



## **Provision of Additional Parking Bays**

**Local Committee (Woking)  
28 February 2007**

### **KEY ISSUE:**

To consider the objectives, indicators and targets of the Local Transport Plan 2 and a request for the provision of additional parking bays.

### **SUMMARY:**

This Committee received a petition at its meeting of 15 June 2006 from residents of Albert Drive, Sheerwater asking for additional and improved parking in the vicinity of their homes.

The Local Transportaion Service had already committed to bring this paper to Committee

Local Transport Plan 2 (LTP 2) contains 5 objectives with indicators and targets attached to each. A major thrust of the Plan is to encourage the use of alternative means of travel from the motor car and money will be spent on schemes, which encourage these alternatives.

Providing parking bays for vehicles does not meet any of the criteria

within LTP 2 on which priorities will be set and funding provided in the years 2006/7 until 2010/11. Schemes will be assessed on a matrix based on the 5 LTP 2 objectives their targets and 6 key strategies. It is extremely unlikely that the available resource in coming years will be sufficient to meet all demands and the provision of parking bays will score very low on the matrix.

**CONSULTATIONS:**

No consultations have taken place in preparing this paper

**OFFICER RECOMMENDATIONS:**

**The Committee is asked to note the contents of this report**

## **INTRODUCTION and BACKGROUND**

1. The Local Committee received a petition on the 15 June 2006 specifically about inserting and improving parking bays in Albert Drive, Sheerwater (attached at Annex A with the Local Transportation Managers response.) The Local Transportation Service had already committed to bringing this paper to Committee.
2. LTP 2 was published in March 2006 and sets the agenda for the Local Committee and Local Transportation Service in obtaining funding and setting priorities in this and the next 4 financial years.
3. It continues the theme of Local Transport Plan 1 that continually providing additional facilities for the motor car is not sustainable and resource should be applied to encourage alternative forms of travel to be used and where appropriate encourage and facilitate this change.

## **ANALYSIS AND COMMENTARY**

4. The Surrey Local Transport Plan 2 is available on the SCC website (Roads and Transport – Local Transport Plan)
5. LTP 2 sets 5 objectives
  - a. Tackling Congestion to limit delays
  - b. Increasing facilities to key services and facilities (Accessibility)
  - c. Improving road safety and security
  - d. Enhancing the environment and quality of life
  - e. Improving management and maintenance of the transport network
6. A number of indicators are attached to each objective (see table 2.3: Summary of objectives and indicators page 36 in chapter 2 attached as Annex B)
7. Clearly there is competition in attracting funding to a particular transport scheme. All schemes considered for funding will need to meet the objectives of LTP 2. Some members are aware of the matrix produced to assist in determining the order in which schemes are ranked for available funding. This is shown at Annex C.
8. The across section deals with the 5 objectives and their attached indicators and the down section applies the 6 key strategies:
  - a. Passenger Transport
  - b. Walking and Cycling

- c. Travel Awareness and School Travel
  - d. Road Safety and Traffic Strategy
  - e. Local Road Schemes
  - f. Highway Maintenance
9. An analysis of this matrix will indicate to members that schemes to provide additional parking bays whether on or off road will not score highly and within the current LTP 2 would not come forward for construction. The matrix works in a non-parochial manner and any new schemes put forward by members or the public will be scored and enter the list of works to be undertaken at the appropriate level demoting some schemes in the process.
10. For the reasons outlined above the Local Transportation Department will not consider placing parking places on the highway. They do encourage householders to have vehicle crossings inserted, at their cost, enabling the vehicle to park off road.

### **FINANCIAL IMPLICATIONS**

11. Funding will be obtained in future years by meeting the objectives of LTP 2

### **SUSTAINABLE DEVELOPMENT IMPLICATIONS**

12. The reduction of vehicle journeys will meet objective 1 – tackling congestion and objective 4 - enhancing the environment and quality of life.

### **CRIME & DISORDER IMPLICATIONS**

13. Objective 3 - improving road safety and security, seeks to reduce casualties which may result from an illegal act which will be reduced through engineering and enforcement action in partnership with the Police.

### **EQUALITIES IMPLICATIONS**

14. One of the key aims of LTP2 objective 2 – increasing accessibility to key services and facilities is aimed at all persons.

### **CONCLUSIONS AND REASONS FOR RECOMMENDATIONS**

15. Whilst it may seem desirable to provide parking bays for residents they do not accord with the objectives of LTP 2 and would not therefore receive priority over schemes, which score highly when these objectives are applied.

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**Accountable: Paul Fishwick, Local Transportation Manager**

**Consulted:**

**Background Papers: The Surrey Local Transport Plan second edition  
2006/07 – 2010/11**

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