

## **Kingston Town Neighbourhood Committee**

27 March 2019

### **Latchmere Lane Area - Result of Parking Beat Survey**

Report by Assistant Director - Transport, Highways and Regulatory Services

#### **Purpose**

To consider the parking beat results of roads from two areas in North Kingston;

1. Upper Latchmere Road, Latchmere Lane, Aldersbrook Drive, St Agatha's Drive, Cranleigh Gardens, Kelvedon Close Wingfield Road, Bertram Road, and Upper Park Road; and
2. Aragon Road, Lancaster Gardens, Lancaster Close, Fernhill Gardens, Wolsey Drive, Cardinal Avenue, and Hollybush Road.

#### **Recommendations:**

That the Committee:

1. Note the results of the Parking Beat surveys results set out in in Annex 1;
2. Approve the making of a traffic management order to introduce waiting restrictions in Latchmere Lane, between Latchmere Road and Tudor Drive to create passing places to assist drivers and pedestrians along this section of the carriageway (locations to be agreed with the Chair, Vice Chair, and Ward Members). and
3. Take no other action on parking in the areas subject to the parking beat survey at this stage but, to review the areas after the new Permit Parking Area scheme in roads east of Richmond Road has been in operation for a year to assess its impact on the areas;

#### **Benefits to the Community:**

Residents will find it easier to park their vehicles in their own roads.

#### **Key Points**

- A. The Committee on 22 January 2019 received a petition from residents of Latchmere Lane which Councillor Lidbetter presented on behalf of the residents, requesting the introduction of a Controlled Parking Zone (CPZ) in the Latchmere Road and Tudor Drive areas.
- B. The reasons given were commuter and trade parking displacement, as a result of the new Permit Parking Area (PPA) scheme in the roads east of Richmond Road; the difficulty with limited passing places and the danger

presented to pedestrians, including school children, crossing Latchmere Lane safely.

- C. The Committee resolved that a Parking Beat Survey should be undertaken in the area.
- D. This Report outlines the results of the Parking Beat survey and seeks member approval on the proposed way forward.

### **Context**

- 1. A PPA is now in operation in Latchmere Road (part), Durlston Road, St Albans Road, Studland Road, Fernhill Gardens and Earle Gardens.
- 2. The main risk posed by the introduction of a new PPA scheme is the displacement of vehicles, particularly commuter parking, onto surrounding roads.

### **Parking Beat Survey results**

- 3. On 22 January parking beat surveys were carried out, covering a range of times in order to establish the extent of the parking problem, and to assess if there is any reserve capacity in these roads. The table as **Annex 1** shows the results of the parking beat survey.
- 4. The conclusion of the parking beat survey indicates overall parking is not a problem for the majority of the day in most roads. The reserve capacity overall is as follow: at 5am 24%, 9am 30%, 1pm 27%, 5pm 35%, 7pm 37% and at 9pm 32%.
- 5. Latchmere Road is busy during school opening times and at 9am when it occupied to 86% of capacity.
- 6. Bertram Road is occupied to 90% of capacity at 5am, and it considered that this will be resident parking.
- 7. Kelvedon Close is over-capacity at 106% at 9 pm, which again is likely to be due to residents parking, and parking across driveways would indicate the overcapacity figure.

### **Proposal and Options**

- 8. The results of the parking beat show that at certain times of the day parking spaces are in high demand in some of the roads. However, overall, there appears to be reserve capacity in most roads during the day, and the highest level of on-street parking is the overnight resident parking, which is still within the available capacity for each road. It is highlighted that the

introduction of daytime parking schemes will not impact on the night parking situation.

9. Hence, at this stage, it is recommended that no action be taken on parking in the area (except that detailed in para 10 below) but, to review the areas after the new PPA scheme in roads east of Richmond Road has been in operation for a year to assess its impact on the areas.
10. In the meantime, it is recommended that a traffic management order (TMO) be made to introduce yellow line waiting restrictions in Latchmere Lane, between Latchmere Road and Tudor Drive to create passing places to assist drivers and pedestrians along this section of carriageway (locations to be agreed with the Chair, Vice Chair, and Ward Members).

### **Timescale**

11. Subject to Committee approval, the yellow line waiting restrictions and the creation of passing places will be introduced on Latchmere Lane by June 2019, subject to the statutory TMO consultation not resulting in any unresolved objections.

### **Resource Implications**

12. There is no funding available for any parking schemes for these roads. If a scheme were approved at a later date, funding would need to be sought from RBK Capital Programme. However, for the passing places, the cost will be met from the Neighbourhood Traffic Management Scheme revenue budget and it is expected to be £2000.

### **Legal Implications**

13. Any TMO must be made in accordance with the detailed provisions of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 (SI No.1996/2489), as amended. These Regulations require formal consultation, the publication of notice of any proposed order, consideration of any objections received before any Order is confirmed, with or without modification, and giving notice of any order made.

On the assumption the TMO is made in accordance with the Regulations there are no legal implications at this stage

## **Risk Assessment**

14. The key issues that would need to be considered are any displaced traffic to surrounding roads which could be addressed by a second consultation to the roads concerned.

## **Equalities Impact Assessment**

15. Schemes of this nature are covered by an overarching Equalities Impact Assessment, and as such it does not require a specific assessment.

## **Health Implications**

16. None at this stage.

## **Road Network Implications**

17. Surrounding roads may be affected by overspill parking when on the edge of a PPA.

## **Environmental and Air Quality Implications**

18. Any scheme could shift on-street parking pressure to other roads, which do not have parking controls, and it is likely that the traffic would spread over a wider area. It would, however, reduce the amount of local traffic that uses the roads in the controlled area, whilst trying to find a space to park.

## **Background papers**

### **Survey results and letters.**

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The result of parking beat survey;

The petition;

Kingston Town Neighbourhood Committee minutes 22 January 2019;