



DECRIMINALISED PARKING ENFORCEMENT

**LOCAL COMMITTEE (WOKING)
15 JUNE 2006**

KEY ISSUE:

To consider proposals to amend the Decriminalised Parking Enforcement Traffic Regulation Order to take into account various changes to restrictions that have occurred since 25 July 2005.

SUMMARY:

Decriminalised Parking Enforcement was introduced into Woking Borough on 25 July 2005. Since then, some errors and omissions in the Traffic Regulation Order have come to light. Other changes to waiting restrictions have become necessary due to building developments and the provision of vehicle crossovers for private off-street parking. Some new waiting restrictions are also being promoted to deal with specific congestion and safety issues.

CONSULTATIONS:

Divisional and Ward Members, Woking Borough Council, Surrey Police and residents (new proposals only).

OFFICER RECOMMENDATIONS:

The Committee is asked to agree;

- (i) to advertise a Traffic Regulation Order under the provisions of the Road Traffic Regulation Act 1984 to implement the changes to existing restrictions and the proposed new restrictions as shown on drawings 122155 to 12157 inclusive, 12193 to 12218 inclusive and 12221 to 12224 inclusive.**

INTRODUCTION and BACKGROUND

1. Decriminalised Parking Enforcement was introduced into Woking Borough on 25 July 2005. As part of the process, the existing waiting restrictions in the Borough were reviewed and consolidated into 7 Traffic Regulation Orders.
2. The survey and review was a considerable undertaking that was constrained by deadlines and an agreed implementation date. Unfortunately some errors and omissions occurred and amendments need to be included in the Traffic Orders.
3. Since 25 July 2005, several private vehicle accesses have been constructed that have conflicted with existing Controlled Parking Zone bays. Similarly, some changes have occurred because of building developments alongside the highway. We have a number of requests for new waiting restrictions. Although many of these will have to wait until the annual review of restrictions in late 2006/07, we have been able to progress several of them and these are in a position to be formally advertised.

ANALYSIS AND COMMENTARY

4. A number of errors and omissions have come to light since DPE was introduced in Woking. Most of these are relatively minor and consist of incorrectly annotated parking bays. In Woking town centre, however, there are some loading bays that have been incorrectly annotated and the entire south-western section of Commercial Way, between Chapel Street and Cawsey Way has been omitted. It is worth noting that this omission was caused by the lack of road markings on-street and therefore the restrictions were not picked up during the street survey of line markings. Double yellow lines will need to be marked in this part of Commercial Way in order for the Parking Attendants to enforce the restrictions. The pedestrianisation Order for this part of Commercial Way is not sufficient to allow the restrictions to be enforced since the former is only operable between 10am and 4.30pm whereas the restrictions are enforceable At Any Time.
5. Several development-related changes to the on-street restrictions have yet to be reflected in the Traffic Regulation Order. Of the four such plans included in this report only one, Rosemount Avenue, has yet to be changed on street. In all other cases (Vale Farm Road, Kings Road and Constitution Hill) the plans show what is already in place on the highway.
6. Several vehicle crossovers have been constructed within the length of what were previously on-street Controlled Parking Zone bays. The County Council encourages the removal of parking from on-street to off-street wherever possible and the need to alter a parking bay as a result is not sufficient reason to decline a vehicle crossing application. In all three instances, the road markings have already been changed and the plans attached to this report reflect the situation on street.

7. We have a number of requests for new waiting restrictions that will be reported to the Local Committee in late 2006/07 as part of our annual review of waiting restrictions. Several have been progressed sufficiently for them to be included in this report for earlier implementation.
8. Officers have been in discussion with Divisional and Ward Members, residents and Surrey Police about introducing waiting restrictions in Elmbridge Lane, Sundridge Road, Queen Elizabeth Way and Howard Road to deal with parking associated with St John the Baptist School. There is some long-term parking by Sixth Form students, which occurs close to junctions and bends. This is not only inconvenient for residents but is also potentially dangerous due to obstructed sight lines. Shorter-term parking occurs at dropping off and picking up times and can cause significant congestion in the area. The problem can become particularly bad in the afternoons when parents arrive early to secure a parking place before waiting for their children to come out of school. The roads in the vicinity are quite narrow and cannot accommodate high levels of on-street parking, especially around junctions. The proposed restrictions are intended to remove this obstructive parking from around the junctions and bends.
9. Further to Item 9 of the Agenda of the meeting of the Local Committee for Woking on 1 February 2006, the Divisional and Ward Members have carried out further consultation with the residents of Arthurs Bridge Road to determine what restrictions are wanted in the vicinity to address the problems caused by all day commuter / worker parking and shorter term parking by patrons of LA Fitness. The revised proposals are a significant change from those reported in February, hence this additional reference to Local Committee. In addition, it is proposed that double yellow lines should be marked around the Arthurs Bridge Road / Brewery Road junction to protect the new mini-roundabout, construction of which is due to begin during the summer. It is proposed that these restrictions should continue up Church Hill for a short distance and along Brewery Road, joining up with the Controlled Parking Zone near Old Malt Way. It should be noted that the 7pm end to the restrictions, as proposed by the residents, is outside of the core hours worked by the Parking Attendants and, like the double yellow lines, will not receive regular and sustained enforcement.
10. A meeting was held in October 2005 with the residents of Wesco Court, Walton Road, Maybury and the manager of Atif Superstore to discuss the issue of customers of the store parking in the bus stop outside Wesco Court. The other stores along Walton Road both have 20 minute, no return in 1 hour, limited waiting restrictions immediately outside or very close to them. Atif Superstore has no such facility and it is proposed to take the existing bus stop out of the lay by and position it on the carriageway between the lay by and North Road. The lay by will then be turned over to 20 minute limited waiting to legitimately allow patrons of the store to park and do their shopping. The proposal will merely formalise what already happens.

11. At the Committee's meeting on 20 October 2005, Item 11 reported the proposals to improve pedestrian and cycle facilities in Heathside Crescent, White Rose Lane and Oriental Road. These proposals included the relocation of the on-street parking bays that are currently in White Rose Lane, between Heathside Crescent and Oriental Road. It is proposed to include these previously approved changes in the amendments to the Traffic Orders that are proposed in this report rather than incur the expenditure of making a separate Traffic Order amendment.
12. As specified by Clause 9.9 of the DPE Agency Agreement, SCC and WBC Officers have agreed a budget for the 2006/2007 financial year. This reflects the original budget that was submitted at the start of the DPE implementation process, although it should be noted that because DPE has not been operating for a full year, the accuracy of the budget is hard to assess. Only after DPE has undergone a full year's operation and a complete Penalty Charge Notice collection cycle will there be a more accurate idea of PCN issue and collection rates, which, in turn, will allow more accurate budgets to be produced. The out-turn figures for the operation of DPE up to the end of March 2006 show a slightly lower cost to the County Council than the original financial projections suggested. The problems associated with enforcement in the western end of Commercial Way will be included in the out-turn figures for the 2006/7 financial year.

FINANCIAL IMPLICATIONS

13. The proposed amendments to the Traffic Regulation Orders are estimated to cost £4,000 and are budgeted for in the 2006/7 programme.

SUSTAINABLE DEVELOPMENT IMPLICATIONS

14. The provision and enforcement of waiting restrictions should reduce congestion and the dangers from illegally stopped vehicles, bringing benefits to all highway users and the private and business communities.

CRIME & DISORDER IMPLICATIONS

15. There are no crime and disorder implications.

EQUALITIES IMPLICATIONS

16. There are no equalities implications.

CONCLUSIONS AND REASONS FOR RECOMMENDATIONS

17. The proposed amendments to the Traffic Regulation Order are required to reflect the situation that currently exists on site and are needed to allow the restrictions to be enforced. Some of the amendments will rectify various errors and omissions in the original restriction survey and Traffic Order that was made for the introduction of Decriminalised Parking Enforcement. Other amendments reflect changes on-street that have been to accommodate development alongside the highway or the construction of vehicle crossovers.

18. The proposals for new waiting restrictions in Elmbridge Lane and adjoining roads are required to remove a significant congestion problem in the vicinity of St John the Baptist School, particularly when there are large numbers of young pedestrians in the area.
19. The proposals for Arthurs Bridge Road and adjoining roads are the result of further consultation by Divisional and Ward Members, as allowed by the Committee's resolution at its meeting on 1 February 2006. Additional restrictions are also proposed to ensure that no displaced vehicles will park on Brewery Road / Church Hill, particularly when the new mini-roundabout has been constructed.
20. The proposals for Walton Road, outside Wesco Court will provide legitimate limited waiting for patrons of Atif Superstore and will formalise the existing situation.

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BACKGROUND PAPERS:

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