



Hook Heath Avenue and Hook Heath Road - Parking Restrictions

11TH SEPTEMBER 2002

KEY ISSUE:

Vehicles parking within Hook Heath Road at or near the junction with Hook Heath Avenue/Star Hill, creating an obstruction and dangerous access problems for residents, which existing parking restrictions do not prevent.

SUMMARY:

This report offers a solution to the key issue and access problems for residents whilst not unnecessarily restricting parking on the highway.

CONSULTATIONS:

Requests from residents concerned that appropriate action be taken to overcome the problem described above.

The Police and Members are aware of the proposals.

OFFICER RECOMMENDATIONS:

The Committee is asked to agree:

- (i) that a Traffic Regulation Order be advertised, under the Road Traffic Regulation Act 1984, to change the current parking restrictions and ban waiting at any time, at the junction of Hook Heath Road and Hook Heath Avenue/Star Hill, and for a distance 30 metres south of the junction along Hook Heath Road; and that, if no objections are received, the order be made;**
- (ii) that authority be delegated to the Local Transportation Manager, in consultation with the Chairman and Divisional Member, to consider and determine any objections and to make the order;**
- (iii) that apart from (i) the current parking restrictions remain unchanged; and**
- (iv) that access protection markings are provided in Hook Heath Road.**

INTRODUCTION and BACKGROUND

1. At the junction of Hook Heath Road and Hook Heath Avenue/Star Hill is the garage SMC Renault. The junction has a waiting restriction indicated by a single yellow line operating from 0830 until 1800. The garage opens at 0800 each weekday but customers are observed arriving to leave vehicles from 0730. Due to the restricted nature of parking provision vehicles are often parked on the carriageway at the junction causing obstruction and danger. A local Borough Member and residents have spoken to the Local Transport Manager about the on-street parking problem.
2. When the existing waiting restriction in Hook Heath Road, which extends around the bend for a short distance past Fernhill Lane (plan Annex A), comes into force, it is generally complied with by drivers. However a number of cars are parked beyond the waiting restriction along the Eastern side of Hook Heath Road. A survey showed the majority of the vehicles were Renaults and it is assumed they are connected with the operation of SMC Renault.
3. The vehicles parked down Hook Heath Road can cause inconvenience to people leaving their properties when parked too close to access crossings.

ANALYSIS AND COMMENTARY

Four options have been considered:

Option A

4. Start parking restrictions earlier, i.e. 0730. Effectiveness would rely upon enforcement by the Police; their Traffic Wardens do not start work until 0830 and it is unlikely that alternative resources would be available to enforce the restrictions. This option is not recommended for that reason.

Option B

5. Amend the current restrictions prohibiting parking 24 hours per day seven days a week around the axis of the bend then for 30 metres down Hook Heath Road (plan Annex B). The existing restriction would continue along Hook Heath Road. The Police support Double Yellow Line provision as they are found to be self enforcing – drivers tend to treat them with more seriousness and incidents of offending are low when compared with single yellow lines. This option is recommended as providing a solution to the problem of parking in the vicinity of the junction.

Option C

6. Change the current parking restriction to 24 hours per day with double yellow lines throughout its length. Whilst this may be effective in preventing parking for the reasons outlined in 5 above, it is considered it would also have an adverse effect for residents. They and their visitors would be prevented from parking in the carriageway at any time. This appears an unnecessary restriction and goes beyond the core issue of parking near the junction. It is not recommended for that reason.

Option D

7. Extend the waiting restrictions, in some form, further south along Hook Heath

Road. This would prevent the drivers of vehicles currently left immediately outside the restricted area from parking. These vehicles parked on a straight section of Hook Heath Road would be displaced to other areas, which may be less safe. For that reason this option is not recommend.

8. The problem of drivers exiting driveways can be addressed by access protection markings, which assist in maintaining clear sight lines. It is recommended that these are provided where necessary in Hook Heath Road.

FINANCIAL IMPLICATIONS

8. The cost of advertising the traffic regulation order and implementing the proposal is estimated at £2,000, which can be funded from the Signs and Aids to Movement budget for 2002/3.

SUSTAINABLE DEVELOPMENT IMPLICATIONS

9. There are no Sustainable Development implications.

CRIME & DISORDER IMPLICATIONS

10. The proposals should remove a source of friction between residents and vehicle drivers.

EQUALITIES IMPLICATIONS

11. There are no equality implications.

CONCLUSIONS AND REASONS FOR RECOMMENDATIONS

12. Although the existing parking restrictions are generally effective, before the garage opens dangerous parking can result near the junction. This parking can be deterred by the provision of double yellow lines, which the Police believe would be self-enforcing. Double yellow lines at the junction will not place unnecessary additional restriction on nearby properties to the detriment of residents. The issue of sight lines for residents leaving their properties between parked cars can be addressed by the use of access protection markings.

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BACKGROUND PAPERS: None

Version No.5 Date: 28.08.2002 Time: 09.30 Initials: GDW No of annexes: 2