

Overview and Scrutiny Committee



St Edmundsbury
BOROUGH COUNCIL

Title of Report:	On-Street Parking - Skyliner Way, Bury St Edmunds – Update	
Report No:	OAS/SE/15/012	
Report to and date:	Overview and Scrutiny Committee	22 July 2015
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Lead officer:	Steven Wood Head of Planning and Growth Tel: 01284 757306 Email: steven.wood@westsuffolk.gov.uk	
Purpose of report:	To update the Committee on a number of options explored to see whether improvements could be made to alleviate the parking issues in Skyliner Way, Bury St Edmunds.	
Recommendation:	It is <u>RECOMMENDED</u> that the report be noted.	
Key Decision: <i>(Check the appropriate box and delete all those that do not apply.)</i>	<i>Is this a Key Decision and, if so, under which definition?</i> Yes, it is a Key Decision - <input type="checkbox"/> No, it is not a Key Decision - <input checked="" type="checkbox"/>	
Consultation:	<ul style="list-style-type: none"> • The Committee asked the Head of Planning to write to Suffolk County Council setting out that no parking restrictions should be imposed until all options for a layby had been explored for Skyliner Way, Bury St Edmunds. • Suffolk County Council as Highway Authority had completed the survey of the grass verge to establish whether it would be possible to provide a layby to provide on-street parking. • The survey carried out by the Highway Authority were inconclusive and further work has been undertaken and will be reported verbally at the 	

	meeting.		
Alternative option(s):	<ul style="list-style-type: none"> The Highways Authority are considering an alternative to the proposed layby to create bays to widen the road on the north side of Skyliner Way. 		
Implications:			
Are there any financial implications? <i>If yes, please give details</i>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		
Are there any staffing implications? <i>If yes, please give details</i>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		
Are there any ICT implications? <i>If yes, please give details</i>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		
Are there any legal and/or policy implications? <i>If yes, please give details</i>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		
Are there any equality implications? <i>If yes, please give details</i>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		
Risk/opportunity assessment:	<i>(potential hazards or opportunities affecting corporate, service or project objectives)</i>		
Risk area	Inherent level of risk (before controls)	Controls	Residual risk (after controls)
Failure to recognise parking issues	Medium	Continually monitor and provide mitigation through Suffolk County Council and Police	Low
Failure to apply Local and National Parking Standards for new developments	Low	Apply National and Local Parking Policies correctly for all new developments	Low
Ward(s) affected:	Morton Hall Ward		
Background papers: <i>(all background papers are to be published on the website and a link included)</i>	See paragraph 2.1 of the report.		
Documents attached:	Appendix - Map of Skyliner Way. Bury St Edmunds (Overview and Scrutiny Committee – 3 March 2010)		

1. Key issues and reasons for recommendation(s)

1.1 Background

- 1.1.1 The on-street parking problems in Skyliner Way, Bury St Edmunds, were brought to the attention of the Committee at their meeting on 3 March 2010, as a Councillor Call for Action (CCfA) notification made by Councillor Trevor Beckwith. He felt that the Officers, at the time, had not addressed the issue to his satisfaction.
- 1.1.2 The Borough Council had an agency agreement with Suffolk County Council and had responsibility for all highway issues in the Borough including on-street parking controls. The Highway department felt that, in general, an acceptable level of on-street parking helps to reduce traffic speeds and does not create an issue unless the level of parking is such that there is a continuous line of parked vehicles that drivers have to commit themselves to passing without being able to see traffic approaching from the opposite direction. It was felt that the introduction of wholesale waiting restrictions would only move those parked vehicles to other locations.
- 1.1.3 The conclusions reached at the time, was that further consideration should be given to controlling parking by providing additional waiting restrictions to allow breaks in the parking sufficient for vehicles to pull-in to allow a vehicle travelling in the opposite direction to pass. This approach was likely to be more self-enforcing, will maintain an acceptable level of on-street parking that is clearly necessary. Although the lengths of additional waiting restrictions that would be necessary to achieve this were not discussed in detail, this general approach was supported by the Highway Authority and the police.
- 1.1.4 The Borough Council is no longer responsible for highway matters having been transferred back to Suffolk County Council (SCC). The position in relation to on-street parking, in this area, is no different to the position when first considered. The highway position, therefore, is that SCC will take action to address any significant access or safety issues arising from parking on the highway, restrictions were introduced on Skyliner Way when this was considered previously. SCC considers that displacement of parking into residential areas is not a highway issue unless it causes safety or access issues.
- 1.1.5 The Committee, at its meeting on 22 April 2015, acknowledged that it would be expensive to create a layby, but felt this was the most viable option and that any parking restrictions should not be implemented until all options for a layby had been exhausted.
- 1.1.6 The Western Area Highways Manager (SCC) informed the Committee on 22 April 2015, that he was currently investigating the feasibility of creating a layby and was waiting on information regarding the current depth of various utility services, as this would impact on costs if the utility services were not buried deep enough to enable a layby to be created which he would be able to report on at 22 July 2015 Committee meeting.

2. Actions and Views of the Highway Authority

2.1 In 2010, a Traffic Regulation Order was implemented to address the concerns about parking in Skyliner Way. This was as a result of concerns expressed about the ability of two large vehicles to pass each other in the presence of parked cars. Extensive consultation was undertaken at that time with local residents regarding their issues with parking on Skyliner Way, but only a 10% response rate was achieved. These responses were mixed in their views, but it was clear that residents were concerned that if extensive parking restrictions were introduced into Skyliner Way vehicles would displace into the residential areas. Further background to the work undertaken can be found in the following St Edmundsbury Borough Council reports:-

- Overview and Scrutiny Committee - [Report A528](#) – 3 March 2010
- Overview and Scrutiny Committee - [Report B297](#) - 7 November 2010
- Bury St Edmunds Area Working Party - [Report A579](#) - 16 March 2010

At that time the Borough Council was still acting as Highway Agent for Suffolk County Council for Bury St Edmunds.

2.2 The prime consideration of the Highway Authority with regard to allowing on-street parking, is to ensure that it does not create a safety problem or unduly interfere with traffic flow. There is no change currently in the view of the Highway Authority regarding parking in Skyliner Way to alter the restrictions introduced in 2010.

2.3 The construction of the new relief road is likely to change the dynamic of traffic along Skyliner Way and this may result in a need to further restrict parking here. The project team for the new road are alive to this possibility and may in time offer a view on the need for this. It may be that this could not be fully assessed until the new road is open to traffic. Even then the new developments in this area may mean it is some time before the full impact of additional traffic is known, assuming no other changes are introduced.

2.4 One suggestion for removing parking from the carriageway of Skyliner Way is to create parking bays in the adjacent wide verge. Recently trial holes have been dug in the verge which proved to be inconclusive with regard to the presence of services. Further work will be carried out and a verbal update will be given at the meeting. Provided as suggested there are no services in the south side verge then it would be relatively straightforward to create a layby. A 100m long layby would cost in the region of £25,000.

2.5 If the additional investigations demonstrate that there is insufficient verge to incorporate the layby fully within the south side verge then an alternative considered is the creation of build outs on the carriageway to create the bays and widen the carriageway by approximately one metre on the north side as this would be sufficient to allow two way HGVs albeit below normal standard width for this road. Investigations however have shown the presence of an electricity cable within this verge which would hinder the widening, it would also result in the relocation of the lighting columns here and the estimated cost is in the region of £30,000. Even if full widening is not possible on the south

side of the road a 1 metre widening may be possible. It should be noted that the highway authority has not confirmed if this arrangement is acceptable.

3. Funding

- 3.1 The Highway Authority does not regard the provision of parking as part of its function, but will endeavour to manage such parking as can be permitted on the highway. As a result, it does not provide any direct funding for provision of parking places. However the Borough Council has recently been invited to submit bids to the On-Street Parking Account held by the Highway Authority. Bids have to be submitted by 31 July 2015, whilst the emphasis is for bids for the provision of off-street car parks, there is no reason why the Borough Council should not submit a bid to implement verge parking in Skyliner Way.