



**AMENDMENT TO DPE AGREEMENT  
WITH  
WOKING BOROUGH COUNCIL  
  
LOCAL COMMITTEE (WOKING)  
2 NOVEMBER 2006**

**KEY ISSUE:**

To agree to an amendment of the DPE Agency Agreement with Woking Borough Council so that the operation, maintenance and repair of the rise and fall bollards located within Chertsey Road/Chobham Road and Chapel Street Woking can be carried out by Woking Borough Council and charged to the DPE finance account.

**SUMMARY:**

The amendment to the wording within the Agency Agreement with Woking Borough Council will enable the Borough Council to operate, maintain, repair or replace (except the whole system where approval from the County Nominated Officer is required), the rise and fall bollards and charged to the DPE account for Woking. This will allow the Commercial Way pedestrianisation area to function fully as such, for what it was intended and make that part of the town centre a pleasant

area to visit.

**CONSULTATIONS:**

Woking Borough Council and

Surrey Police

**OFFICER RECOMMENDATIONS:**

**The Committee is asked to agree**

- (i) That the wording of the DPE Agency Agreement be amended to the meaning as set out in paragraph 10.**
- (ii) That the Local Transportation Manager in consultation with the Chairman be given delegated authority to agree the final amended wording.**
- (iii) That the final wording be circulated to members of the Local Committee.**

## **INTRODUCTION and BACKGROUND**

1. Rise and fall bollards were installed in Chertsey Road/Chobham Road junction and Chapel Street Woking several years ago during the Agency period with Woking Borough Council and had been used on a daily basis until May this year.
2. Following a successful Insurance claim in Court, the County Council Risk Management advised that the Rise and Fall bollards should not be used again.

## **ANALYSIS AND COMMENTARY**

3. Although the eastern and western ends of Commercial Way are designated as Pedestrian Zones between the hours of 1030hr and 1600hr (Monday to Saturday) and covered by an appropriate Traffic Order, drivers have been ignoring the prohibition signs and proceeding into the two areas.
4. At the eastern end of Commercial Way the road is covered by a Traffic Regulation Order, where restrictions exist as either "At Any Time" or "Monday to Saturday 0830 to 1800hr". This allows Woking Borough Council Parking Attendants to issue Penalty Tickets to offending drivers of vehicles parked illegally. However, this enforcement action means that the Parking Attendants are taking up more time in this area as opposed to attending others.
5. The western end of Commercial Way suffers in a similar way to the eastern end, but there are currently no waiting restrictions, therefore the Parking Attendants are unable to place Penalty Tickets on vehicles. This means that the area is suffering from vehicles constantly parked across what is designated as a pedestrian zone.
6. Following a meeting with Neighbourhood Inspector Mason and the Local Transportation Manager (Woking), it was agreed that as an interim measure the Police would enforce the western end of Commercial Way, when staff resources allowed, until a more permanent solution could be implemented.
7. The Area Transportation Service are currently making a Traffic Regulation Order that will introduce waiting restrictions within the western end of Commercial Way and these should be implemented during the winter of 2006/07, subject to no objections.
8. Woking Borough Council have agreed to introduce a short term measure of installing crowd control barriers across Chapel Street during the pedestrian zone hours which will alleviate the movement of vehicles in this area.
9. The existing wording within the Agency Agreement is stated as follows:  
  
"3.3 (h) operating the barrier system provided for the pedestrianisation of Commercial Way Woking (for the avoidance of doubt the parties hereto agree that responsibility for maintaining repairing and replacing such

systems remains with the County Council)”

10. This wording does not allow for Woking Borough Council, acting as the County Council’s Agent to carryout the operation and maintenance of the bollards. Therefore, an amended wording to this agreement is required which should read as follows:

“3.3 (h) operating, maintaining, repairing and replacing of the barrier system provided for the pedestrianisation of Commercial Way Woking. However, if the bollard system requires replacing, agreement in writing is required from the County Nominated Officer”.

## **FINANCIAL IMPLICATIONS**

11. There are direct financial implications, as the existing DPE finance account already covers the cost of the daily operation of the rise and fall bollards. Additional costs will be incurred when maintenance, repairs or replacement works are undertaken.

## **SUSTAINABLE DEVELOPMENT IMPLICATIONS**

12. The area of Commercial Way in question is a pedestrian zone and therefore as such encourages more walking, cycling and possible public transport use.

## **CRIME & DISORDER IMPLICATIONS**

13. The eastern and western sections of Commercial Way are within a pedestrian zone, despite the appropriate signing in place vehicles are still driven within the prohibited area. The use of the rise and fall bollards during the restricted time will physically enforce the restriction and allow the Parking Attendants to patrol and enforce waiting restrictions within other important areas within Woking.

## **EQUALITIES IMPLICATIONS**

14. The town centre within Woking is disabled friendly and with the physical enforcement of the pedestrian areas, this will ensure that conflict between people and vehicles is kept to an absolute minimum.

## **CONCLUSIONS AND REASONS FOR RECOMMENDATIONS**

15. The amendment to the wording within the Agency Agreement with Woking Borough Council will enable the Borough Council to operate, maintain, repair or replace (except the whole system where approval from the County Nominated Officer is required), the rise and fall bollards and charged to the DPE account for Woking. This will allow the Commercial Way pedestrianisation area to function fully as such for what it was intended and make that part of the town centre a pleasant area to visit.

**Report by: Paul Fishwick Local Transportation Manager, Woking**

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**LEAD/CONTACT OFFICER: Paul Fishwick**

**TELEPHONE NUMBER: 08456 009009**

**BACKGROUND PAPERS:**

**Woking Town Centre Officers Group Meeting papers September 2006**

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Annexes 0