilised as the main access point for the staff car parks and pupils walking to school.

Slaidburn Road is not wide enough to allow parking on both sides and at the same time maintaining two way traffic. Parking is therefore required to be restricted on one side of the road during the days the school is in operation. It is proposed to maintain the opportunity to park outside of the residential properties, but to restrict the parking on the Academy side of Slaidburn Road to deter school gate parking.

18 Objection 4

Residents are unable to park in Murray Park during periods of heavy snowfall and request permits to allow them to park on the A693 High Street during these conditions (1 objector stated this reason)

Response: The proposed restrictions on Murray Park follows a number of complaints from the residents of Murray Park with regards to the manner vehicles are parking on the bend leading into the estate. Vehicles have to travel on the wrong side of the road to pass parked vehicles, which is increasing the likelihood of a collision. These concerns have been reiterated by local Councillors and the Police.

The proposed restrictions have been designed to control and regulate the parking around the new academy, undoubtedly there will be a higher influx of traffic movement within this area, and as such parking restrictions will be necessary on this part of Murray Park.

We would be unable to implement 'permit parking' on the A693 High Street, on the chance that resident's of Murray Park may experience inclement weather for two or three weeks a year. Additionally, allowing parking on the A693 High Street would lead to increased congestion and junction visibility problems being detrimental to road safety throughout the year.

Statutory Representations

- 19 The Statutory Notice for the implementation of the waiting restrictions was advertised on site and in the local press between the 17th January 2013 and the 7th February 2013.
- 20 Durham Constabulary and the North East Ambulance Service responded to the consultation giving their support of the proposals.

Local Member Consultation

- 21 Local Councillors John Hunter, Joe Wilson, Claire Vasey and Carl Marshall have been consulted and have offered no adverse comments to the proposal..

Recommendations and reasons

- 22 It is **RECOMMENDED** that the Committee endorse the proposal having considered the objections and proceed with the implementation of the waiting restrictions which will reduce congestion and improve road safety around the vicinity of North Durham Academy, Stanley as per the plan in Appendix 2.

Background papers

- 23 Correspondence on Office File

Appendix 1: Implications

Finance – The ‘Building Schools for the Future’ project are funding the project including the highway / traffic management works

Staffing – None

Risk – If the scheme was not to proceed there is a risk that road safety would be compromised

Equality and Diversity / Public Sector Equality Duty – None

Accommodation – None

Crime and Disorder – None

Human Rights – None

Consultation – As described in the report

Procurement – Works to be delivered by Highway Services

Disability Issues – The creation of a pedestrian refuge island on the A693 will improve crossing facilities and road safety within this area

Legal Implications – The measures are being introduced in accordance with the current legislation