

LRA _ Highways Group

Report on On-Street Parking Proposals

General

Last year the Group put forward a motion to the Committee that we should endeavour to ensure as much on-street parking as possible, and that this should be balanced against the need for good traffic flow.

Whilst we represent the interests of residents, we recognize that the lack of adequate parking in the Town is causing the spread of parking congestion to roads further out of the Town, and that it is affecting the shopping, and business facilities in the Town.

Drg 12

It is appreciated that large delivery vehicles being parked at night in this road which is residential, at least on one side, is damaging to the residential amenities of this road. Not only are such vehicles visually obtrusive, but they cause inappropriate disturbance on arrival and on movement to unloading bays in B & Q. Can we be assured that the displaced vehicles can be accommodated within the B & Q site, and not merely moved to another street? We accept that the transfer of these delivery vehicles from daytime to night travelling is beneficial to the community. Can we also be assured that no lorries carrying refrigerated goods will be allowed to leave their chillers, going throughout the night in the residential areas.

Drg.13

Presumably this site in Kingston Road has been blocked by indiscriminate parking. Therefore we have no objection, provided that this is not going to result in a rash of No Waiting areas throughout the Town. We do wonder if this need be so regulated while in other places white H-bars seem to have been effective.

Drg. 14

We understand that these proposals came from the bus operator of route 498. We understand the problems of driving such large vehicles through a residential area. Following a meeting with the bus operator and SCC Public Transport representative it was agreed that the buses should enter and leave the estate by Cressal Mead, where road has a parking bay on one side. This would assist the buses in stopping at the scheduled bus stop in Levett Road to the right of, and off the drawing. The buses had been ignoring this stop, leading to complaints from some residents. Because of times of the busses. (10.30 am to 3.00 pm) there is no need for the no waiting restrictions to be outside these hours. No other vehicles appear to have any difficulties using these road junctions. Furthermore the visibility from the junctions is very good because of their position on the outside of the bend in the main road, and the vertical curvature of this road. Although not shown on the drawing there are white painted hatchings

around the corners into Copthorne Road. These are respected by motorists and are not nearly as excessive as those now proposed.

At the lower end of Cressal Mead there is a parking bay on the south side of the road, however opposite (where there is only one access) there are now cars parked so reducing the width of the road to one-way, and because of the curve up opposite the road name on the drawing, this one-way stretch cannot be seen as such by vehicles trying to exit Cressal Mead. It is therefore suggested that there should be a no waiting restriction long the north side of the road, opposite the parking bay. The 24 hour no waiting proposal on the corners of Cressal Close needs only to be for daytime hours as elsewhere. The Bus Stop area need only apply between 10am and 3pm. However a similar restriction should be used by the bus stop in Levett Road. It should be noted that as a result of the Residents' parking restrictions in Kingscroft, there is heavy commuter parking at the bottom end of Copthorne Road and also along the upper end of the road (at the bottom of the page), and along Levett Road

Drg.15

It is presumed that the Kingston Avenue restriction is a disabled bay which is no longer required. The markings in Park Rise are not covered by the key, but are assumed to relate to the establishment of a Residents Only zone.

Drg.16

No comment

Drg.17

It is noted that No. 1 St. John's Road is a dental practice. However the cars parked in the forecourt area seem to be staff at the practice. It is presumed that patients arriving by car, use St John's Road. They will clearly be displaced. Is the Dental practice aware of these proposed restrictions. But more significantly do the patients know?

Closing Comments

The group consider that there are a number of places where existing restrictions can be reduced or removed altogether. A particular example is Highlands Road. To this end it is requested that SCC should be asked to assist, by providing maps where appropriate, and advice to the Association on what principles need to be followed.