

EXECUTIVE - 12 APRIL 2007

WOKING CONTROLLED PARKING ZONE REVIEW

Executive Summary

At its meeting on 27 July 2006 the Executive gave consent to a review of the following aspects of the Woking Controlled Parking Zone (CPZ) and to undertake a process of public consultation with residents affected by any changes proposed by that review;

- The CPZ boundaries, both external and internal.
- The position of any parking bays in potentially dangerous locations.
- Possible locations for the installation of additional parking bays within the CPZ.

This report details the recommendations from that review, the results of the public consultation on the various proposals and seeks consent for further action that will have to be taken, in conjunction with the Highway Authority, for the recommendations to be implemented.

The review in fact found that any bays previously reported to be located in dangerous positions had been dealt with in the intervening period and that no further action was required.

Reasons for Decision

To make changes to the terms of operation of the Woking Controlled Parking Zone better to meet the current and anticipated traffic management needs of the town.

Recommendations

The Executive is requested to:

RESOLVE That

- i) the changes to the Zone and Area boundaries detailed in this report be approved;
- ii) the installation of the additional parking bays detailed in this report be approved; and
- iii) Surrey County Council be approached for their consent to the changes proposed and requested to approve and make the necessary traffic orders to effect those changes.

The Executive has authority to determine the above recommendations.

Background Papers:

- Boundary Map of Woking Controlled Parking Zone.
- Boundary change proposal maps
- Parking bay relocation and installation maps

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1.0 Introduction

- 1.1 The Woking Controlled Parking Zone was established on 27 January 1992 in order to combat the problem of all day commuter parking in and around the town centre. The Zone itself is currently made up of five geographical areas within which three different levels of general waiting restriction operate. Broadly speaking, the closer to the town centre the area is then the more restrictive the hours of control are.

Area	Hours of Control	Maximum parking limit	Parking permitted by
1	8.30am – 6pm, Mon - Sat	1 hour	Vouchers & pay and display
2 & 3	8.30am – 6pm, Mon - Sat	3 hours	Vouchers and permits
4 & 5	9.30am – 11.30 am, Mon - Fri	1 hour	Vouchers and permits

- 1.2 The Local Development Framework Working Group (LDF) commissioned a public consultation of town centre residents in early 2006 about parking issues, which highlighted a number of localised problems where CPZ boundaries caused parking to be displaced, either into a neighbouring area or completely outside the CPZ itself, causing problems for the local residents. It also found a need for increased on-street parking capacity wherever possible.
- 1.3 As a result of these findings, and other reports of displaced parking problems, officers drew up eight proposals for boundary changes in various parts of the CPZ, each of which is detailed below. Residents of the streets that would be affected were consulted on the proposals and the results of these consultations, together with the resultant recommendations, are listed with the details of each proposal. Plans of these boundary change proposals are included in Appendix 1 to this report.

2.0 Ockenden Road - exclusion from the CPZ (Map 1).

- 2.1 Representations have been received concerning the difficulties supposedly experienced by residents as a result of CPZ controls being in place in this area, which is right on the outer edge of the Zone. Consultation of all residents was therefore carried out to determine if the objections were widespread. The consultation clearly explained the implications of such a change upon the Council's ability to take action against commuter parking. Following representations from residents an alternative proposal regarding the installation of additional parking bays in the road was also made in order to overcome some of the reported problems. Locations were identified for an extra eight bays which could be installed if the residents opted to remain within the CPZ.
- 2.2 15 responses were received from the 30 consultations sent out, of which all 15 were opposed to the scheme and, consequently, this proposal is not recommended to proceed.

3.0 Silversmiths Way, Brambledene Close, Japonica Close, Goldsmiths Close, Avonmead, and Julian Close - inclusion in Area 5 (Map 2).

- 3.1 Reports have been received from residents that commuter parking was taking place in these streets on the edge of Area 5 of the CPZ. Although limited evidence of actual obstruction or nuisance was found this has been an on-going concern and officers have consulted unsuccessfully with local residents in 2002 on a forerunner of this proposal. An

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alternative option to introduce waiting restrictions without full inclusion in the CPZ was also given to residents as part of the consultation.

- 3.2 69 responses were received from the 100 consultations sent out, of which 23 were in favour and 46 were opposed. Consequently, this proposal is not recommended to proceed.

4.0 Upgrading restrictions applicable to certain roads immediately south of the railway station (Map 3).

- 4.1 Because certain roads immediately to the south of the railway station are currently within Area 5, controls only operate on weekdays. As this area is relatively close to the town centre, it is subject to considerable parking congestion on Saturdays by drivers using the town centre shops. Residents have requested that controls be extended to six days per week to combat this problem and this can be achieved by transfer of the roads from Area 5 into a new Area 3A. The roads involved are Heathside Crescent, White Rose Lane (between Heathside Road and Oriental Road), part of Oriental Road (from the station to before the junction with Oriental Close), Greenheys Place and part of Park Road (from Heathside Crescent to before the junction with Coley Avenue). This proposal will provide an even grading of controls southwards out from the town centre and help overcome the congestion caused by displaced "shopper" parking on Saturdays.

- 4.2 27 responses were received from the 150 consultations sent out, of which 18 were in favour and nine were opposed. Consequently, this proposal is recommended to proceed but, because of representations received, with a changed eastern boundary limit in Oriental Road where it will terminate at the junction with Heathside Crescent.

5.0 Sheets Heath Lane – inclusion in Brookwood CPZ (Map 4).

- 5.1 Although not strictly within the original scope of the CPZ Review, the residents of this private road opposite Brookwood railway station have made complaints about parked vehicles which are obstructing service vehicles i.e. refuse lorries. It was uncertain if the parked vehicles were displaced commuters from the over-subscribed station car park or from a more local source such as the postal delivery office. As a result, the opportunity was taken to consult residents on the proposal to include the road within the CPZ so that waiting restrictions would apply there between 1.00pm and 2.00pm, Monday to Friday. Sheets Heath Lane was not included in the original CPZ because of resident's views at the time and, being a private road, 100% agreement of all residents is required for its inclusion. The inclusion of the lane within the CPZ would prevent all day commuter parking although it would have a limited effect on postal service vehicles.

- 5.2 Five responses were received from the 12 consultations sent out, of which two were in favour and three were opposed. As the road is private and unanimous consent to any change is required, this proposal is not recommended to proceed. However, a request will be made to the post office requesting that they relocate their cars in order not to obstruct service vehicles.

6.0 The Coronation House site - inclusion within Area 1 (Map 5).

- 6.1 The area bounded by A320 (Guildford Road), York Road and Bradfield Close, excluding Consort Court, is scheduled for possible development of high density residential units. Inclusion of this site in Area 1 of the CPZ will exclude any future residents of the development from eligibility for on-street residents' permits. They will however be able to apply for one of the new "off-street, off-peak" residents' permits in Heathside Crescent Car Park. This measure will remove any additional pressure resulting from residential

development on Area 5, which is already subject to considerable parking space demand because of the prevalence of terraced dwellings.

6.2 No consultations were carried out as no residents are in occupation at this time. This proposal is recommended to proceed.

7.0 Bramwell Place & William Booth Place (corner site of Stanley Road and Chertsey Road) – inclusion in Area 1 (Map 5).

7.1 This proposal will bring the new high density residential development here within Area 1 and exclude any new residents from on-street permits in Area 2. As before, this area is already subject to high levels of demand because of terraced dwellings and could not accommodate any more on-street parking that would result from such a development. The small boundary alteration has been designed only to include the new development so any existing residents of Area 2 will be unaffected.

7.2 No consultations were carried out as no residents are in occupation at this time. This proposal is recommended to proceed.

8.0 Old Malt Way - inclusion in Area 4 (Map 6).

8.1 This road has been subject to displaced commuter parking since the introduction of waiting restrictions in other parts of Horsell last year. It is relatively narrow and divides into two cul-de-sac branches half way along. The commuter parking is a potential hazard at the junction and obstructs residents, service and emergency vehicles. The inclusion of this street in the outer area of the CPZ will stop all day parking without overly inconveniencing the local residents. Public consultation was carried out by the local residents' association.

8.2 13 responses were received from the 34 consultations carried out, of which 12 were in favour and one was opposed. Consequently, this proposal is recommended to proceed. Details of the additional bays to be installed appear in the table in paragraph 10.

9.0 Wych Hill Lane (Map 7)

9.1 It is proposed to include the properties on the northern side of Wych Hill Lane (between the railway line and A320) in Area 5. This proposal is made as a result of the difficulty of those residents living on busy roads just outside the boundary of a CPZ. The traffic volumes and nature of the road prevent on-street parking immediately outside their properties. However, because their properties are outside the CPZ they are ineligible to apply for a resident's parking permit, which would allow them to park in the adjacent CPZ. Although this proposal will not alter the actual boundary of the CPZ it will overcome the problem highlighted without placing any undue pressure on the capacity of the CPZ to accommodate parking demand.

9.2 As no boundary change was proposed, only the extension of the CPZ resident parking scheme to the three affected properties, no consultation was carried out and this proposal is recommended to proceed.

10.0 Additional Parking Bays

In addition to the above boundary change proposals, officers also determined locations where additional parking bays could be installed throughout the CPZ. Locations were determined on the basis of areas of reported high demand for on street parking and where additional bays could be installed without causing any obstruction to sight lines from

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nearby junctions or access drives. Residents of properties adjacent and/or opposite the locations identified were consulted and details of each road affected, together with the consultation results and the recommendations for each bay location are detailed below (together with locations for the new bays in Old Malt Way as a result of its inclusion in the CPZ). Plans showing the precise positions are included in the appendix to this report (Map 8).

Street	Location	No of bays	Consultation results / recommendation
Mount Hermon Road	opposite "Homebeech"	4	Proceed
	outside "Ebbage Court"	3	Proceed
	outside "Cypress"	2	Do not proceed
	outside "White Cottage"	1	Do not proceed
	outside No.17	1	Do not proceed
	by the Conservative Club	4	Proceed
	opposite No.20	2	Proceed
Mount Hermon Clo.	opposite No.9	1	Proceed
	outside No.21	1	Proceed
West Hill Rd	outside "Northrepps Cottage" & "Hassocks"	4	Do not proceed
	outside "Brampton" & "St Catherines"	4	Do not proceed
	outside the Vicarage	3	Do not proceed
Brooklyn Road	opposite School	7	Proceed
	outside Hascombe Flats 1-9	6	Proceed
	outside Brooklyn Court	4	Proceed
Onslow Crescent	outside "Strathmore"	2	Do not proceed
	opposite "Olivios"	2	Do not proceed
	opposite "Devoncot"	6	Do not proceed
Heathfield Road	outside "Hockering Corner"	3	Do not proceed
	outside "Blue Cedars"	3	Do not proceed
	outside "Ashwood Grange"	3	Do not proceed

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	outside "Hoccombe House".	3	Do not proceed
Hill View Road	opp. 1-7 Ravenswood Ct.	4	Do not proceed
	outside 7 Hill View Rd	4	Do not proceed
	outside Radstone Court	4	Do not proceed
	opposite Bell Ct.	4	Do not proceed
Park Road	opposite No's 28-30,	9	Proceed
	outside No's 36-38	9	Proceed
Coley Avenue	Opposite "Clyde House",	2	Do not proceed
	outside "The Shanty"	2	Do not proceed
	opposite Dinsdale Close	2	Do not proceed
Old Malt Way	outside No.12	4	Proceed
	outside No.17	1	Proceed
	outside No.18	1	Do not proceed
	outside No.24	1	Proceed
	outside No.26	1	Proceed
	outside No.29	2	Proceed
	outside The Surgery	2	Proceed
Church Street East	Lay-by at rear of Victoria Way Car Park. Coupled with an overnight waiting ban to allow enforcement of the night-time taxi rank.	8	Proceed
Montgomery Road	outside Quadrant Court	12	Proceed
Ockenden Rd	outside 21 Ockenden Rd	2	Proceed
Fircroft Close	outside No.8 Fircroft Close	2	Proceed
	outside No.12 Fircroft Close	2	Proceed
	outside No.30 Fircroft Close	2	Proceed

11.0 Procedure for implementation

- 11.1 All of the recommended changes will have to be effected by a traffic management order, which is made by Surrey County Council, as Highway Authority. It is proposed that the recommended changes to the CPZ boundaries and the new parking bay proposals are put to the next available Local Committee for approval and, should this be given, that County Officers will make and publish the necessary orders. Once legal authority has been given lining and signing contractors will be instructed to carry out the necessary highway works and, once completed, the orders would become enforceable by the Council's Parking Attendants.

12.0 Implications

Financial

- 12.1 Each new parking bay, or group of bays, has to have an accompanying time-plate, usually mounted on an adjacent post, detailing the terms of operation of the bay. In addition, any existing yellow line would have to be removed and a white bay marked on the carriageway. The average cost of highway painting works per new parking bay is £15 and posts are installed on the ratio of one sign/post per 3 bays or 15m of continuous parking place. The total cost of implementing all of the new bay proposals that are recommended is therefore £4,780, which will be a charge on the Parking Account.
- 12.2 For the CPZ boundary changes new CPZ Entry signs would have to be erected and, if the streets are currently outside the Zone, yellow line markings made along both sides of the carriageway. It is estimated that the cost of these changes for the proposals recommended to proceed will total £1,600, which will also be charged to the Parking Account.

Human Resource/Training and Development

- 12.3 No HR or Training and Development implications have been identified as a result of these changes.

Environmental/Sustainability/Community Safety

- 12.4 These measures will provide a greater degree of regulation of motor vehicles seeking to park on the streets in and around the town centre and, as such, will improve the street environment and contribute towards road safety.

Risk Management

- 12.5 If no action is taken there will be an increased incidence of obstructive on-street parking in certain areas of the CPZ, with all of the detrimental effects on the street environment associated with this.

13.0 Consultations

- 13.1 The details of the consultations made of residents affected by the various proposals, together with the responses received, are set out in Appendix 2 to this report.
- 13.2 The CPZ Task Group discussed and agreed these proposals.

REPORT ENDS