



To whom it may concern,

PROPOSALS FOR IMPROVEMENT OF TRAFFIC AND PARKING AROUND WADDINGTON AND WEST BRADFORD C.E. PRIMARY SCHOOL (the "SCHOOL") IN THE CONTEXT OF THE HAWESWATER AQUEDUCT RESILIENCE PROGRAMME WORKS (the "Works")

It is understood that the Works are necessary, and will, for a period of several years, mean a significant increase in heavy goods traffic on the roads around the School.

We are aware of two routes currently being considered. Route 1 takes heavy traffic directly past the School. Route 2 requires construction of a new road that will take all relevant traffic to the existing road at a point almost directly opposite the School, thus intensifying traffic to the west of the School, and (presumably) causing disruption during the construction of the new road.

It should be an uncontroversial statement that the traffic and parking around the School is already at or close to breaking point. Whilst this has been exacerbated by the temporary traffic lights currently in place, the problems predate any such recent developments. During the key morning and afternoon periods it is now expected that there will be at least one incident during which traffic becomes completely backed up, with vehicles unable to move in either direction, requiring members of the public to guide cars and trucks into and out of narrow areas, and for all involved to wait, often for twenty minutes or more, for the blockages to be eased. This is primarily due to a number of factors:

- The road is too narrow directly opposite the School to manage the combination of parked vehicles on one side, with two lanes of traffic operating alongside them, if just one vehicle among that traffic is significantly wider than the average family car;
- The road is too narrow across the areas east and west of the School (the "Narrow Areas") to manage the combination of parked vehicles on one side, with more than one lane of traffic, which means that vehicles approaching from one direction are forced to wait for oncoming traffic to clear in both places;
- Visibility is problematic in the Narrow Areas both east and west of the School, meaning that vehicles will *not* wait for oncoming traffic as noted above because they are simply unable to see it until they are in the Narrow Areas themselves. Given this lack of visibility, it is often the case that there will be numerous vehicles driving in each direction in the Narrow Areas, with great difficulty reversing into clearer space; this is exacerbated by heavy goods vehicles and buses unwilling or unable to reverse at all.
- The area directly opposite the School which can, just, cope with two lanes of traffic alongside the parked cars acts as a bottleneck; cars can wait here for the traffic in each direction to clear, but it will itself become blocked at both ends as traffic approaches from east and west and joins the back of a line that already stretches into the Narrow Areas;
- Numbers attending the School have increased significantly in recent years and, given ongoing housebuilding nearby, are projected to increase further, without any cooperation from the authorities in improving the access situation. Given that many of those attending

come from villages outside the immediate catchment area and without access to any viable form of public transport or a school bus, many parents have no alternative but to drive their children to school;

- Most available parking between Waddington and the School is already being used either by residents or parents; meanwhile, parking within Waddington itself is already limited, and doing so twice per day with attendant walks back and forth would impose a daily additional "commute" of forty minutes for parents and is thus not a viable solution;
- Walking from cars parked in the West Bradford direction already involves young children negotiating a busy narrow road without pavement, which will become significantly worse if traffic for the Works is to use the proposed Route 1.

As well as significant disruption and annoyance, there have been numerous anecdotal incidents of "near misses", and given the need to ensure the safety of children arriving at and leaving primary school, it is essential that an area which is already potentially dangerous have its access improved before a serious accident occurs.

On that basis, we would propose two alternatives that would enable a significant number of vehicles to park "off-road" and access the school with less potential risk:

1. A purchase of an area in the field to the south of the School. Part of this area is already being considered for a new road under the proposed Route 2. Our proposal is that a section be set aside and made safe for parking for 30-40 cars, with vehicle access directly from West Bradford Road either on the newly-proposed Route 2, or further to the east, and pedestrian access directly opposite the school, potentially via the existing gate or the existing public footpath. Some form of traffic management for children crossing the road may be necessary in this scenario.
2. A purchase of an area in the field to the west of the School. Our proposal is that a section be set aside and made safe for parking for 30-40 cars, with vehicle access directly from West Bradford Road at a spot close to the existing gate at the western end of the field, and pedestrian access at the eastern end of this parking area leading south through the fence directly onto the footpath that currently leads down to the school, protected from West Bradford Road by the existing hedge.

We would expect that any costs associated with these schemes be borne in their entirety by United Utilities.

We are amenable to discussing any alternatives, but it should be noted that given numbers and catchment at the school, it will be all but impossible to reduce the vehicles on the road dropping and collecting children at peak times, and that doing nothing will simply mean that the vehicles heading to or from the Works are unable to make their journeys, in addition to the dangers already mentioned.

We look forward to hearing from you,

Yours

