



Waiting Restriction Review

Surrey County Council Local Committee (Woking) 21 June 2007

KEY ISSUE:

To consider proposals to amend the Decriminalised Parking Enforcement Traffic Regulation Order to take into account various changes to restrictions that have occurred since the last Amendment Order was made in December 2006 and changes to the Controlled Parking Zone, including charges levied, as proposed by Woking Borough Council.

SUMMARY:

Decriminalised Parking Enforcement was introduced into Woking Borough on 25 July 2005. Since then, most of the errors and omissions in the original Traffic Regulation Order have been identified and corrected. However, several more anomalies have been discovered and need to be rectified. A number of new waiting restrictions are also being promoted to deal with specific congestion and safety issues. There are numerous proposed changes within the Controlled Parking Zone, including charges, that have resulted from Woking Borough Council's recent CPZ Review.

CONSULTATIONS:

Divisional and Ward Members, Woking Borough Council.

OFFICER RECOMMENDATIONS:

The Committee is asked to agree;

- (i) to advertise a Traffic Regulation Order under the provisions of the Road Traffic Regulation Act 1984 to implement the changes to existing restrictions and the proposed new restrictions as shown on drawings 12386 and 12387 and 12394 to 12429 inclusive.**

INTRODUCTION and BACKGROUND

1. Decriminalised Parking Enforcement was introduced into Woking Borough on 25 July 2005. As part of the process, the existing waiting restrictions in the Borough were reviewed and consolidated into 7 Traffic Regulation Orders.
2. The survey and review was a considerable undertaking that was constrained by deadlines and an agreed implementation date. Unfortunately some errors and omissions occurred and although most of these have since been identified several others have come to light and the Traffic Orders need to be amended accordingly.
3. Since the last Amendment Order was made in December 2006, some new waiting restrictions have been requested, mainly by Divisional and Ward Members.
4. Some changes to existing restrictions are proposed to;
 - a. accommodate more on street parking,
 - b. make them more suited to current highway use
 - c. accommodate new private vehicle accesses that conflict with existing Controlled Parking Zone bays.
5. Woking Borough Council recently undertook a review of the Woking Controlled Parking Zone. This has resulted in proposed changes to the CPZ boundaries and the provision of additional CPZ bays in various roads within the Zone. A change to the cost of on-street Residents' Parking Permits is also proposed.

ANALYSIS AND COMMENTARY

6. This analysis and commentary is not an exhaustive list of each amendment and Members should refer to the attached plans at Annex A to see all of the proposals.
7. Several errors and omissions have come to light since DPE was introduced in Woking. Most of these have been resolved but a couple of anomalies still remain, although these are generally relatively minor. The most serious of these is the omission of the double yellow lines around the junction of College Road, East Hill, Sandy Lane and Oak Lane.
8. The original DPE Traffic Order amended some single yellow lines in Madeira Road and Station Approach, West Byfleet to double yellow lines in error. Some of these are actually reasonable and valid and indeed, some have been marked on the road. However others, which are shown on the Traffic Order plans and which have not yet been marked on site, could remain as single yellow lines. Consequently, proposals to keep some of the double yellow lines and change some back to the old CPZ single yellow line are also shown. Double yellow lines are being proposed (ie retained in the Traffic Order) generally around junctions and over part of Madeira Road, between Camphill Road and Lavender Park Road. The latter is intended to deal with the parking at weekends that is associated with the sports field adjacent to Camphill Road.

9. One vehicle crossover has been constructed within the length of on-street Controlled Parking Zone bays. The County Council encourages the removal of parking from on-street to off-street wherever possible and the need to alter a parking bay as a result is not sufficient reason to decline a vehicle crossing application. Consequently, arrangements have been made to remove one existing parking bay in Maybury Road and replace it with a single yellow line across the new dropped kerb. A plan is attached to this report to reflect the situation on street. Another plan shows a similar situation in Kingsway, although at the time of writing this report, the resident has not yet accepted the quotation for the construction works. Members should note that if the resident does not proceed with this crossover, there would be no requirement to amend the Traffic Order to accommodate it.
10. Following on from the consultation and introduction of new waiting restrictions in Horsell in the second half of 2006, the residents of Old Malt Way have requested the inclusion of their road in the CPZ. This proposal is included and shows the location of the associated parking bays. Similarly, some additional double yellow lines are proposed to protect junctions and bends along Kirby Road and Waldens Park Road, Horsell, to deal with displaced parking.
11. Additional junction protection markings are proposed for Horsell High Street and the most significant change in this road is at the junction of Meadway Drive. The existing single yellow lines are proposed to be upgraded to double yellows and extended slightly on the south-eastern kerblines, near the Hospice Shop. Loading restrictions are also proposed to prohibit loading and unloading during the school drop off and pick up periods. This will help to ease congestion and make it easier for vehicles to turn in and out of the road.
12. Some changes to existing restrictions are proposed to make them more suited to current highway use such as allowing parking for a limited period in the lay by outside The Winston Churchill School to provide additional parking for visitors to the school and the crematorium opposite, changes at St Johns Lye to allow more on street parking, changing the existing taxi rank in Church Street East to day time pay and display bays and an overnight taxi rank (some CPZ bays in Chertsey Road were similarly changed last year).
13. Some new restrictions are being proposed, principally to improve sight lines at junctions, thereby enhancing safety and on lengths of road to improve traffic flow on the highway network, as well as, again, enhancing safety. Some new parking bays are also being proposed in addition to those that have arisen from the CPZ Review.
14. Woking Borough Council have undertaken a review of the Woking Controlled Parking Zone and a copy of the WBC Executive report dealing with the results of this review is attached at Annex B, which gives full details of the proposals. In summary however, the review is proposing the change of Zone and Area boundaries and the provision of additional on-street CPZ parking bays in various roads. Members should consult the attached plans to see these additional bays.

15. Woking Borough Council is also proposing an increase in the cost of residents' parking permits by establishing a charging structure which would begin to reflect the environmental costs associated with car usage. This formed part of a WBC Executive report last November, the relevant section of which is attached here as Annex C, along with an extract from the relevant minutes (Annex D), which propose an amendment to paragraph 2.16 of the report.

FINANCIAL IMPLICATIONS

16. The proposed amendments to the Traffic Regulation Orders are estimated to cost £1,300 and are budgeted for in the 2007/8 programme.

SUSTAINABLE DEVELOPMENT IMPLICATIONS

17. The provision and enforcement of waiting restrictions should reduce congestion and the dangers from illegally stopped vehicles, bringing benefits to all highway users and the private and business communities.

CRIME & DISORDER IMPLICATIONS

18. There are no crime and disorder implications.

EQUALITIES IMPLICATIONS

19. There are no equalities implications.

CONCLUSIONS AND REASONS FOR RECOMMENDATIONS

20. The proposed amendments to the Traffic Regulation Order are required to reflect the situation that currently exists on site and are needed to allow the restrictions to be enforced. Some of the amendments will rectify various errors and omissions in the original restriction survey and Traffic Order that was made for the introduction of Decriminalised Parking Enforcement. Other amendments reflect changes on-street.

Responsible (Lead contact): Kevin Patching (08456 009009)

Accountable: Paul Fishwick, Local Highways Manager, Woking

Consulted:

Background Papers: None

Version No. 1 Date: 31/05/06 Time: Initials: KP No of annexes: 4