



OFFICER REPORT TO LOCAL COMMITTEE (WOKING)

WAITING RESTRICTION REVIEW

23 JUNE 2008

KEY ISSUE

To consider proposals to amend the Civil Parking Enforcement (formerly Decriminalised Parking Enforcement) Traffic Regulation Order to take into account various changes in circumstance and road usage since the last amendment was made in December 2007.

SUMMARY

Introduced in July 2005, Decriminalised Parking Enforcement has recently been renamed as Civil Parking Enforcement as a result of the introduction of recent legislation. Since July 2005 the outstanding errors and omissions that subsequently came to light have been resolved. However, because of the continually changing needs of residents and the redevelopment of land alongside the highway, amendments to waiting restrictions are always required, along with some requests for new restrictions.

OFFICER RECOMMENDATIONS

The Local Committee (Woking) is asked to agree that:

- (i) **To advertise a Traffic Regulation Order under the provisions of the Road Traffic Regulation Act 1984 (and any other Traffic Orders) to implement the changes to existing restrictions and the proposed new restrictions as shown on drawings 12480, 12590, 12619, 12627, 12656, 12568, 12660 - 12665, 12686 - 12688, 12690 - 12694, 12696, 12698 – 12703**

- (ii) The Amendment Orders that have been made since July 2005 should be consolidated into a new Traffic Regulation Order**
- (iii) Any objection(s) will have to be considered by the Chairman of the Local Committee (Woking), the Divisional Member and the Local Highways Manager**

1 INTRODUCTION AND BACKGROUND

- 1.1 Decriminalised Parking Enforcement (DPE), now Civil Parking Enforcement (CPE), was introduced into Woking in July 2005, since which time, a number of outstanding errors and omissions have been rectified. However, there are a continuing number of required amendments to the Traffic Regulation Order as a result of changing needs, road usage and redevelopment of land alongside the highway.
- 1.2 Since the last Amendment Order was made in December 2007 a number of new waiting restrictions have been requested, some by Divisional and Ward Members.
- 1.3 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,
 - d. improve the on-street parking provision for disabled drivers.

2 ANALYSIS

- 2.1 This analysis 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, although some are explained in more detail below.
- 2.2 Changes to accommodate new vehicle crossovers are shown on plans 12480, 12590, 12619, 12660.
- 2.3 New restrictions are proposed for Silversmiths Way to prevent obstructive school drop off and pick up parking (plan 12627). Similarly, restrictions are proposed in Chertsey Road, Byfleet to prevent parking that obstructs private driveways. This parking is generally associated with a nearby shop and its requirement is acknowledged by proposing restrictions on one side of the road only (plan 12664). Obstructive parking in Oyster Lane, Byfleet (plan 12699) reduces the available width of road to such an extent and over such a length of road that access into the village, particularly by buses and other larger vehicles can be problematic.
- 2.4 An improvement to the on-street parking provision for disabled drivers is shown on plans 12686, 12687 and 12696. The loading ban proposed on plan 12686 should help to keep the emergency access to Town Square

(via Town Gate) clear of delivery vehicles etc., whilst helping to keep an area clear in which drivers can turn around. Such a ban will also prevent disabled drivers from parking on the existing double yellow lines, but Members should keep in mind the previously mentioned use of this area as the emergency access to Town Square.

- 2.5 The reduction in the available budgets for improvement schemes has seen the long-term postponement of a scheme in Lavender Park Road. In anticipation of this scheme, some on-street parking bays were deleted from the Traffic Regulation Order. However, with there now being no proposed start date for this scheme, these parking bays should be incorporated back into the Traffic Order (plan 12694).
- 2.6 Some of the shops in Maybury have limited waiting parking nearby to allow customers to park, call into the shop and leave without the need to buy a parking voucher. Some shops, however, do not have this provision and plans 12692 and 12693 propose changes to rectify this in Walton Road and Omega Road. Similar limited waiting for the parade of shops in Dartmouth Avenue, Sheerwater was requested at a recent Sheerwater Community Local Action Plan meeting (plan 12688).
- 2.7 A number of Amendment Orders have been made since DPE was introduced in July 2005. From an administrative point of view, it is preferable to consolidate the original "parent" Order and subsequent Amendment Orders into one new Order, every couple of years or so. Nearly 3 years since the introduction of DPE, it is an ideal time to undertake this consolidation.

3 OPTIONS

- 3.1 The proposals should achieve the aims that have been outlined above. Where a proposal has not been specifically referenced, its aim should be self-explanatory from its plan. Agreeing these proposals will allow these issues to be addressed whereas, clearly, not agreeing them will leave the various issues unresolved.

4 CONSULTATIONS

- 4.1 In certain instances, the Divisional and Ward Members have been consulted, along with Surrey Police and some residents but this is not exclusively so. In all cases, the statutory consultation notice, posted on street and published in the local press, will form the consultation. In respect of the proposals for parking provision for disabled drivers, The North West Surrey Association of Disabled People and The Woking Access Group have been consulted, the former organisation helping to formulate the proposals.

5 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 5.1 There is an allocation of £10,000 for this work within the Local Transportation Plan revised programme for 2008/09.

6 EQUALITIES AND DIVERSITY IMPLICATIONS

- 6.1 Generally, there are no specific equality and diversity implications, although clearly, with regard to the proposals for on-street parking provision for disabled drivers, there are definite and specific benefits from the proposals.

7 CRIME AND DISORDER IMPLICATIONS

- 7.1 There are no crime and disorder implications.

8 CONCLUSION AND RECOMMENDATIONS

- 8.1 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 reflect changes to existing restrictions and some are new.
- 8.2 The various Amendment Orders that have been made since the introduction should be consolidated, along with the original DPE Order into one new Traffic Regulation Order to ease the administration of CPE (formerly DPE).

9 REASONS FOR RECOMMENDATIONS

- 9.1 These proposed amendments to the Traffic Regulation Order are required to reflect the changing usage of the highway and the requirements of drivers and residents. In some instances, the proposals will help to maintain flow along the highway network, whereas other proposals will provide parking provision, where it can be accommodated, particularly for disabled drivers.
- 9.2 For ease of administration, it is preferable if all of the waiting restrictions are included in one Traffic Regulation Order. The number of Amendment Orders that now exist are tending to make this administration increasingly difficult and it is, therefore, preferable to consolidate the amendment Orders and the original "parent" Order into one new Traffic Regulation Order.

10 WHAT HAPPENS NEXT

10.1 The scheme will be passed to our Legal Services Team for the amendments to the Traffic Regulation Order to be drafted and advertised. Due to that Team's workload, this is likely to be in September – changes on street are therefore likely to take place in late November / early December. Officers will endeavour to improve this timescale if possible.

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BACKGROUND PAPERS:

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