



**A307 PORTSMOUTH ROAD, THAMES DITTON
REPORT ON PETITION**

**SURREY COUNTY COUNCIL
LOCAL COMMITTEE (ELMBRIDGE)
6 NOVEMBER 2006**

KEY ISSUE

To update members on the investigations carried out, and the conclusions and recommendations made following the presentation of the petition to the July meeting of this committee.

ELECTORAL DIVISION AND MEMBER

The Dittons – Mr Peter Hickman

OFFICER RECOMMENDATIONS

The Committee is asked to:

- 1) Note the background and assessment carried out by officers
- 2) Agree to the findings and conclusion of this report, which recommends that no further action be taken.

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BACKGROUND PAPERS: Petition and accompanying letter

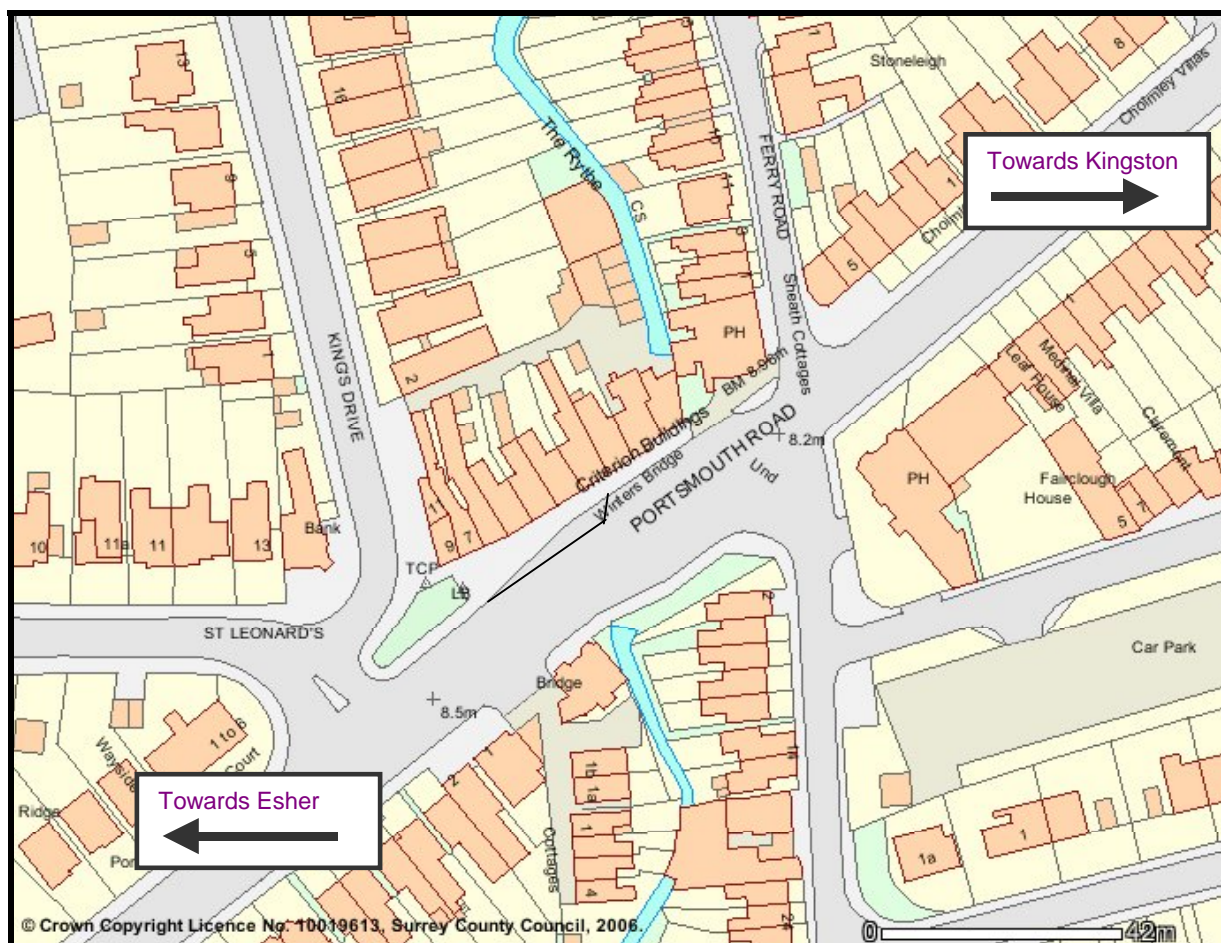
1 INTRODUCTION AND BACKGROUND

- 1.1. Members are reminded that a petition was submitted to the July meeting of the Local Committee concerning parking facilities in front of the Winters Bridge Parade, Thames Ditton.
- 1.2. Mr Chris Bachmann, representing the traders & local residents, addressed the meeting to highlight the parking issues, following works carried out in 2005 to alter the existing bus lay-by and provide improved facilities for buses to stop. In addition he submitted to members photographs, together with suggestions to increase parking by providing a lay-by in advance of the newly built out bus stop.
- 1.3. A review and assessment of the area has now taken place and this report presents the findings of that work.

2 ANALYSIS AND COMMENTARY

- 2.1 A bus lay-by has existed in front of the shopping parade for many years. While the lay-by had a single yellow working day restriction between 8am – 6pm, because of a lack of enforcement by Surrey Police, this had resulted in consistent and regular unlawful parking in the Bus Stop.
- 2.2 There are four buses per hour that use this stop, the 218 and 471 which then go onto Kingston, and the 514 and 515, which then are required to cross the traffic lanes and turn right into Thorkhill Road. All of the buses that use the stop are modern, with fully accessible low floor vehicles, to comply with the Disability Discrimination Act.
- 2.3 The Passenger Transport Group had previously contacted the Local Transportation Service, to report that buses were having great difficulty accessing the dedicated Bus Stop, and that their passengers were at risk whilst alighting and descending from buses, in particular those more vulnerable and disabled. This was due to the illegal parking activities being carried out in the Bus Lay-by.
- 2.4 The solution proposed was to kerb out a short section of the existing Bus Stop lay-by, utilising Kassel kerbs for easy access of buses with low floors, and in an attempt to accommodate the shopping parade, convert the remainder as a formal parking bay for shoppers and deliveries.
- 2.5 A scheme was drawn up to ensure that the statutory undertakers plant was not affected as the site has a large amount of British Telecom fibre optic services. The scheme was proposed at an Informal Committee on the 10th May 2004, from a list of local priorities raised and agreed from a Divisional Member workshop. The scheme was formally approved at the Local Committee meeting on the 27th April 2004, with the scheme being part funded by the Passenger Transport Group and from the Local Allocation for that financial year, 2004/5.

- 2.6 The scheme received a Stage 2 (construct) Safety Audit in November 2004. Construction was commenced in March 2005.



- 2.7 The area now has some limited short term parking for deliveries etc, which was not previously available. There is also a car park nearby in Southbank within a very short walking distance from the shopping parade for short or longer term parking requirements.
- 2.8 To construct a new lay-by to the south east of the Bus Stop would require the existing footway to be removed and reconstructed to carriageway standard, which is 0.5m in depth and 3m wide, in order to accommodate parked vehicles. All statutory undertakers plant would then have to be diverted to a newly constructed footway, which would be required to be 0.2m deep and 2m wide. This would have to be constructed behind the new lay-by, which would effectively remove the existing grassed area.
- 2.9 Various Statutory Undertakers, including British Telecom fibre optic trunk route from London to Portsmouth, heavily use the existing footway and are clearly in evidence at surface level, including a large distribution cabinet. The relocation of this plant would make such a proposal economically unviable. In addition such a proposal would require the loss of the small grassed area, the removal and relocation of the Post Office pillar box, planters, bench, etc.

- 2.10 The Rythe Culvert also resides below the existing carriageway and runs along the kerbline, through to Ferry Road, and the Thames. This would severely limit any new works in the vicinity of the culvert. This was constructed in the 1970's to alleviate the flooding in the area.

3 FINANCIAL IMPLICATIONS

- 3.1 The estimated works cost of providing a lay-by in advance of the bus stop would be in the order of £65,000. This does not include, design and supervision costs or the division costs of statutory undertakers plant, such as the BT fibre optic cables, which could be in excess of £100,000.

4 SUSTAINABLE DEVELOPMENT IMPLICATIONS

- 4.1 The loss of a grassed amenity area.

5 CRIME AND DISORDER IMPLICATIONS AND EQUALITIES IMPLICATIONS

- 5.1 None

6 CONCLUSION

Whilst it is accepted that parking provision has been reduced, it must be acknowledged that any parking that occurred previously was undertaken illegally, and to the detriment and safety of bus passengers.

The scheme, which has been constructed, has not only provided substantial safety gains for bus passengers but also enabled some formal limited parking to be gained.

Although the waiting restriction in the Bus Stop was poorly enforced previously, and resulted in vehicular parking, this should not be confused with formalised legal parking.

A scheme to provide an additional parking lay-by in advance of the Bus Stop would, in benefit/cost terms, be very unlikely to succeed in being prioritised to for design and construction and to merely add such a scheme to the LTP Assessment list would falsely raise expectations. It is therefore recommended that no further action be taken.