South of the Borough Neighbourhood Committee

7 June 2018

Durbin Road area and Sanger Avenue area traffic management issues

Report by the Interim Head of Shared Environment Service

Call-in deadline: Thursday 21 June 2018 (ten working days after the meeting)

Purpose

To provide an update on the issues raised in the petitions received from residents in relation to the Durbin Road and Sanger Avenue petitions, and for the Neighbourhood Committee to agree the way forward.

Recommendations

To Resolve that a public consultation is undertaken, outlining the suggestions made in paragraphs 14 to 20 of the report, to be distributed in June/July 2018, and the results reported back to the next meeting of this Committee for consideration.

Key Points.

A. Two petitions have been submitted relating to parking and traffic issues in the Sanger Avenue/Durbin Road area, one requesting a residents parking scheme for Durbin Road and the other requesting measures to address speeding and safety issues in Sanger Avenue and Coutts Avenue.

B. When considering parking restrictions, the impact of the level of remaining on street parking on safety and accessibility needs to be considered. Officers do not recommend isolated resident permit schemes, but rather recommend that a wider residential area around Chessington North Railway Station and Chessington Industrial Estate could be considered. Options for sections of ‘No Waiting’ restrictions that can operate for short periods during the day could be considered to reduce all day commuter parking. As LIP funding cannot be used for resident parking schemes, a Kingston Capital Bid could be submitted to cover this area.

C. Assessments of the on-street parking conditions and existing parking restrictions are already underway in this area, and a package of proposals to address the safety and visibility at junctions and access issues along the road can be drawn up for public consultation to report back to the 6 September meeting of the Committee. This may include the extension of the 20 mph speed restriction measures on Sanger Avenue, with associated traffic management measures.

Context

1. A petition was received from 33 residents in Durbin Road requesting the Council ‘to implement a Residents only parking scheme, to a distinct area of unrestricted on-street parking in Durbin Road.’

2. The petition cited a number of reasons for requesting this action, which were related to the level of non-resident parking in the area, which they reported was caused by a local car garage and local businesses from Chessington Industrial Estate, and commuters for Chessington North Railway Station.

3. A further petition was subsequently received from the residents of Sanger Avenue and Coutts Avenue, requesting that ‘the Council investigate and address the problems caused by speeding and safety issues in our roads.’ This petition was received at the South of the Borough Neighbourhood Committee meeting on 24
January 2018, and was signed by 61 residents of Sanger Avenue, Durbin Road, Coutts Avenue and one from Gosbury Hill.

4. On-street parking has been raised as an issue with officers in Durbin Road/The Causeway, and this related to access issues being experienced for large vehicles, which included colleagues collecting the refuse and waste. Site meetings were held to assess the problems, and at that time a scheme was included in the borough’s Local Implementation Plan (LIP) submission to TfL to secure funding for investigations.

5. There have also been historic complaints related to Abandoned Vehicles in Durbin Road, although on investigation it was found that all vehicles were taxed. However, it was concluded that these vehicles appeared to be associated with someone who works in the motor trade.

6. Members will be aware that the issues raised by the Durbin Road petitioners are not exclusive to the roads mentioned here and there have been, and are still, regular reports of similar problems from other residential areas around the Chessington Industrial Estate.

7. It is not good practice to consider individual roads for any type of parking scheme, as the introduction of isolated measures will lead to the displacement of an existing problem into other nearby roads, who may already be experiencing similar issues.

8. The use of resident permit parking schemes are successful where they are introduced on an area wide basis, although experience has shown that it can be difficult securing the necessary levels of support when the operational issues are considered, such as paying for permits and hours and days of operation.

9. However, the level of on-street parking can in some instances lead to access issues which is of significant concern, and as mentioned above has been reported by Reuse and Waste Collection colleagues. This may also therefore be an issue for Emergency Vehicles should they need to attend an incident, and as such merits further investigation.

10. In terms of the speeding and safety issues, there is one recorded collision within the last three year period on all of the roads mentioned in both reports, which occurred by the junction of Sanger Avenue/Coutts Avenue. This involved vehicles turning at the junction, and it is noted that there are no yellow line junction protection markings here, which may have contributed to the collision.

11. It is accepted that these statistics do not include ‘near misses’ or other incidents that residents may observe on a more frequent basis, and which create the belief that there are safety issues. Traffic speed and volume surveys have been commissioned to provide current data, which will allow officers to undertake a more informed assessment of the on-site conditions.

12. There are 20 mph speed restriction measures in place at the south end of Sanger Avenue and on Moor Lane, an extension of which could be considered, with associated traffic management measures.
Proposal and Options

13. There are a number of different issues that need to be considered as part of an assessment, and it is recommended that these are looked at on an area wide basis, covering the Sanger Avenue/Durbin Road area.

14. It should be noted that officers do not recommend isolated resident permit schemes, and further, should Members wish this to be investigated, it would need to be done such that it covered a wider residential area around Chessington North Railway Station and Chessington Industrial Estate. Although LIP funding is available in the current financial year, it is important to note that this funding cannot be used for resident parking schemes. Consideration can be given to parking restrictions, but that is considered as part of the impact the level of on-street parking has on safety and accessibility concerns.

15. Should Members wish this matter to be investigated further, a Kingston Capital Bid could be prepared and submitted to cover the area mentioned above. However, as highlighted this would need to be an extensive piece of work and would need a strategic overview before moving forwards.

16. Assessments of the on-street parking conditions and existing parking restrictions are underway, and it is likely that a package of proposals to address the safety and visibility at junctions and access issues along the road will be forthcoming.

17. This assessment will also examine the residential parking demand, against the level of daytime parking by non-residents, and will consider options for sections of ‘No Waiting’ restrictions that can operate for short periods during the day. This type of proposal would remove the all day commuter parking but, as highlighted above, needs to be carefully considered so that the problem is not simply transferred to other nearby residential areas.

18. The option for the use of additional verge parking areas will also be considered, in particular for the section of The Causeway closest to Durbin Road, where the banked verge currently results in on-street parking on both sides of the road, leading to access problems.

19. Traffic Management proposals will be developed for public consultation and, as advised in paragraph 12 above in relation to speeding and safety concerns, this could involve the extension of 20 mph speed limit schemes currently in place, and the introduction of measures such as raised tables at the Sanger Avenue/Coutts Avenue and Sanger Avenue/Durbin Road junctions. Options could also include the use of Priority Working points along Sanger Avenue, and Members’ views are welcomed on these suggestions.

20. It is recommended that a public consultation outlining the proposals is distributed in June/July 2018, and the results reported back to the next meeting of this Committee (6 September) for consideration.

Consultations

21. At present no consultations have been undertaken, and as set out above, it is proposed that the next course of action is to carry out a public consultation. It is proposed that this will include residents in Durbin Road, The Causeway, Sanger Avenue and Coutts Avenue.

22. Colleagues in the Waste and Refuse Collection Team and the Fire Brigade will also be included in any consultation.
Timescale
23. The programme for the consultation is for papers to be distributed in late June, subject to agreeing the content with Ward Councillors. The usual practice is for the public consultation to last 3 weeks, and that will ensure it finishes before the summer holiday period.

24. The results of the consultation would then be reported back to the 6 September meeting of this Committee.

Resource Implications
25. Durbin Road/The Causeway is identified as an element of the current LIP allocation for South of the Borough Neighbourhood Improvements, and any works associated with this scheme will be funded using this allocation.

Legal Implications
26. There are no legal implications to be considered with this report at this stage.

Risk Assessment
27. As part of the scheme development, a risk assessment will be carried out.

Equalities Impact Assessment
28. An overarching LIP EQIA is in place that covers all LIP schemes and as such individual assessments are not required.

Road Network Implications
29. There are no Network Implications to be considered at this stage, and as highlighted in the report should any measures be approved for implementation the impact on the network would be assessed at that stage.

Environmental and Air Quality Implications
30. As highlighted above, the impacts of any measures would be assessed if a scheme were to be approved.

Background papers - held by the author of the report, Ian Price, Team Leader Strategy & Commissioning, tel 020 8547 5934 email: ian.price@kingston.gov.uk:

- Petitions papers for both Durbin Road and Sanger avenue.