



High Street, Old Woking – Footway Parking

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

KEY ISSUE:

To consider a proposal to ensure that pedestrians walking along the south side of High Street, Old Woking are not obstructed by vehicles parked partially on the footway.

SUMMARY:

Vehicles are regularly parked partly on the footway on the south side of High Street, Old Woking. Occasionally, pedestrians are obstructed, and have to walk in the road to get past these vehicles.

It is proposed to lay a white line along the footway to delineate the area of footway parking and maintain unobstructed access for pedestrians.

CONSULTATIONS:

Surrey Police

The relevant Borough and Divisional Members

OFFICER RECOMMENDATIONS:

The Committee is asked to agree

- (i) That the introduction of the white line proposed in Paras. 5 to 8 below be approved and that the residents be notified accordingly;
- (ii) That the effectiveness of the white line be monitored, and
- (iii) That if problems of obstruction for pedestrians continue, consideration be given to making a Traffic Regulation Order to control the parking, with a further report being brought to a future meeting of the Local Committee

INTRODUCTION and BACKGROUND

1. High Street Old Woking forms part of the A247 route between Woking and Send and the A3. The road is also predominantly residential in nature, with many properties having no off-street parking. Therefore the road performs two functions – it carries high volumes of traffic and also provides on-street parking for many residents.
2. Because the road is not particularly wide, most residents opt to park on the south side of the road with two wheels on the footway, partly to allow free flow of traffic and partly to minimise the risk of damage to door mirrors, etc. from passing vehicles. This parking generally takes place between the “Crown and Anchor” Public House and the former “Queen’s Head” Public House. (See Plan No. 12311 attached at Annex A). This footway varies in width from about 1.3 metres up to about 2.9 metres. Generally this informal arrangement works satisfactorily, but occasionally insufficient room is left for pedestrians to pass. This can be a particular problem for the disabled, blind and partially-sighted, and those with pushchairs, and can result in pedestrians having to walk into the road, with the inherent risk of being struck by moving vehicles. The parked cars can also mask drivers’ views of such pedestrians.

ANALYSIS AND COMMENTARY

3. In general terms, parking on the footway is unacceptable. However, there are certain sites, such as Old Woking High Street, where residents have little choice but to park partly on the footway, for the reasons given above. Some Local Authorities, faced with similar problems, have made Traffic Regulation Orders to control footway parking. This involves marking out parking bays, partly on the carriageway and partly on the footway, and the erection of suitable signs. This enables enforcement of the parking bays to take place – drivers not parking within the marked bays may receive parking tickets.
4. Formalising the parking in this way is likely to lead to an overall loss in parking availability. This is because bays would not be marked out close to private accesses, or where statutory undertakers’ boxes and covers were present, because of the risk of damage.
5. In the case of Old Woking High Street, it is proposed that action should be taken to ensure that pedestrians have safe and free access along the footway. However, it is not proposed at this stage to regulate the parking by means of an Order. Instead, it is proposed to delineate the limit of footway parking by means of a solid white line painted along the footway.
6. The Department for Transport, in its publication entitled “Inclusive Mobility”, recommends a minimum obstacle-free footway width of 1500mm, although this width can be reduced to an absolute minimum of 1000mm for short lengths not exceeding 6 metres. It is therefore proposed to paint the white line so that an unobstructed width of between 1000mm and 1500mm is available for pedestrians, depending on the width of footway available.

7. In order to ensure that residents are aware of the significance of the white line, explanatory letters will be sent to all relevant households.
8. The success of the white line in maintaining a clear path for pedestrians will be monitored. If it is found that drivers are regularly parking beyond the white line and obstructing pedestrians, then consideration will be given to making a Traffic Regulation Order so that the enforcement can take place.

FINANCIAL IMPLICATIONS

9. The cost of painting a white line along the footway is estimated to be £500.

SUSTAINABLE DEVELOPMENT IMPLICATIONS

10. The proposal should ensure improved accessibility for pedestrians

CRIME & DISORDER IMPLICATIONS

11. There are no crime and disorder implications.

EQUALITIES IMPLICATIONS

12. The proposals should be particularly beneficial to disabled pedestrians, including the blind and partially-sighted, and those with pushchairs.

CONCLUSIONS AND REASONS FOR RECOMMENDATIONS

13. Old Woking High Street is a busy main road, containing many households with no off-street parking. Parking partially on the footway ensures through traffic may flow freely. However, pedestrians need to have an unobstructed route along the footway. The proposals are intended to ensure that, although vehicles are parked partially on the footway, an adequate width of footway is maintained for pedestrians

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Accountable: Paul Fishwick, Local Transportation Manager

Consulted:

Background Papers: None
