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| Report to: | Cheam North and Worcester Park Local Committee | Date: | 4 October 2018 |
| Report title: | Accessibility issues around the Kimpton Industrial Park | | |
| Report from: | Warren Shadbolt, Assistant Director Environment, Housing & Regeneration | | |
| Ward/Areas affected: | Stonecot | | |
| Chair of Committee/Lead Member: | Councillor Tom Drummond | | |
| Author(s)/Contact Number(s): | Lynn Robinson, Highways & Transport 020 8770 6461 | | |
| Corporate Plan Priorities: | <ul style="list-style-type: none"> ● Keeping people safe ● Being active ● Making informed choices ● Living well independently | | |
| Open/Exempt: | Open | | |
| Signed: |  | Date: | 13 September 2018 |

1. Summary

- 1.1 This report recommends that the Local Committee agrees to progress the final element of the Kimpton Park Way Local Implementation Plan (LIP) scheme to introduce proposed waiting restrictions as part of the recently installed recessed parking bays, to allow easier flow of traffic. Waiting restrictions are also proposed in Kimpton Road and for the proposed left turn filter out of Kimpton Park Way on to A217 to help the flow of traffic at the request of Kimpton Industrial Park Proprietors Association (KIPPA).

2. Recommendations

It is recommended that Cheam North and Worcester Park Local Committee:

- 2.1 Agree the proposed waiting restrictions in the Kimpton Industrial Park, as shown on drawing T30089/P/307 and the statement of reasons.
- 2.2 Note the existing delegated authority (to the Assistant Director, Environment, Housing and Regeneration (Safer and Stronger Communities), in consultation with Ward Councillors and the Local Committee Chair) to process, consider and resolve any objections received to the Traffic Management Orders.



3. Background

- 3.1 The continuing success of the Park and the large number of visitors to the Council's Re-use and Recycling Centre (RRC) has resulted in a number of traffic related issues that have affected the Park and the wider area.
- 3.2 The Local Committee secured LIP funding in 2015/16, which was prior to the current Parking Strategy being in place. The LIP approved scheme identified a project that would be developed and delivered in phased approach, to address some very specific local access and safety issues, which were impacting on the operation and success of the facilities on the site. The package of scheme proposals are all interlinked, and the current waiting restriction proposals are the final element of the project, and when complete will deliver an improvement that addresses the original issues, however the nature of construction projects is that these have been delivered in separate workstreams. The Council commissioned the Project Centre (an independent traffic and highways consultant) to review the current traffic arrangements within the Park and provide options for the development of future traffic and transportation improvement/alleviation schemes. Officers have been progressing some of the recommendations with available LIP funding and Section 106 monies.
- 3.3 Recessed parking bays were constructed on Kimpton Park Way in August 2018.
- 3.4 The left turn filter at the traffic signals on Kimpton Park Way on to the A217 is on Transport for London's work programme.
- 3.5 The signing for the London Lorry Control Scheme which affects Gander Green Lane is being reviewed.
- 3.6 Officers are working with KIPPA and the Business Improvement District (BID) group to ensure that the estate roads are kept free from parking obstructions to ensure HGV's can move around the Park. Kimpton Road near its junction with Kimpton Park Way has been identified as a problem location as parking on both sides of the road is obstructing HGVs from turning in to Kimpton Park Way and the access roads to the units near the junction.

4. Issues

- 4.1 The recessed parking bays were created around existing features such as lamp columns, CCTV columns and manhole access chambers to keep the cost of the scheme within budget. This has created short sections of kerblines that now need to be protected with waiting restrictions.
- 4.2 Transport for London are working on the proposal to introduce a left turn filter at the traffic signals from Kimpton Park Way on to A217 Oldfields Road. To ensure vehicles can queue in two lanes at the signals and access the left turn filter it is necessary to introduce waiting restrictions.



- 4.3 If waiting restrictions were to be introduced on the eastern side of Kimpton Park Way only, there is a possibility that the parking would displace to the western side of Kimpton Park Way, so therefore it is necessary to introduce waiting restrictions on both sides of the road to ensure access in and out of the Park is maintained.
- 4.4 KIPPA supports the additional waiting restrictions in Kimpton Road to help HGVs gain access to units in Kimpton Road.
- 4.5 The local committee is recommended to agree the waiting restrictions as shown on drawing T30089-P-307 and the statement of reasons.
- 4.6 Statement of Reasons:
- Introduction of 'at any time' waiting restrictions (double yellow lines) to prevent obstruction, improve sightlines and improve road safety around the recessed parking bays and on the approach to the traffic signals in Kimpton Park Way.
 - Introduction of '8am - 6.30pm Mon - Sat' waiting restrictions (single yellow line) to prevent obstruction to the Park from A217 Oldfields Road.
 - Introduction of 'at any time' waiting restrictions (double yellow lines) to prevent obstruction, improve sightlines and improve road safety in Kimpton Road.

5. Options Considered

- 5.1 A one way working was considered for Kimpton Park Way and Minden Road in the vicinity of the RRC to maximise the parking spaces and solve the congestion problem. It was concluded that a one way system was not suitable as Kimpton Road would have an increase in traffic flow and that recessed parking bays would create a wider road to maintain a two way flow.
- 5.2 Further recessed parking bays may be possible around the Park instead of more parking restrictions but there is not enough funding at the moment to create them so parking restrictions are needed in the short term.

6. Impacts and Implications

Financial

- 6.1 Funding for the traffic schemes highlighted in this report for this year can be met from the allocation for Kimpton Industrial Estate in the Capital Programme as part of the Local Implementation Plan funding for 2018/19.

Legal

- 6.2 Under Section 159 of the Greater London Act 1999, TfL may give financial assistance in respect of the expenditure incurred, or to be incurred, by the Council in doing anything which, in TfL's opinion, is conducive to the provision of safe, integrated, efficient, economic transport facilities



or service to, from or within Greater London. The LIP funding is provided by TfL.

- 6.3 The proposed waiting restrictions would be imposed by a Traffic Management Order made in accordance with the provisions of Sections 6 and 124 of, and Schedule 9 to, the Road Traffic Regulation Act 1984, as amended, and the Local Authorities' Traffic Orders (Procedure)(England and Wales) Regulations 1996 (1996 No.2489). The statutory procedures require the Council, amongst other things, to consult on the proposals and for objections to be made and considered.

7. Appendices and Background Documents



| Appendix letter | Title |
|-----------------|--------------|
| A | T30089/P/307 |

| Background documents |
|----------------------|
| None. |

| Audit Trail | | |
|--------------------------------------|-------|-------------------------|
| Version | Final | Date: 20 September 2018 |
| Consultation with other officers | | |
| Finance | Yes | Tony Cooke |
| Legal | Yes | David Fellows |
| Equality Impact Assessment required? | No | N/A |

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