Kingston Town Neighbourhood Committee
3 June 2015

Proposed New ‘At Any Time’ Waiting Restrictions in Coombe Road, Kingston – Objection to Draft Traffic Management Order

Report by Director of Place

<table>
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<th>Purpose</th>
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<td>To consider an objection to the draft Traffic Management Order and decide the way forward</td>
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<th>Recommendations</th>
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<td>To RESOLVE that</td>
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<td>1. the objections be set aside (over ruled) for the reasons detailed in paragraph 7 of this report and the TMO be made;</td>
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<td>2. the objector is informed of the Committee’s decision and the reasons for it.</td>
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Key Points

A. Coombe Road (A238) from Cobham Road to Wolverton Avenue currently has a single yellow line waiting restriction operating from 8.30am to 6.30pm, Monday to Saturday along with peak hour loading restrictions. In addition, the junction of Norbiton Avenue is protected with double yellow ‘At Any Time’ waiting restriction for approximately 10 metres either side. Cobham Road junction has similar protection afforded by the zig zags of the zebra crossing.

B. There has been one serious and two slight accidents from August 2014 in the last five years.

C. Several requests were received last year from local residents asking for double yellow line restrictions on Coombe Road close to the junction with Norbiton Avenue to supplement the existing day time restrictions. Officers considered the request and drew up proposals for double yellow line ‘at any time’ waiting restrictions between Station Road and the rail bridge as shown on the attached plan Annex1. The reason for the change was to improve safety, through better sightlines particularly for the vulnerable road user such as cyclists.

D. This proposals was originally consulted upon in November 2014. At that time the proposal was to extend the double yellow lines from Cobham Road and Manorgate Road. Following comments from the residents of 17 to 23 Coombe Road the proposals were reduced and modified to extend only as far as the railwaybridge.

E. A revised draft Traffic management Order (TMO) was advertised in the local press and on-street on 30 January 2015. One objection was received.

Context

1. Last year several complaints were made concerning evening and night time parking on the single yellow lines between Cobham Road and Norbiton Avenue and the way that vehicles parked here force traffic from the hospital closer to the centre of
the road. This combined with the speed of these vehicles was considered to be hazardous to vehicles waiting to turn right in to Norbiton Avenue, and particularly so for cyclist who felt very vulnerable.

2. Officers therefore prepared a proposal to remove the 20 metres of single yellow line between the double yellow lines at Norbiton Avenue and the zig zags for the crossing to remove this parking. So as to ensure that the parking did not just move to the north side of the road and perpetuate the issue, double yellow were proposed for that side too. On further examination it was noticed that no parking occurs further to the east along Coombe Road, so the proposals were extended as far as Manorgate Road for the double yellow lines to reduce any confusion.

3. Consultation letters were sent to effective residents in November 2014 explaining why these restrictions were proposed and seeking comments. Two responses were received from residents of nos 17 & 19 Coombe Road, the elevated houses close to the rail bridge, concerned that they would no longer be able to unload from their cars or receive deliveries. Although it was explained that there was no changes to loading restriction and therefore deliveries would still be possible it was decided to amend the proposal so as to only introduce double yellow lines in the vicinity of Norbiton Avenue on both sides of Coombe Road. Therefore the existing single yellow lines between the railway bridge and Manorgate Road would remain unchanged. This was not considered an issue as parking does not occur here due to the narrowness of the road and this meant it was highly unlikely that the area would suffer from any displacement resulting from the new restrictions.

4. The draft TMO for the reduced scheme was advertised in January 2015, but unfortunately the published notice still suggested the original longer scheme was proposed. This caused the same two people to phone questioning why the proposal had not been amended as previously agreed. Following reassurance only one of these persisted with their objection as described below.

5. Following the publication of the draft traffic management order, one objection to the proposed double yellow lines was received from a resident in Coombe Road and was as follows:

   a) The proposal was advertised incorrectly as the double yellow lines extend under the railway bridge. The introduction of double yellow lines will have a negative effect on the local businesses. A much better consultation should have been carried out by the council and local ward members.

   b) Officers’ response: The incorrect advertising is regretted but it does not detract from validity of proceeding with the amended scheme which is less than the published proposals. Additionally the regulations do provide an ability to reduce the impact of an advertised TMO provided the effect is to lessen the effect of the restriction, so in either event there is no legal reason not to proceed with making a TMO to enable the changes shown in Annex 1 to proceed.

   c) The main area where parking currently occurs and causes the issues described is on the single yellow lines on the south side of Coombe Road in the 20 metre length between Cobham Rd and Norbiton Avenue, No parking habitually occurs on the north side. This means that the new restrictions remove only 4 parking spaces. Although it is recognised that there is pressure on parking in the evenings, the relocation of this small number of vehicles into the surrounding roads should not cause significant issues to either residents or local businesses. The measures proposed will ensure accessibility for emergency services. It will also increase visibility for cyclist and pedestrians.
6. As part of the statutory consultation with the emergency services and all key stakeholders during the making of the draft TMO no objections were received.

Options
7. The proposed double yellow lines will protect the area of Coombe Road from Cobham Road to the rail bridge, beyond which parking does not and is unlikely to take place. This will improve visibility and road safety for all road users. Officers have sought to minimise the length of restriction introduced, mindful of the significant pressure on on-street parking spaces in the area, outside of the hours of the existing CPZ.

8. It is therefore recommended that the objection is set aside and the TMO as shown in annex 1 is made so that the double yellow line waiting restrictions may be introduced.

9. It is also recommended that the objector be informed of the Committee’s decision.

Timescale
10. If members support the recommendations the restrictions could be introduced in the next four months.

Resource Implications
11. The proposals would be implemented using funding from the Neighbourhood Traffic Management budget, at a cost of approximately £1,500.

Equalities Impact Assessment
12. Equality impact assessment is not needed, as there is no change to the existing policy.

Background papers – held by the author - Younes Hamade, Project Engineer, Kingston Town Neighbourhood, 020 8547 5922

Copy of the draft traffic management order