



Northumberland County Council

RECORD OF DECISION TAKEN BY THE DIRECTOR OF ENVIRONMENT AND TRANSPORT

Paul Jones – Director of Environment & Transport

Proposed Prohibition of Entry & Parking Restrictions – Central Primary School (Upper Site), Ashington

Cabinet Member: Councillor John Riddle, Improving Our Roads & Highways

27 December 2023

Purpose of Report

This report sets out the background to the proposals to introduce a 'Prohibition of Entry' restriction and parking restrictions within the vicinity of Central Primary School (Upper Site) in Ashington.

Recommendations

It is recommended that the proposed 'Prohibition of Entry', 'No Waiting at Any Time' and 'No Stopping on Entrance Markings' restrictions are introduced as proposed in order to improve road safety in the area.

Link to Corporate Plan

This report is relevant to the following key themes in the Corporate Plan for 2023-26:

'Thriving Places and Culture – Neighbourhoods are safe, clean and well maintained'

Key Issues

1. Northumberland County Council has received concerns regarding dangerous driving and obstructive parking on the roads surrounding Central Primary School (Upper Site) in Ashington.
2. A No Entry point at the back lane between Hawthorn Road and Rosalind Street is proposed to reduce school traffic on a narrow carriageway.
3. 'No Waiting at Any Time' (double yellow lines) restrictions are proposed to be extended on Third Avenue as well as a 'School Keep Clear' restriction on Rosalind Street directly outside the school entrance.

4. The scheme is supported by the local County Councillor.
5. The scheme is to be funded through both the 2023/24 Local Transport Plan (LTP) programme with a contribution from Councillor Parry's Members Local Improvement Scheme allowance.

Background

The Upper Site of Central Primary School is located near several residential streets and concerns have been raised regarding road safety issues due to the high levels of parked vehicles and traffic congestion during school start and end times.

One of the school's entrance points is situated on Rosalind Street, which as a result is subject to traffic congestion during school start and end times where vulnerable pedestrians such as schoolchildren are more likely to be present. Vehicles have been observed to be exiting Rosalind Street through the back lane directly opposite the school entrance, who then come into conflict with residents and other motorists travelling in the opposite direction. Due to how narrow the lane is, it is unsuitable for vehicles to be travelling in both directions at the same time.

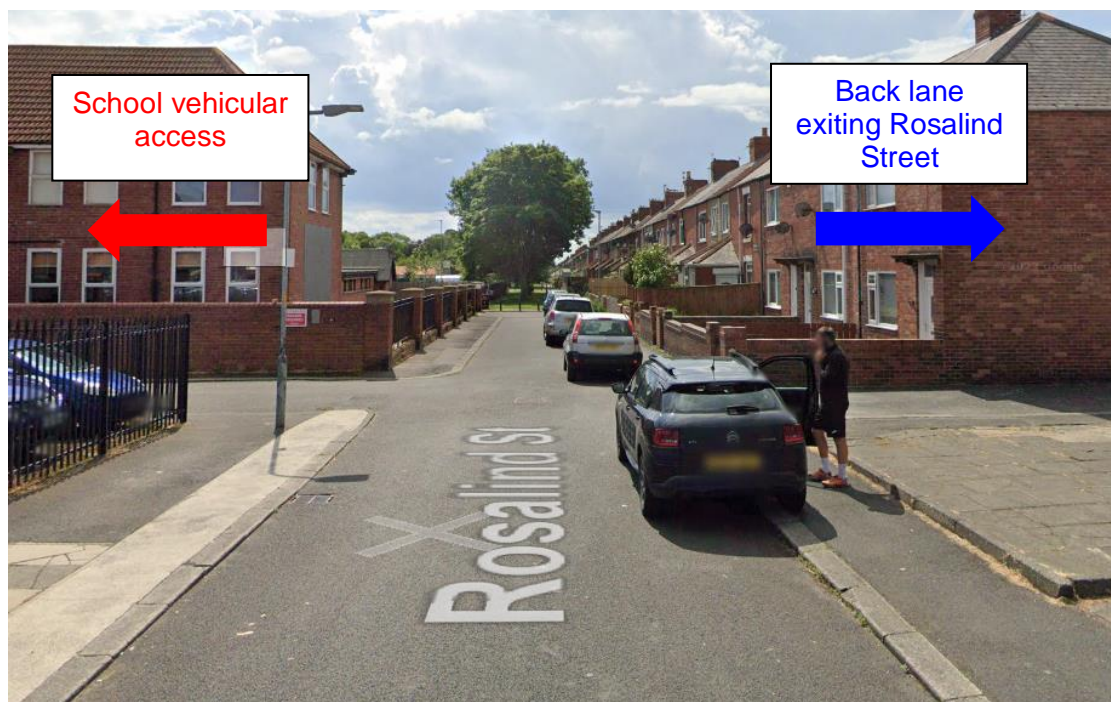


Fig.1: Overview layout of Rosalind Street adjacent to Central Primary School (Upper Site) in Ashington

As a result of the congestion and obstructive parking observed on Rosalind Street, 'No Stopping on Entrance Markings' in the form of School Keep Clear zig-zag markings are proposed to operate directly outside the school entrance from Monday-Friday between the hours of 8am-5pm, whilst a 'Prohibition of Entry' restriction is to be placed opposite, which would prohibit vehicles from travelling through the back lane towards Hawthorn Road via Rosalind Street, reduce the likelihood of a collision and maintain the free flow of traffic. In turn, this should discourage motorists from using Rosalind Street as a whole during the peak hours when pedestrians surround the road.

'No Waiting at Any Time' restrictions in the form of double yellow lines are also proposed to be extended on Third Avenue where further obstructive and indiscriminate parking has been observed and blocks the carriageway where an existing chicane is situated. The double yellow lines are intended to improve the free flow of traffic and visibility for pedestrians and motorists, especially

during the peak school start and end times. The locations of the proposed restrictions are outlined in Figure 2 below.

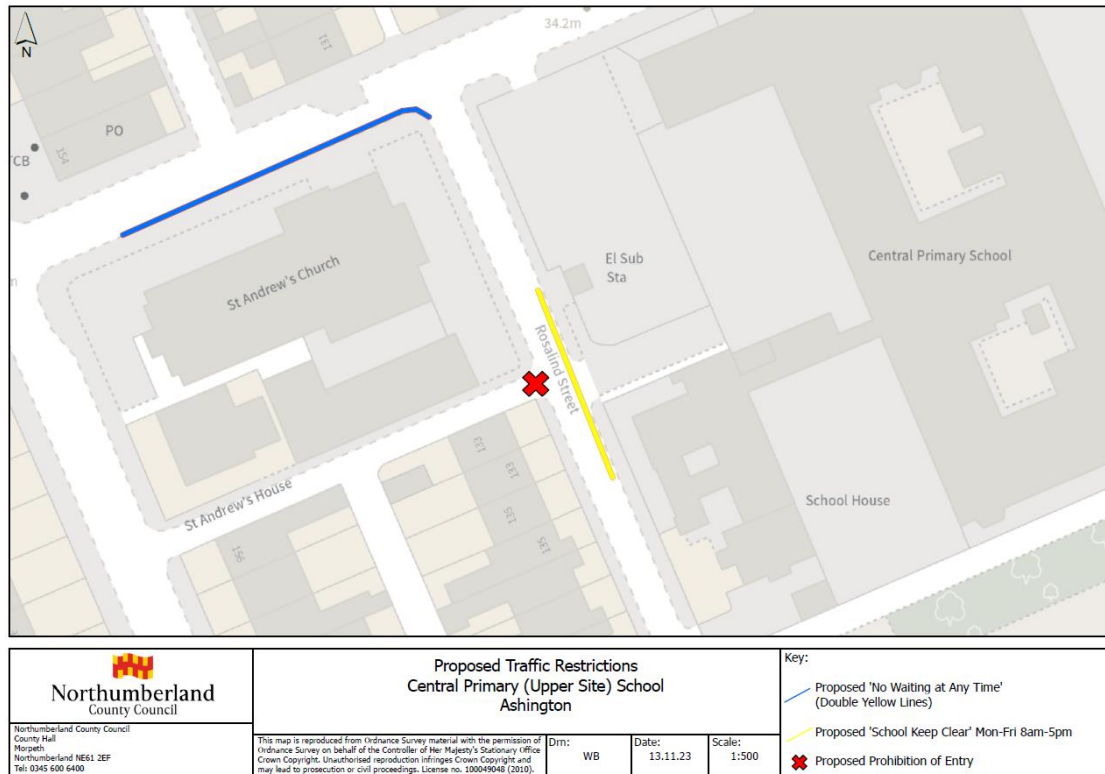


Fig.2: Proposed No Entry point and parking restrictions at Central Primary School (Upper Site) in Ashington

The overall proposals are intended to maintain the free flow of traffic where possible, to improve road safety and to protect the amenity of the area overall. Northumbria Police, other emergency services, relevant statutory consultees and directly affected properties will be notified of these amendments as part of the process for making the permanent Traffic Regulation Orders.

Implications Arising out of the Report

Policy	Consistent with existing policies.
Finance and value for money	Scheme will be financed through the LTP 2023/24 Programme with a contribution from Councillor Parry's Members Local Improvement Scheme allowance.
Legal	Motorists will be required to comply with the Traffic Regulation Orders.
Procurement	None
Human Resources	None
Property	None
Equalities Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>	N/A
Risk Assessment	The proposals are designed to improve road safety and to reduce the risks associated with obstructive and indiscriminate parking.
Crime & Disorder	Regulations in place to carry out enforcement.
Customer Consideration	Statutory consultees and directly affected properties have been consulted.
Carbon reduction	Traffic and parking restrictions can lead to a potential increase in the use of more sustainable forms of transport such as walking or cycling.
Ward	Hirst

Background Papers

File reference – HE233728D-09

Appendix A – Scheme Layout

Author

Report Author **William Binks, Programme Officer**

DECISION TAKEN

Title of Officer Director of Environment & Transport

Subject Proposed Prohibition of Entry & Parking Restrictions at Central Primary School (Upper Site), Ashington

Consultation No responses received during the formal consultation

Decision Taken To introduce a new Prohibition of Entry restriction, additional 'No Waiting at Any Time' (double yellow lines) restrictions and an additional School Keep Clear restriction at Central Primary School (Upper Site), Ashington

Signature of Director



Date

4th January 2024

Appendix A

