



OFFICER REPORT TO LOCAL COMMITTEE (SURREY HEATH)

STATION ROAD, CHOBHAM – PROPOSED PARKING RESTRICTIONS FOR TESCO EXPRESS STORE

13 DECEMBER 2012

KEY ISSUE

To approve arrangements for progressing Traffic Regulation Orders for proposed amendments to on-street parking restrictions in Station Road, Chobham.

SUMMARY

In anticipation of potentially hazardous parking practices occurring in the vicinity of the new Tesco Express Store, which is due to open 28 January 2013 on Station Road, Chobham, Officers have met with the local member and created a proposal for parking restrictions that will maintain road safety and sight lines outside the store.

OFFICER RECOMMENDATIONS

The Local Committee (Surrey Heath) is asked to agree:

- (i) That the proposed amendments to on-street parking restrictions in Station Road, Chobham as described in this report and shown in detail at annex A is agreed.
- (ii) That the cost of advertising and implementing the restrictions will be funded by Surrey County Council's Parking Team.
- (iii) That the intentions of the County Council to make an Order under the relevant parts of the Road Traffic Regulation Act 1984 to impose the waiting and loading restrictions in Station Road, Chobham as shown on the drawing in annex A are advertised and that if no objections are maintained, the Order is made.
- (iv) That the Parking Strategy and Implementation Team Manager will consider and try to resolve any objections and that a decision on any remaining unresolved objections will be made by the Parking Strategy and Implementation Team Manager in consultation with the Chairman, Vice Chairman and the relevant County Councillor.

1 INTRODUCTION AND BACKGROUND

- 1.1 The Tesco Express Store, due to open on 28 January 2013, is located between The Green Olive restaurant and The Park Gallery. This part of Station Road is a gradual bend and not suitable for on street parking.
- 1.2 The Tesco site will have 10 parking spaces for visitors. However, four of these spaces will be located at the front of the store and temporarily reserved for delivery lorries whenever needed. It is anticipated that there will be 5 deliveries per day.
- 1.3 Due to the busy nature of Station Road, which is an A class road, it is anticipated that there will be a steady demand by passing vehicles to stop either within the store grounds or on Station Road itself. The section of footway immediately outside the store is wider than average and has a number of dropped kerbs to invite vehicles to pull onto the footway temporarily. As this parking practice will be quicker than pulling into the store car park, it is very likely that this will take place regularly, particularly if the Tesco car park is full or if deliveries are taking place.

2 PROPOSED SOLUTIONS

- 2.1 In order to prevent the above situation from occurring, it is proposed to introduce double yellow lines on both sides of the road, extending from the existing parking restrictions around the bend. In front of the footway outside The Village Hall, Green Olive Restaurant, Tesco Express Store and The Parking Gallery (between the existing bus stop and the grass verge) it is proposed to introduce a 'no loading at any time' restriction to prevent vehicles temporarily stopping to pick up goods from the store and also to prevent delivery vehicles from stopping outside the store without going inside the grounds. The double yellow lines will mainly be in place to deter parking in the general area, although the footway is the most inviting and feasible place to stop, hence why the no loading restriction is being proposed here. All restrictions apply to the entire width of the footway as well as the carriageway.
- 2.2 The double yellow lines will require no upright signing on the ground, however, the 'no loading' restriction will require signs in order to state the restriction to drivers. Existing posts and street lighting columns will be used wherever possible. Double 'kerb blip' markings will also need to be installed on the footway itself.
- 2.3 Whilst there are existing parking restrictions in the area, including loading restrictions, the majority of parking restrictions in Surrey Heath are on the other side of the borough, which makes regular enforcement in Chobham difficult to undertake, especially with the limited amount of Civil Enforcement Officers available. However, the majority of parking restrictions are adhered to by motorists, and the most important thing in this case is for it to be clear from the start that parking on this part of Station Road is not permitted.

3 STEPS TOWARDS IMPLEMENTATION

- 3.1 Subject to approval it is anticipated that the formal advertising process involving notices in local newspapers and at the proposed location, will take place in December and January, running through Christmas and the New Year for a total period of 28 days.
- 3.2 Plans illustrating the amended restrictions will also be placed on deposit in local libraries and at the Surrey Heath Borough Council offices during this time. This will provide the opportunity for any interested parties to lodge objections, if they do not agree with the proposals.
- 3.3 The Parking Strategy and Implementation Team Manager will consider and try to resolve any objections. If there are unresolved objections, they will be dealt with, in accordance with the County Council's constitution, by the Parking Team Manager in consultation with the Chairman, Vice Chairman and the relevant County Councillor.
- 3.4 Subject to approval, notices will then appear in local newspapers confirming that the County Council has made the Traffic Regulation order.
- 3.5 Finally, the new and amended parking restriction road markings and associated time plates will be installed on the ground. The Parking Team will attempt for this to be carried out before the opening of the Tesco Express Store on 28 January 2013. However, bad weather is likely during this time of year and this could prevent the road markings from being installed in time.

4 OBJECTIONS

- 4.1 Once the amendment order is advertised, people have 28 days to lodge views and objections.
- 4.2 Objections can relate to the introduction of a new restriction. In cases where there is a coherent argument for not introducing a proposed restriction, it may be omitted and the traffic order can proceed to be made for the other restrictions without the need to re-advertise.
- 4.3 If restrictions are to be added to those initially advertised, regulations require that these new restrictions must be advertised afresh with the relevant time delay and costs being incurred. For this reason no additional restrictions can be added through the objection process.

5 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 5.1 The cost of advertising and implementing these amendments is estimated to be £1,500.

6 EQUALITIES AND DIVERSITY IMPLICATIONS

- 6.1 There are no specific equalities and diversity implications for this report.

7 CRIME AND DISORDER IMPLICATIONS

- 7.1 There should be fewer instances of obstructive parking as a consequence of the restrictions.

8 CONCLUSION AND REASONS FOR RECOMMENDATIONS

- 8.1 It is recommended that the waiting restrictions are implemented as detailed in Annex A. They will make a positive impact towards preventing obstructive and hazardous parking from occurring on Station Road.

9 WHAT HAPPENS NEXT

- 9.1 Subject to approval of the committee the Traffic Regulation Order will be advertised and the restrictions implemented.

LEAD/CONTACT OFFICER:	Jack Roberts, Engineer
TELEPHONE NUMBER:	0300 200 1003
E-MAIL:	Parking@surreycc.gov.uk

BACKGROUND PAPERS:	There are none.
---------------------------	-----------------