



OFFICER REPORT TO LOCAL COMMITTEE (WOKING)

ANNUAL REVIEW OF ON-STREET PARKING IN WOKING

3 FEBRUARY 2010

KEY ISSUE

To approve arrangements for progressing Traffic Regulation Orders for proposed amendments to on-street parking restrictions in the Woking borough.

SUMMARY

Officers have completed a review of on-street parking in Woking, and identified changes in restrictions which would benefit road safety and reduce instances of obstructions and localised congestion.

OFFICER RECOMMENDATIONS

The Local Committee (Woking) is asked to agree:

- (i) That the proposed amendments to on-street parking restrictions in Woking as described in this report and shown in detail on drawings in annex A are agreed.
- (ii) That the intention of Surrey County Council to make an Order under the relevant parts of the Road Traffic Regulation Act 1984 be advertised, to give effect to the proposals in the above recommendation, and that if no objections are maintained that the Order be made.

- (iii) The Local Committee give due consideration to allocating funding to proceed with the introduction of the parking amendments as part of its budget setting process for 2010/11.
- (iv) To note the intention of the County Council to carry out an annual review of on-street parking in Woking from 2010/11 onwards.

1 INTRODUCTION AND BACKGROUND

- 1.1 Surrey County Council's Parking Strategy and Implementation Team (Parking Team) carry out annual reviews of on-street parking restrictions across Surrey.
- 1.2 An assessment list comprising over 90 requests for parking restrictions from residents, councillors and SCC engineers over the last year were collated and used as the basis for the annual Woking parking review.
- 1.3 Each feasible request was assessed using a detailed scoring system which focused on several factors including road safety, localised congestion, effect on emergency services and bus operators and levels of support e.g. supported, county member, local borough/district council, high resident demand etc.

2 REVIEW OF RESTRICTIONS

- 2.1 The review was carried out in two stages: -

Stage one being an initial "desktop" exercise which involved eradicating requests for refreshment of existing restrictions only and requests for restrictions which were either clearly not practical or feasible.

Stage two involved site visits to all remaining locations, which were assessed using the scoring system explained above.

- 2.2 Following stage two of the review, some suggestions and requests were not progressed due to receiving low on-site assessment scores or where no feasible or practical solution was found.
- 2.3 The locations where officers consider new or amended restrictions maybe of benefit are listed below.

3 PROPOSED AMENDMENTS (Annex A)

BYFLEET

Drawing No. WK0210/01 High Road j/w Studland Road

Extend existing double yellow lines into Studland Road to maintain sight lines and road safety on this junction.

Drawing No. WK0210/02 Church Road j/w Ulwyn Avenue

Introduce double yellow lines to maintain sight lines and road safety on this junction.

Drawing No. WK0210/03 Church Road / Sanway Road

Introduce double yellow lines on the junction of Sanway Road and Church Road, extending along the pedestrian crossing point and 'bottle neck' section of carriageway opposite the rear entrance to St Mary's C of E Primary School. This will maintain site lines and road safety on the junction.

Drawing No. WK0210/04 Hart Road

Introduce double yellow lines to maintain site lines and road safety on the bend, and to help maintain access to the school.

WEST BYFLEET**Drawing No. WK0210/05 Sheerwater Road**

Extend existing double yellow lines to the southern property boundary of 'The Fairway' to maintain sight lines for property accesses.

Drawing No. WK0210/05A Camphill Court

Remove existing parking bay and introduce double yellow lines at the far end of the turning head to allow for access to water mains cover.

Drawing No. WK0210/05B Highfield Close

Remove parking bay outside number 2 as it makes entering and exiting properties 2 and 8 difficult when a vehicle is parked within it.

WOKING - KINGFIELD**Drawing No. WK0210/06 Beaconsfield Road j/w Kingfield Road**

Extend existing double yellow lines in front of 'The Old Forge' and into Beaconsfield Road. Introduce double yellow lines on the opposite side to maintain sight lines and road safety on this junction.

Drawing No. WK0210/07 Loop Road j/w Kingfield Close and Whitegates

Upgrade existing single yellow lines to double yellow lines alongside Whitegates and on the junction of Loop Road and Kingfield Close. In addition, introduce double yellow lines from Kingfield Close to the lay-by. This will keep the road clear for through traffic and maintain sight lines on the junction and for property accesses.

WOKING – GOLDSWORTH PARK**Drawing No. WK0210/08 Hedgerley Court**

Introduce a section of double yellow lines at the request of Woking Borough Council to allow refuse vehicle access.

Drawing No. WK0210/09 Clifton Way j/w Nethercote Avenue

Introduce double yellow lines to maintain sight lines and road safety on this junction.

Drawing No. WK0210/10 Marston Road j/w Sythwood and Roffords

Introduce double yellow lines on the staggered junctions to maintain access for through traffic, maintain sight lines on the junctions and for property accesses, and to allow buses to access the bus stop.

Drawing No. WK0210/11 Cardinham j/w Veryan

Introduce double yellow lines on the entry section from Cardingham. This will maintain sight lines of the junction and keep the road clear for resident through traffic, as often vehicles are parking in the entrance overnight.

WOKING – CENTRAL**Drawing No. WK0210/12 27 Kingsway**

Adjust existing parking bay outside this property to make allowance for new vehicular access.

Drawing No. WK0210/13 Heathside Road

Upgrade existing single yellow line to double yellow lines to improve sightlines at the junctions of Bracken Close and White Rose Lane.

Drawing No. WK0210/14 22 Ferndale Road

At the request of residents, remove disabled parking bay and return to ordinary parking bay. Resident it was intended for no longer lives here and there is high demand for parking in the road.

Drawing No. WK0210/15 67 Courtenay Road

At the request of residents who comply with criteria, change length of ordinary parking bay into a disabled parking bay.

Drawing No. WK0210/16 Broomhall Lane

Upgrade single yellow line to double yellow lines in the turning head at end of the lane. Vehicles are parking overnight and making it unusable.

Drawing No. WK0210/17 46a The Grove

Adjust existing parking bay outside this property to make allowance for new vehicular access.

Drawing No. WK0210/18 74 York Road

Adjust existing parking bay outside this property to make allowance for new vehicular access.

Drawing No. WK0210/19 Consort Court, York Road

Adjust existing parking bay outside this new development to make allowance for new vehicular access.

Drawing No. WK0210/20 Corner House, Midhope Road

Remove existing parking bay alongside Corner House due to new development and relocate to opposite side of the road, joining up with existing parking bay. This will maintain capacity in this popular street.

Drawing No. WK0210/21 50 Royal Oak Road

At the request of residents, change disabled parking bay into length of ordinary parking bay as occupier has changed.

Drawing No. WK0210/22 Commercial Way

Revoke existing disabled bays on north side and replace with double yellow lines to maintain access to recently installed cycle parking stands. Introduce a 'no loading at any time' restriction within the turning head to maintain access. Revoke existing single yellow line on south side and install row of disabled bays to replace those lost on the north side. It is proposed to have 4 standard length disabled bays and 2 extended disabled bays for rear access vehicles.

Drawing No. WK0210/23 Montgomery Road

Upgrade the existing single yellow line to double yellow lines on the western side on Montgomery Road and on both sides into the Rowans. This will keep the road clear for through traffic, particularly buses, and maintain sight lines on the junction and for private accesses.

WOKING – ST JOHNS

**Drawing No. WK0210/24 Robin Hood Road j/w Capstans Wharf
(private)**

At the request of Surrey Police, introduce double yellow lines on the junction to maintain sight lines.

Drawing No. WK0210/25 Gorsewood Road j/w Sutton Avenue

Introduce double yellow lines on the crossroads. This will improve pedestrian safety, reduce congestion during school drop off and collection times from nearby primary schools and maintain sight lines on the junction.

Drawing No. WK0210/26 Gorsewood Road j/w Oakwood Road

Introduce double yellow lines on the junction. This will improve pedestrian safety, reduce congestion during school drop off and collection times from nearby primary schools and maintain sight lines on the junction.

**Drawing No. WK0210/27 Winnington Way j/w St Johns Road,
Falstone, Inglewood and Helmsdale.**

Install double yellow lines on these junctions at the request of Surrey Police. This will maintain sight lines on junctions and for property accesses.

WOKING – KNAPHILL

Drawing No. WK0210/28 Broadway j/w Bagshot Road

Introduce double yellow lines on the junction. This will maintain sight lines on the junction and for property accesses and improve the flow of through traffic and buses.

Drawing No. WK0210/29 Beechwood Road j/w Barnby Road

Introduce double yellow lines on the eastern side of the junction. This will maintain sight lines on the junction and for property accesses.

WOKING – HORSELL

Drawing No. WK0210/30 Meadway Drive j/w South Close

Install double yellow lines on the junction. This will improve pedestrian safety and reduce congestion during school drop off and collection times and maintain sight lines on the junction.

Drawing No. WK0210/31 Ormonde Road j/w Rosehill Avenue

Extend double yellow lines from Ormonde Road into Rosehill Avenue and on the opposite side. Opposite the junction introduce a length of double yellow lines. This will keep the road clear for through traffic, maintain sight lines on the junction and for property accesses and allow buses to access the bus stop.

Drawing No. WK0210/32 15 Church Close

Adjust existing parking bay outside this property to make allowance for new vehicular access.

Drawing No. WK0210/33 Horsell Park Close

Extend existing parking bay and Install new bay to meet demand for parking in this part of the close.

Drawing No. WK0210/34 High Street j/w Bury Lane

Introduce double yellow lines to maintain sight lines and road safety on this junction.

WOKING – MAYFORD**Drawing No. WK0210/35 Almond Avenue j/w A320 and Hawthorn Road**

Upgrade existing single yellow lines to double yellow lines. This will improve pedestrian safety and reduce congestion during school drop off and collection times and maintain sight lines on the junction.

PROPOSED BUS STOP CLEARWAY**WOKING – CENTRAL****Drawing No. WK0210/36 4 to 10 High Street**

Relocate bus stop from underneath the Albion Square canopy to outside 4 to 10 High Street to improve traffic flow, reduce localised congestion and encourage alighting pedestrians to use the nearby crossing point.

Members will be aware that bus stop clearways can be enforced under Civil Parking Enforcement (CPE) and that the Borough / District acting on our behalf can issue Penalty Charge Notices (PCN). Unlike waiting restrictions and parking places it is not legally necessary to introduce a Traffic Regulation Order to support the lining and signing of the clearways. This is provided by national legislation.

It is necessary however for committee to give approval to the clearway introduction in order to provide an 'audit' trail for the collection of any PCNs.

4 STEPS TOWARDS IMPLEMENTATION

- 4.1 Subject to approval and budget provision being made available for 2010/11, it is anticipated that the formal advertising process involving notices in local newspapers and at proposed locations, will begin in Spring/Summer 2010. Plans illustrating the amended restrictions will also be placed on deposit in local libraries and the Woking Borough Council offices during this time.
- 4.2 This will provide the opportunity for any interested parties to lodge objections, if they do not agree with the proposals.
- 4.3 The Chairman, Divisional Member and the Parking Strategy and Implementation Group Manager will consider and try to resolve any objections. If there are unresolved objections, they will be considered in accordance with the county council's constitution.
- 4.4 Subject to approval, notices will then appear in local newspapers confirming that the County Council has made the Traffic Regulation order.
- 4.5 Finally, the new and amended parking restrictions and associated time plates will be installed on the ground.

5 OBJECTIONS

- 5.1 Once the amendment order is advertised, people have 28 days to lodge views and objections.
- 5.2 Objections can relate to the introduction of a new restriction. In cases where there is a coherent argument for not introducing a proposed restriction, it may be omitted, and the traffic order can proceed to be made for the other restrictions without the need to re-advertise.
- 5.3 If restrictions are to be added to those initially advertised, regulations require that these new restrictions must be re-advertised afresh. For this reason no additional restrictions can be added through the objection process.

6 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 6.1 All preparatory work leading up to the installation of restrictions is charged to revenue. A revenue budgetary provision will need to be made available by the Local Committee for the cost of the traffic regulation order and the installation of any signs and lines. This is estimated to be approximately £20,000.

7 EQUALITIES AND DIVERSITY IMPLICATIONS

7.1 There are no specific equalities and diversity implications for this report.

8 CRIME AND DISORDER IMPLICATIONS

8.1 There should be fewer instances of obstructive parking as a consequence of the restrictions.

9 CONCLUSION AND REASONS FOR RECOMMENDATIONS

9.1 It is recommended that the waiting restrictions are implemented as detailed in Annex A. They will make a positive impact towards

- Road safety
- Access for emergency vehicles
- Access for refuse vehicles
- Ease traffic congestion
- Better regulate parking

10 WHAT HAPPENS NEXT

10.1 Subject to approval of the committee and budgetary provision being made available, the Traffic Regulation Order will be advertised and the restrictions implemented.

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BACKGROUND PAPERS:	None