

Appendix 2

Long Close/Station Road, Lower Stondon

A petition was presented to the County Council regarding the installation of double yellow lines at the exit of Long Close, joining Station Road on both corners of the junction. This was considered inappropriate as it would not allow those who need to park on Station Road at this location or at the very least provide them with a viable alternative area to park. Cllr Rita Drinkwater requested that a further study was undertaken on the area, with the intention of developing a full solution to the parking problem. This was accepted by Development Control Committee at their meeting in September 2008.

Since the request site visits have taken place and investigations into possible measures have been looked at and this report highlights the most viable option.



Photo 1



Photo 2

As can be seen from the two photographs above the visibility on exiting Long Close is very poor. Motorists have to take extra care whilst turning in either direction and in particular when turning right, as seen in Photograph 2. The problem is created by the combination of three distinct and different elements as follows:-

1. The junction being in very close proximity to a tight horizontal bend in Station Road
2. The sharp vertical rise in level approaching the junction from Long Close
3. Parked vehicles on either side of the junction.

Clearly it would be unrealistic and prohibitively expensive to adjust both horizontal and vertical alignments of the roads. The initial Petition requested Double Yellow lines starting in Long Close and then into Station Road on both

corners of the junction. This arrangement exists in Fakeswell Lane, the road to the left of Long Close as seen in the photograph below. However, there is no demand for parking on Station Road immediately adjacent this junction as there is for Long Close.



Photo 3

After several site visits and witnessing various levels of parking at various times of the day, it is accepted that more often than not visibility on exit from Long Close is restricted by parking vehicles. In some instances this can amount to just a few or even a single car, to the length of Station Road to the right of Long Close being fully occupied by Parked Cars.

In dealing with this issue it must be noted that there are several properties adjacent to Long Close on Station Road have no alternative parking. Accordingly, the introduction of double yellow lines would displace parked vehicles and therefore an alternative must be provided as part of the proposed solution. The only immediate possibility would be to provide an additional area for parking on the area of land which runs between Brittain's Rise and Station Road, although it is accepted that this is not ideal as residents would have to park their vehicles away from their properties and would have to cross a main road. This would undoubtedly create issues for those that may be mobility impaired.

Currently this piece of Verge is not used for any particular purpose but has on it two Telegraph Poles that would need to be considered in the proposal and three Lamp Columns which may need to be moved. There are also four existing trees with the possibility of at least three of them would have to be removed. These can be seen in the Photographs below.



Photo 4



Photo 5

A potential solution is to develop the existing area to allow for parking to be created on the Station Road side of the verge. This would involve the landscaping of the area, a new footpath, moving lamp columns and the installation of hard standing within the new area. The proposal can be found attached on a separate drawing Appendix 1. The estimated cost of such a proposal is between £35 -45K depending upon any necessary Stat diversions. This is not considered best value in view of the identified problem and associated risk.

The only alternative would be to introduce verge parking on the side of Brittain's Rise. This would enable safer access to vehicles, being away from the live traffic and is an improvement of the current on street parking that exists along Station Road. Due to there being less site constraints on this side of the verge the provision of verge parking would be considerably less expensive with an estimate cost of £25 – 30k depending upon stats.

The maximum amount of Double yellow lines would be to Station Road on either side of the junction would be 40m. Accordingly, this amount of car parking space will be displaced and should be catered for in the new parking area.