



REVIEW OF CONTROLLED PARKING ZONE IN HORSELL

**LOCAL COMMITTEE FOR WOKING
1 FEBRUARY 2006**

KEY ISSUE:

To consider proposals to introduce waiting restrictions in the Arthurs Bridge Road / Abbey Road area of Horsell, in lieu of an extension of the outer zone of the Woking Controlled Parking Zone, to mitigate the impact if the Brewery Road car park was closed.

SUMMARY:

In response to a written question asked by a Borough Council Member at the 19 January 2005 meeting of the Local Committee, a consultation exercise was carried out with the residents of various roads in the southern part of Horsell to determine the need and support for an extension of the existing Woking Controlled Parking Zone.

Following discussions of the results of this consultation exercise between Members and Officers, it is proposed to introduce lengths of single and double yellow lines rather than to extend the Controlled Parking Zone.

CONSULTATIONS:

County and Borough Members, Woking Borough Council Parking Services.

OFFICER RECOMMENDATIONS:

The Committee is asked to agree;

- (i) to advertise a Traffic Regulation Order under the Road Traffic Act 1984 to implement the double and single yellow lines as shown on drawing No. 12106, 12107, 12108 and 12109, or as amended with the agreement of the Divisional and Ward Members, following their consultation with residents, and**
- (ii) that authority be delegated to the Senior Local Transportation Manager, in consultation with the Chairman and Divisional Member to consider and determine any objections and to make the Order.**

INTRODUCTION and BACKGROUND

1. At its meeting on 19 January 2005, the Committee received a question from Councillor Richard Sanderson regarding proposals for additional waiting restrictions around the Arthurs Bridge Road / Horsell Moor junction and whether the County Council had considered an extension of the Controlled Parking Zone (CPZ) in the same area.
2. No such extension had been considered but an undertaking was given that this would be investigated with colleagues at Woking Borough Council.
3. Discussions were also held with Councillor Doran about various matters in Horsell, including possible extension of the CPZ .

ANALYSIS AND COMMENTARY

4. In October 2005, Woking Borough Council Parking Services circulated a questionnaire to residents in the area roughly bounded by Well Lane, Arthurs Bridge Road, Church Hill and Waldens Park Road. Old Malt Way was also included. Some private roads were also included, even though it has never been the intention to introduce restrictions in them.
5. A large number of residents responded and overall, support for the introduction of a CPZ outnumbered opposition by almost 2 to 1. However, reading some of the comments that were received, the decision to extend the CPZ was far from clear-cut.
6. Officers from SCC and WBC met to consider the results and the possible restrictions that could be implemented. This discussion resulted in the view that an extension of the CPZ would not be appropriate and that the use of restricted lengths of single and double yellow lines would be preferable. Some negative aspects of extending the CPZ include;
 - In line with other CPZs, residents would have to purchase permits for themselves and their visitors. There were a number of comments expressing resentment at the idea of having to pay to park outside one's own house.
 - Any parking bays that are marked as part of a CPZ need to have a post and time restriction plate alongside it. In a road such as Abbey Road, these bays may only be long enough for one car because of vehicle accesses. This would result in an intrusive line of posts and signs.
 - There was clear support for the CPZ in Arthurs Bridge Road. However, between its junctions with Brewery Road and Horsell Moor, the number of residents who would purchase permits and park on street during the working day is likely to be considerably less than the current level of on-street parking. Although this parking has its disadvantages, it does provide a useful degree of traffic calming. Without it, vehicle speeds would undoubtedly increase, leading to calls for traffic calming (ie speed tables or cushions). Some respondents from Arthurs Bridge Road commented about the possible increase in vehicle speeds.

- Some of the roads in the area have demonstrated that they can accommodate some all-day commuter parking. A CPZ would remove all of this, displacing these vehicles as well as those displaced by the possible closure of the Brewery Road car park.
7. The proposals that have been developed by SCC and WBC Officers consist of single yellow lines enforceable between 0930 and 1130 Monday to Friday (as per the CPZ) and double yellow lines prohibiting parking At Any Time. They seek to keep junctions clear, accommodate an amount of on-street parking to provide some traffic calming effect and prevent all day parking in other areas.
 8. The proposals are shown on drawings No 12106, 12107, 12108 and 12109 and have been discussed with the Chairman, Divisional and Ward Members. The proposals are different to what the Members and residents had expected, given that it was an extension of a CPZ that was being investigated. Whilst the Members were generally in support of the proposal, because of this difference, they were keen to discuss them directly with the residents who are likely to be most affected by them. This will not take place until after this meeting because of Members' other council commitments.

FINANCIAL IMPLICATIONS

9. The proposals will require fewer signs and posts than a CPZ, in which regard it will be a cheaper option. The cost of advertising the necessary Traffic Regulation Order would be the same in each case. The scheme would cost in the region of £2500, funded by the "Central and Policy, Horsell" funding as reported to this Committee in July 2005, Item 13.

SUSTAINABLE DEVELOPMENT IMPLICATIONS

10. In the event of the Brewery Road car park being closed for the construction of the new County Hall, these proposals will limit the impact of the displaced vehicles on this part of Horsell, whilst still accommodating some of the existing on-street parking.

CRIME & DISORDER IMPLICATIONS

11. The proposals will improve sight lines at junctions by prohibiting parking and thereby reducing any conflict between vehicles. Retaining some on-street parking will help to reduce the incidences of speeding, particularly along Arthurs Bridge Road

EQUALITIES IMPLICATIONS

12. There are no equalities implications.

CONCLUSIONS AND REASONS FOR RECOMMENDATIONS

13. An extension of the CPZ into the southern part of Horsell may not solve all the anticipated problems that the closure of Brewery Road car park may cause and would create additional problems for residents, many of whom would resent paying for a permit to park on-street.
14. The proposed waiting restrictions aim to minimise the impact of any vehicles displaced from Brewery Road car park whilst retaining the traffic

calming effect of on street parking and reducing the amount of street furniture needed to display the restrictions.

15. These proposals may be subject to change as a result of the Members' consultations with the residents and it is recommended that the Committee authorise Officers to make these changes in agreement with the Divisional and Ward Members.
16. Any proposal for waiting restrictions in this part of Horsell would be aimed at alleviating problems caused by vehicles displaced by the closure of Brewery Road car park. The need for any restrictions will, therefore, be dependant upon the County Council's decision to construct County Hall, or not.

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BACKGROUND PAPERS:

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