



## **Review of Parking Bays Broadway, Knaphill**

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

### **KEY ISSUE:**

To consider the results of a consultation with Knaphill residents on the current provision of parking in Broadway, Knaphill

### **SUMMARY:**

An examination of parking at the northern end of Broadway during 2003 resulted in the introduction of limited time waiting bays on either side of the junction with Queens Road and driver sight lines protected by double yellow lines.

The Local Committee received a petition at their meeting of 1 February 2006 and asked officers to carry out a consultation of Knaphill residents to establish whether they wanted the restrictions and permissive parking, introduced in 2003, to remain or be removed either completely or partially.

The outcome of this consultation is that of 4200 properties sent the consultation papers 655 responses were received of which 461 did not want any change to the current arrangements, 192 wanted all the bays removed and a further 58 responses who preferred other options.

**CONSULTATIONS:**

The residents of Knaphill

**OFFICER RECOMMENDATIONS:**

The Committee is asked to agree

- (i) That the current waiting restrictions at the northern end of Broadway, Knaphill be retained without amendment**

## INTRODUCTION and BACKGROUND

1. At its meeting of 23 July 2003 the Woking Local Committee were asked to change the waiting restrictions then present at the northern end of Broadway, Knaphill.

2. Item 12 paragraph 5 read:-

“Broadway links the A322 Bagshot Road with High Street Knaphill. At its northern boundary as it meets the High Street a variety of shops exist on both sides of the road and Queens Road forms a junction with Broadway on its southern side. This area currently has a single yellow line restricting parking from 0830 to 1800 hours and there is a pedestrian crossing outside Moss the Chemist. Many drivers abuse the single yellow line and there are occasions when they park on the limits of the crossing. Requests have been made by the Police and Councillor Kingsbury to amend the waiting restrictions in an effort to alleviate the situation, in particular to improve sight lines for drivers exiting Queens Road.”

3. Item 12 paragraph 11 read:-

“It is proposed to modify the current situation at Broadway and Queens Road Drawing No. 11550 (Annex D) by recognising the reality that drivers wish to stop for short periods to visit shops, in particular the Chemist and Newsagents. Seven parking bays will be provided to allow vehicles a 20-minute wait in any one-hour period between 0830 and 1800 hours. The double yellow line proposed at Queens Road will provide sight lines for drivers turning out from the road. This proposal follows consultation with residents, traders and a meeting of the Knaphill Residents Association. It replaces an original scheme to extend the double yellow lines along Broadway where the parking bays will now be placed.”

4. At its meeting of 1 February 2006 the Local Committee for Woking received a petition on the parking in Broadway signed by 279 people which said:-

“As we have two free car parks near to the shops is this limited parking required. It is found that it is creating tail backs from the High Street into The Broadway. Traffic coming out of Queens Road have to go into the middle of the road before they have a clear view. It is a danger to people going over the crossing as traffic have not got a clear view. Buses find it sometimes a hazard (do you).”

The Committee agreed that further consultation would take place and an item brought to this Committee.

## ANALYSIS AND COMMENTARY

5. The origin of the present parking arrangements commenced with a desire that the then yellow line waiting restrictions be enforced. At this time enforcement was the responsibility of the Police and their limited resource applied to this type of work resulted in the restriction being disregarded. Requests were made by the local Police Constable and Councillor Kingsbury that some alternative restrictions were introduced. Officers proposed that a double yellow line restriction was placed within the entire area on the basis that drivers were more likely to comply with this control.
6. This proposal did not receive approval when put to the local residents and traders including a meeting of the Knaphill Residents Association. There was a recognition that the existing parking albeit illegal did not pose any danger other than when close to Queens Road and on the limits of the Zebra Pedestrian Crossing. It could also provide support to the local economy by allowing short term parking for customers of the local shops in particular the chemist and newsagent.
7. The current parking arrangements were installed in 2003 and since that time no injury accidents have been recorded in the area attributable to the parking.
8. A survey of 4200 properties in Knaphill Annex A has now been conducted in response to the Committee request at 4 above. The outcome is that the majority of respondents want the current parking provision to remain.

|   |      |                         |
|---|------|-------------------------|
| Analysis of responses                                       |      |                         |
| Total number of properties receiving consultation documents | 4200 |                         |
| Total number of replies                                     | 655  | 15.6 %                  |
| Total number not wanting all bays removed                   | 461  | 70.4 %<br>of<br>replies |
| Total number wanting all bays removed                       | 192  | 29.3 %<br>of<br>replies |
| Additional responses requesting alternative arrangements    | 58   | 8.8 %<br>of<br>replies  |

## Summary of additional responses requesting alternative arrangements

|  |    |
|--|----|
| Returned with no comment   | 6  |
| Moss bays only to be retained                                      | 15 |
| Disabled bays only at Moss   | 11 |
| Reduced number of bays number not specified                        | 1  |
| Only retain bays for disabled number not specified                 | 6  |
| Retain 2 of Moss bays 3 Griffiths                                  | 1  |
| Retain 3 of Moss bays 2 Griffiths                                  | 1  |
| Retain 1 of Moss bays 1 Griffiths                                  | 1  |
| Retain 2 disabled bays at Moss and all Griffiths                   | 1  |
| Griffiths only   | 8  |
| Griffiths only increase number to 4                                | 1  |
| Griffiths only retain 2 bays for the disabled                      | 2  |
| Yellow lines worked and people only went to shops for a short time | 1  |
| Non consistent responses yes or no to all questions                | 2  |
| Remove bays to opposite side of the road                           | 1  |

## 9. METHODOLOGY

- a. The survey was achieved using a facility on the SCC mapping system, Wings. This allows the drawing of a polygon around a prescribed area and the address and postcode is extracted for each identified property. The system has been used on many occasions to successfully conduct consultations.

During this survey some problems were encountered resulting in

multiple copies of the consultation letter being sent to the same address. The reason for this glitch is unknown but is software related. It was not possible with the volume of materials to check for these errors.

- b. Officers are confident that all targeted properties received at least one letter and a relatively small number received multiple copies. The latter received a number of copies between 2 and 7 per property. It is not possible to give an estimate for the actual number of additional copies that were dispatched but it is not expected to exceed 400.
- c. The question arises what rules should be applied where multiple copies are returned. In some cases residents have attached separate names within the same property or the responses are clearly written in different hands. These have been treated as single submissions: it has in the past been practice, where respondents have copied a consultation paper, to allow different members of the household to express a view. Where the same person has clearly filled in several response documents these have been treated as one response.
- d. The total number of properties from which multiple copies were returned is 62 (1.47% of total responses) and not therefore considered statistically significant.

## **FINANCIAL IMPLICATIONS**

- 10. There are no financial implications in retaining the existing restrictions. The survey work necessary to obtain public opinion on this issue has cost £3918 (£2860 staff time, £1058 postage including £96 for the additional copies dispatched) and a non quantified amount for stationary

## **SUSTAINABLE DEVELOPMENT IMPLICATIONS**

- 11. The current arrangement provides short term parking for residents and visitors to Knaphill and therefore supports the local economy.

## **CRIME & DISORDER IMPLICATIONS**

- 12. There are no crime and disorder implications

## **EQUALITIES IMPLICATIONS**

- 13. There are no equalities implications

## **CONCLUSIONS AND REASONS FOR RECOMMENDATIONS**

- 14. There is a clear majority of those residents who responded to the consultation who want the current restrictions and permissive parking to remain in place.

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**Responsible (Lead contact): David Durrant, 08456 009 009**

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

**Consulted:**

**Background Papers: Nil**

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Version No. 2

Date: 02.02 2007 Initials: DD

No of annexes: Two