

SURREY COUNTY COUNCIL**TEMPLE ROAD ASSESSMENT****SUMMARY OF ISSUE:**

SCC has been approached by a resident of Temple Road, Epsom to assess its current layout and to determine whether or not it is possible to relocate some of the parking bays from one side to the other and create further chicanes along the length of the road – this would be in line with a recommendation that was put forward to residents of Temple Road, some 10 to 11 years ago.

The resident believes that SCC did not put a scheme in place that was promised at that time and that the current layout for parking hinders the access and egress of residents' vehicles from driveways – specifically at the northern most end of Temple Road. The number of chicanes has also been questioned.

As an interim measure, the parking team has reduced the length of the parking bays and increased the length of the access protection markings to assist with the access and egress issues.

These issues were brought to the attention of the parking task group. An engineer from the parking team recommended that a full assessment take place of Temple Road, involving both the parking team and local highways team.

As a consequence of this, both teams have assessed the current situation to see if it is feasible or not, to make any amendments.

CURRENT LAYOUT:

The current layout consists of two chicanes – one is at the junction of Temple Road and Hazon Way, approximately 150m from the junction with Waterloo Road and the second is located at St Barnabas Church, which is approximately 100m further northwards, before we reach the end of the parking bays another 110m northwards.

There are 3 parking bays on the east side between Waterloo Road and Hazon way, with a capacity for 3 vehicles.

The bays then swap over to the west side, where there are 7 parking bays with a capacity for approx. 11 vehicles before the bays swap over again to the east side, where there are another 7 bays with a capacity for approx. 12 vehicles.

Total number of available parking spaces in the current layout is, 26.

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ASSESSMENT:

2 engineers from the parking team made a site visit to Temple Road on the afternoon of Friday 27 January 2017.

A number of measurements were taken along the entire length of Temple Road, these included:

- The length of the existing single and double yellow lines
- The length of the existing parking bays
- The length of the existing dropped kerbs
- The length of the gaps between dropped kerbs and parking bays
- The number of vehicles that could comfortably fit in a parking bay
- The length of the chicanes
- The width of the road at various intervals

Based on these measurements we are able to determine if there is enough room for vehicles to park between driveways at any other points on the road and this in turn will determine if we are able to move the chicanes or include additional chicanes.

Plans 60, 61 and 62 show the current layout of parking bays, possible areas to relocate bays and possible areas to relocate chicanes.

The plans also show an approximate number of parking spaces, based on a length of 4.8m, which is the standard length of a parking bay that you would find in a car park.

In some cases it may look as though there is enough room between driveways to accommodate a vehicle, however, we have to consider that at least a metre is required each side of the bay to allow residents to access and egress their driveways properly. For example, a 5.6m gap between driveways only allows for a bay length of 3.6m, which is too short to accommodate a car.

LOCAL HIGHWAYS TEAM ASSESSMENT:

In our opinion the existing layout for Temple Road is the most suitable arrangement for the volume of traffic using the highway, and offers the best compromise. At one extreme we could restrict all parking with double yellow lines which would result in a very long straight section of highway that would encourage motorists to drive faster. This could result in local residents finding access in and out of their driveways even more difficult due to higher speeds although sight lines would be improved for some.

At the other end of the scale, we could have alternate parking bays on either side of the road creating a very difficult passage along the length of Temple Road. Although it would reduce speeds along the length, it would also create frustration amongst drivers who may have to give way to oncoming vehicles on numerous occasions whilst driving along Temple Road. This in turn may well lead to speeding up to 'beat' the opposing traffic to the next

obstruction. At the very least drivers will become frustrated at the constant stopping and starting. In the off peak periods it is likely that vehicles would drive down the centre line of the road.

The existing arrangement is that there are small sections of parking bays with the centre line of the carriageway appropriately realigned, and these bays alternate from one side of Temple Road to the other along its length. This removes the long straight 'feel' and allows for some parking provision. Making changes to this arrangement will result in some residents having improved sight lines when exiting, but for others it will result in a worse sight line situation from the current. The overall effect would not be beneficial to the road users.

The current level of accidents in Temple Road would not lead to the conclusion that changes need to be made to the existing road layout, and the recommendation is that the layout remains as existing at this time.

RECORDED ACCIDENTS:

There are no recorded accidents to substantiate residents' concerns about speeding related safety issues on Temple Road in the last few years.

Our accident records show that there have been 4 slight accidents between 2010 and 2011 and one serious in 2014 – none of which were considered to be speed related.

Information about recorded road traffic collisions within Great Britain is freely available to the public online at: www.crashmap.co.uk

CONCLUSIONS:

Having assessed the current situation and possible alternative locations for the parking bays, we do not believe that any benefit is to be gained by changing the current layout.

Reasons:

In relocating the bays to the only other feasible locations, there would be a reduction in parking provision from 26 to 21 spaces.

The sightline issues that concern some residents on the eastern side, would be moved to the western side and cause those residents to have similar issues, therefore there is no overall benefit of moving the bays on this basis.

Again, in the alternative layout, we would still only be able to create two chicanes. The southern-most chicane would be situated further from the Waterloo Road junction, which could lead to an increase in traffic speeds over that stretch of Temple Road, which includes the Hazon Way junction.

Swapping bays to the opposite side at the northern end, would also allow vehicles to travel at greater speeds from the Pound Lane junction. This would most likely make it more difficult for residents to access and egress those driveways that are already experiencing problems at the moment (currently those accesses are protected by the parked cars).

The perception that there are too many cars between residents' driveways on the eastern

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side and Pound lane is unfounded. There are several locations along Hook Road (which runs parallel to Temple Road), where the number of cars to the left or right of a driveway is much higher, consequently making it more difficult for those residents to access and egress their driveways. This means that the current situation is no better or worse than most similar roads in the area, in fact Temple Road's parking is formalised, where most roads are not.

The cost of relocating bays, chicanes and moving the centre line would be considerable, whilst also damaging the recently refreshed road surface. Furthermore, our objective analysis leads us to believe that amending the layout would result in more disbenefits than benefits. As such, we do not think it a good use of public funds to make any amendments to the layout of the parking restrictions in Temple Road.

RECOMMENDATIONS:

To leave the overall layout as it currently exists.

To introduce double yellow lines between the parking bays, between numbers 46 and 70 Temple Road. This would prevent vehicles overhanging the bays and give residents increased forward visibility whilst leaving their driveways.

To extend the double yellow lines on the western side from Pound Lane, southwards to encompass the entire length of the hatching and prevent any obstructive parking on the approach to the pedestrian refuge.

To implement double yellow lines in the chicane area outside St Barnabus Church – vehicles currently park in this location causing an obstruction and making it more difficult to negotiate this chicane in the evenings of Sundays.

REASONS FOR RECOMMENDATIONS:

To ensure the continued safe travel of drivers using Temple Road and to resolve, as much as is reasonable, in the way of access issues for residents on the north-eastern side of Hook Road.

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