

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (WOKING)

DATE: 4 DECEMBER 2013



LEAD OFFICER: DAVID CURL
(PARKING STRATEGY & IMPLEMENTATION TEAM MANAGER)

SUBJECT: PROPOSED ON-STREET LOADING BAY, SHERPA HOUSE,
KINGFIELD ROAD

DIVISION: WOKING SOUTH

SUMMARY OF ISSUE:

This report seeks the agreement of the Woking Local Committee to carry out statutory consultation for a time limited on-street loading bay associated with the redevelopment of Sherpa House, Kingfield Road into a Morrison's Supermarket.

RECOMMENDATIONS:

The Local Committee (Woking) is asked to agree that:

- (i) the proposed on-street loading bay which will revoke a five metre length of redundant single yellow line outside No.8 Kingfield Road Woking as described in this report and shown on drawing in SK01-C is agreed.
- (ii) the intention of the county council to make an order under the relevant parts of the Road Traffic Regulation Act 1984 to impose the on-street loading bay in Woking as shown on the drawing SK01-C is advertised and that if no objections are maintained, the order is made.
- (iii) if there are unresolved objections, they will be dealt with in accordance with the county council's scheme of delegation by the Parking Strategy and Implementation Team Manager, in consultation with the Chairman/Vice Chairman of this committee and the appropriate County Councillor.

REASONS FOR RECOMMENDATIONS:

It is recommended that the on-street loading bay is progressed as detailed in SK01-C to allow a safe loading area for deliveries to the new mini super market (and other local shops). The proposed operational hours will allow parking during the morning and afternoon, evening and overnight for residents and customers to local shops and facilities.

1. INTRODUCTION AND BACKGROUND:

- 1.1 Surrey County Council's Parking Team and Transport Development Office were approached by consultant Transport Planning Associates on behalf of Morrisons' Supermarkets to comment on the proposed redevelopment of Sherpa House on

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the A247 Kingfield Road. This is an existing retail unit with 'permitted development' approval for a new Morrison's store.

- 1.2 Deliveries to the new store will need to be made from the front of the building, but it is not possible to create a dedicated loading area within the frontage of the premises. This is because the only way HGV's will be able to manoeuvre into the frontage area would be to reverse from the road crossing the footway near a pelican crossing. The safety risks of this manoeuvre to pedestrians, cyclists and motorists are compounded by the presence of Kingfield junior school opposite and the high volumes of traffic using the A247. The swept path of an HGV carrying out this manoeuvre is shown in drawing SP02.
- 1.3 To facilitate loading for the new store a time limited on-street loading bay is proposed. The location of the bay is shown in drawing SK01-C.
- 1.4 The bay is located as close to the pelican crossing as possible without compromising visibility to/from the crossing. The bay is also located on the side of the road where traffic is moving away from the crossing point.
- 1.5 The loading bay is located in front of a number of small shops and there are currently no parking controls in this location other than a short length of redundant single yellow line which can be removed. To maintain parking and avoid school and rush hour traffic during the day it is proposed that the loading bay has operational hours between 11:00- 14:00 Monday to Saturday. Additionally this means the bay can be used by customers/school parents/residents outside these times. The bay may also help deliveries to some of the local shops.

2. PROPOSALS:

2.1 WOKING SOUTH Sherpa House, Kingfield Road (drawings SK01-C and SP02)

Install a loading bay of 12metres in length and 2.7metres in width northwards from a point in line with the property boundary of Sherpa House and No.8 Kingfield Road. Revoking 5 metres of a redundant existing signal yellow line outside No's 7 and 8 Kingfield Road. The loading bay will operate Monday to Saturday 11.00 – 14.00.

3. CONSULTATIONS:

- 3.1 Subject to approval, the formal advertising process involving notices in local newspapers and at the proposed location will take place in February/March 2014.
- 3.2 A plan illustrating the amended restriction will be placed on deposit in local libraries and the Woking Borough Council office during this time. Information will also be available on the councils' website.
- 3.3 Once the amendment order is advertised, people have 28 days to lodge views and objections.

- 3.4 If there are unresolved objections, they will be considered in accordance with the county council's scheme of delegation by the Parking Strategy and Implementation Team Manager, in consultation with the Chairman/Vice Chairman of this committee and the appropriate County Councillor.
- 3.7 When objections have been resolved, notices will then appear in local newspapers confirming that the county council has made the traffic regulation order.
- 3.8 Finally, the new loading bay road markings and associated time plate should be installed on the ground by the end of May 2014.

4. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 4.1 The cost of advertising the proposed loading bay and all officer time is calculated at £6,000. This is being funded in its entirety by Morrison's via Transport Planning Associates.

5. EQUALITIES AND DIVERSITY IMPLICATIONS:

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

6. LOCALISM:

- 6.1 The location where the loading bay is proposed will potentially have an impact on the local residents and visitors in the area early in the morning. The advertisement stage will allow these effected parties to get involved and comment or object to the proposals. This will impact on what decision is made following the advertisement. The local councillor can also help in this process by liaising with residents who may not want to contact the parking team directly, and prefer to deal with their local councillor instead.

7. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report.
Sustainability (including Climate Change and Carbon Emissions)	No significant implications arising from this report.
Corporate Parenting/Looked After Children	No significant implications arising from this report.
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report.
Public Health	No significant implications arising from this report.

8. CONCLUSION AND RECOMMENDATIONS:

- 8.1 It is recommended that the time limited loading bay over the end of the single yellow line as shown in drawing SK01-C is progressed to facilitate deliveries to the new supermarket whilst minimising the impact on other local shops.

9. WHAT HAPPENS NEXT:

- 9.1 The agreed proposal is formally advertised and subject to the necessary statutory process. Following the advertisement, any comments and objections will be summarised in a report along with an officer recommendation for each location on how to proceed following those comments and/or objections. This report will be e-mailed to the Woking South County Councillor asking him to agree with the recommendations. If a recommendation is not agreed then discussions over the location can continue until a way forward is determined.
- 9.2 Once this stage has concluded, detailed design can begin in preparation to order both the lining and signings work required on the ground. Around the same time Traffic Regulation Orders will be made with a 'go live' date for enforcement to begin.

Contact Officer:

Peter Wells (Assistant Engineer – Parking Team)

Consulted:

Divisional Member for Woking South

Annexes:

Drawings SK01-C and SP02.

Sources/background papers:

None
