



OFFICER REPORT TO LOCAL COMMITTEE (WOKING)

ANNUAL REVIEW OF ON-STREET PARKING IN WOKING BOROUGH

7 DECEMBER 2011

KEY ISSUE

To approve for public consultation, amendments and changes to on street parking arrangements in parts of Woking Borough.

SUMMARY

Each year many requests for new or amendments to existing parking restrictions are made to the Surrey Parking Team and Woking Councillors. Officers have completed a review of these requests in Woking, and identified changes that could be made to the parking restrictions in some parts of the Borough. These changes should benefit road safety and reduce instances of obstruction and localised congestion. In addition some aspects of the existing Woking (Town) Controlled Parking Zone (CPZ) have been reviewed.

OFFICER RECOMMENDATIONS

The Local Committee (Woking) is asked to agree:

- (i) the proposed amendments to on-street parking restrictions in Woking Borough as described in this report and shown in detail on drawings in Annex A (A4 plans numbers 20010, 20012, 20013, 20030, 20031, 20033, 20036, 20050, 20053, 20068, 20073, 20102 and 20107) and B (large Plan)

- (ii) The Local Committee allocates funding as detailed in paragraph 6.1 of this report to proceed with the introduction of the parking amendments.

- (iii) That the intention of the County Council to make an Order under the relevant parts of the Road Traffic Regulation Act 1984 to impose the waiting and on street parking restrictions in Woking as shown on the drawings in annex A (A4 plans numbers 20010, 20012, 20013, 20030, 20031, 20033, 20036, 20050, 20053, 20068, 20073, 20102 and 20107) and B are advertised and that if no objections are maintained, the Order is made.

- (iv) That the Parking Strategy and Implementation Team Manager will consider and try to resolve any objections, and that a decision on any remaining unresolved objections will be made by the Parking Strategy and Implementation Team Manager in consultation with the Chairman, Vice Chairman and the relevant County Councillor.

1 INTRODUCTION AND BACKGROUND

- 1.1 Surrey County Council's Parking Strategy and Implementation Team (Parking Team) carry out periodic reviews of on-street parking restrictions across Surrey.
- 1.2 A list comprising over 70 requests for parking restrictions from residents, councillors, emergency services and SCC engineers over the last year were collated and used as the basis for this parking review.
- 1.3 Each feasible request was assessed based on several factors including road safety, localised congestion, effect on emergency services and bus operators and levels of support e.g. supported by 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 criteria outlined above.

- 2.2 Following stage two of the review, some suggestions and requests were not progressed due to there being insufficient evidence to suggest there was parking a problem which warranted restrictions, or where no feasible or practical solution was found.
- 2.3 While assessing potential new locations where on street parking bays could be introduced and before suggesting their inclusion, officers of the County Council gave due consideration to a number of important factors, including, but not limited to:
 - the effect of the bays on the flow of traffic
 - whether the bays would have any adverse impact on access to adjacent premises
 - the provision of off street parking in the locality
 - the availability of roads with no parking restrictions in the vicinity of the bays (and consequently possible displacement)
 - the proximity and nature of the local retail offering
- 2.4 The locations where officers consider new or amended restrictions maybe of benefit are listed below.

2.5 Proposals within the Woking Controlled Parking Zone were discussed with the Woking On-Street Parking Task Group.

3 PROPOSED AMENDMENTS

(Relevant drawing numbers in brackets)

BYFLEET

High Road j/w Chuters Close (20010)

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

High Road j/w Brewery Lane (20010)

Introduce double yellow lines to prevent parking on the junction and also on approach to the junction to maintain sightlines and road safety and improve traffic flow. Additionally, this will assist deliveries to the rear of Vanners Parade. This proposal includes the **Mowbray Avenue** junction.

High Road j/w Digby Way (20010)

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

Rectory Lane. Rear entrance to St Mary's C of E Primary School (20012)

Introduce a 'school keep clear' marking (no stopping restrictions) outside the entrance to St Mary's C of E Primary School to maintain sight lines, road safety and accessibility in the immediate vicinity of the entrance.

WEST BYFLEET

6 Brantwood Gardens (20050)

Revoke disabled parking bay outside number 6 and replace with residents only parking as per existing restrictions in the remainder of the street. The disabled bay is no longer required.

Rosemount Avenue (20053)

Amend parking restrictions following re-development of accesses and business frontages.

KNAPHILL

Wood Lane j/w Victoria Road (20107)

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

HOOK HEATH

Wych Hill (20013)

Revoke the 'no loading' restriction on the south side of Wych Hill starting from Wych Hill Rise eastwards. This restriction was never installed on the ground and is no longer required. Therefore the restriction needs to be removed from the Traffic Regulation Order.

OLD WOKING

Manor Way (20031)

Upgrade the existing single yellow line to double yellow lines on the junction with the High Street to maintain sight lines and improve road safety. Revoke the existing single yellow line restriction, which runs along the eastern side of Manor Way including the turning circle at the end. This restriction is no longer appropriate for the many businesses operating in Manor Way.

Elmbridge Lane (20102)

Extend existing double yellow lines west of Sundridge Road to improve traffic flow and road safety.

WESTFIELD

Westfield Road (20033)

Extend existing double yellow lines on the north west side of the road outside number 60 southwards towards number 68 to improve sight lines and road safety on the bend.

Vicarage Road (20030)

Extend existing double yellow lines from the junction with Kingfield Road westwards, on both sides of the road, up to and including the junctions with Rosebery Crescent and The Moorlands to maintain ease of access for through traffic.

PYRFORD

Wisley Lane and Lock Lane – Pyrford Lock (20036)

Introduce additional lengths of double yellow lines along Wisley Lane and Lock Lane to prevent obstructive and hazardous parking and to maintain

traffic flow and road safety in the vicinity of Pyrford Lock and The Anchor Public House.

HORSELL

High Street j/w Wilson Way (20073)

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

Church Hill j/w Lych Way (20073)

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

Pares Close j/w Wilson Way (20068)

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

Horsell Moor (Annex B)

Introduce shared use parking bays (pay and display or permit holders) on the south side between Arthur's Bridge Road and number 54a Horsell Moor to fully control parking in this area as current parking behaviour includes parking on the verges, obstructing the road and generally being inconsiderate to other road users.

WOKING CENTRAL (INSIDE CPZ)

ZONE 1

Duke Street and Locke Way (Annex B)

Relocate existing on street charging bay from Duke Street to Locke Way to allow for a Bus Stand to be provided on Locke Way.

Chapel Street (Annex B)

Amend Traffic Regulation Order to show previous layout of disabled parking bays currently installed on the ground. Previous advertised proposal should not go ahead due to accessibility issues for large goods vehicles.

Zone 1 – Woking CPZ (Annex B)

Increase the **operational days** of the zone from 'Monday to Saturday' to 'Monday to Sunday' (7 days a week). At present all the parking bays within Zone 1 operate 7 days a week, and this proposed change would mean all the single yellow lines will also apply 7 days a week. This will prevent drivers from being able to avoid the parking bay restriction by parking on the single yellow lines on a Sunday.

Extend the **boundary** of the zone to include Montgomery Road, Guildford Road (up to Montgomery Road only), York Road (between Guildford Road and Montgomery Road only), Mount Hermon Road (between Guildford Road and Montgomery Road only) and Bradfield Close (private road). As part of this proposal, all existing parking bays are to become 'pay and display' bays, 1 hour, no return 1 hour with double yellow lines proposed for the junction of Montgomery Road and Mount Hermon Road extending to Guildford Road.

ZONE 2

255 Walton Road (Annex B)

Revoke parking bay outside number 255 and replace with single yellow line (as per zone times) to prevent parking in front of access.

103 / 105 Walton Road (Annex B)

Replace single yellow lines outside numbers 103 and 105 with a free 20 minute limited waiting parking bay.

17 Omega Road (Annex B)

Revoke parking bay across access to number 17 and replace with single yellow lines (as per zone times) to prevent parking across access.

ZONE 3

Oak's Road (Annex B)

Revoke parking bay and introduce single yellow line between numbers 23 and 25 to prevent parking in front of access.

Goldsworth Road (Annex B)

Replace single yellow line with parking bay outside number 75 (TRO amendment only as bay already on the ground). Revoke parking bay and introduce double yellow lines outside entrance to number 45 to maintain access. Upgrade single yellow lines outside numbers 13 and 29 to maintain sight lines and road safety. Convert existing parking bays between Oak's Road and Vale Farm Road to 'pay and display' parking to increase the turnover of vehicles and provide cater for visitors to local businesses.

Vale Farm Road and Oak's Road (Annex B)

Convert all existing parking bays to resident only parking to give residents priority over non-residents. The parking bay on **Poole Road** will also be made available to these residents as part of this proposal. In addition, reduce the parking bay outside 78 and 80 Vale Farm Road and replace with double yellow lines to maintain sight lines and road safety on the bend. Officers will

monitor the success of this proposal, and continue exploring the most effective use of the available kerbside space in Poole Road.

ZONE 4

Bridge Barn Lane (Annex B)

Introduce residents parking bay near to Bridge Mews. Amendment for Traffic Regulation Order only as bay already on the ground.

Wheatsheaf Close (Annex B)

Replace parking bays adjacent number 40 Chobham Road and outside number 44 Wheatsheaf Close and replace with single yellow lines to prevent parking near to the junctions.

Chobham Road (Annex B)

From Thurlton Court to Brewery Road, upgrade existing single yellow line restrictions to double yellow lines to prevent weekend parking for nearby recreational activities to maintain traffic flow for through traffic at all times.

ZONE 5

Brooklyn Close (Annex B)

At the end of close, introduce two additional residents parking bays as already shown on the ground.

Mount Hermon Road j/w Lampeter Close (Annex B)

Introduce double yellow lines on the junction and revoke the two parking bay either side of this junction on Mount Hermon Road to maintain sight lines and road safety.

Mount Hermon Road (Annex B)

Upgrade single yellow line outside Homebeech House to double yellow lines to maintain sight lines and road safety. Introduce an additional 'pay and display' parking bay on the south side, east of Brooklyn Road.

36 Park Road (Annex B)

Revoke parking bay outside number 36 and replace with single yellow line to prevent parking opposite access. This is an amendment for the Traffic Regulation Order only as bay not currently on the ground.

Park Road (Annex B)

Turning in to Park Road from Heathside Crescent upgrade existing restrictions to double yellow lines for a distance of 15m of both sides of the

road. Upgrade the existing single yellow line to be operation from 8.30am to 6.00pm on the north side of Park Road as far as the boundary of No's 5 & 7. Introduce a parking bay on the north side outside property 'Cornerways'. This will provide a parking bay whilst preventing obstructive and dangerous parking, improving sight lines and maintaining road safety.

66 / 66a York Road (Annex B)

Replace parking bay with single yellow lines to prevent parking in front of access. This is an amendment for the Traffic Regulation Order only as bay not currently on the ground.

Dorset Drive (Annex B)

At the request of residents, incorporate Dorset Drive into **Zone 5** of the Woking CPZ to give residents priority over non-residents. This proposal includes introducing a residents parking bay on either side of the street (outside number 1 and opposite property 'Amcott') with the remaining part of the street covered by a single yellow line.

Heathside Park Road (Annex B)

Outside property 'Summerley', revoke two parking bays and replace with a single yellow line to prevent parking in front of access. This is an amendment for the Traffic Regulation Order only as the bays are not currently on the ground. Introduce an additional residents parking bay next to the three bays outside property 'The Witherns' to compensate for the loss of parking outside 'Summerley'.

Heathfield Road (Annex B)

Revoke all parking bays between Ashwood Road and Heathside Park Road and replace with single yellow lines. This is to improve traffic movements during school drop off and collection times.

Ockenden Road (Annex B)

Extend parking bays outside number 1-11 and number 23 to provide more shared use parking space for residents and visitors.

Onslow Crescent (Annex B)

Revoke parking bay opposite properties 'Pentons' and 'Arden'; revoke parking bay outside property 'Squirrel Corner'; revoke parking bay outside property 'White Wickets'. During school pick up and drop off times parents and guardians park on the single yellow line on the school side of Onslow Crescent, which do not apply at these time. As a result, vehicles parked in the parking bays on the opposite side of the road unknowingly cause traffic flow and obstruction problems for the entire street. It is therefore proposed to revoke these parking bays.

Onslow Close (Annex B)

Revoke all parking bays within the close. During school pick up and drop off times parents and guardians park on the single yellow line in Onslow Close, which do not apply at these time. As a result, vehicles parked in the parking bays unknowingly cause traffic flow and obstruction problems within the Close. It is therefore proposed to revoke these parking bays.

OTHER CHANGES TO THE WOKING TOWN CPZ

Payment for parking in the central Zone 1 in Woking is either by coins at a pay and display machine or purchasing a voucher available from local shops or the civic centre.

In Zones 2 to 5 the only method of payment for parking is by voucher, again, available from some retail outlets and the Civic Centre.

Zones 2 to 5 are mainly residential and parking bays are spread widely across these areas. The number of visitors is low in some streets and zones 4 and 5 only operate for 2 hours in the weekday morning. As a consequence pay and display machines would not be cost effective in these locations and would also look out of place in residential roads.

The County Council is planning to tender for a 'cashless' parking payment contract. This is often referred to as 'pay by phone' and is currently used in Woking Borough car parks as an alternative to coin payment for parking.

Subject to a successful tender and contract award it is planned to introduce this service in Woking and elsewhere in the County as an alternative to coin payment for on street parking. In Woking it is planned to also continue with the voucher system as well to evaluate both methods of payment.

PERMIT SCHEMES AND CRITERIA

Resident Permits

There are no plans to change the current allocation of permits in the Woking Controlled zones. Permits are not issued for Zone 1 other than The Grove and Ferndale Road.

Visitor Permits

In accordance with Surrey's latest Parking Strategy, increase the visitor permit annual allocation limit from 30 permits to 120 permits per household per annum. This would apply to all of the controlled parking zone schemes currently in Woking Borough except for Zone 1 of the Woking Controlled Zone where permits are not provided, except for Ferndale Road and The Grove.

Other Locations Assessed

The following list provides the locations that were assessed and considered not appropriate to introduce permanent parking controls at this time. This is because of various reasons, and there are a number of locations on this list that will be re-visited as part of the next review. While every effort has been made to ensure this list is as accurate as possible, there may have been requests that do not appear in this list due to the fact the request was considered along with a nearby road during the assessment. If further clarification is sought please contact Surrey County Council's Parking Team.

Street Name	Town	Street Name	Town
Connaught Crescent	Brookwood	Coldharbour Road	Pyrford
Connaught Road	Brookwood	Pyrford Common Road	Pyrford
Heath Drive	Brookwood	Wexfenne Gardens	Pyrford
Binfield Road	Byfleet	St Micheals Road	Sheerwater
Green Lane Close	Byfleet	Batten Avenue	St Johns
Kings Road	Byfleet	Lansdown Close	St Johns
Sappho Court	Goldsworth Park	Sutton Avenue	St Johns
Sythwood	Goldsworth Park	Birchwood Road	West Byfleet
Abbey Road	Horsell	Claremont Road	West Byfleet
Horsell Park Close	Horsell	Highfield Road	West Byfleet
Morton Road	Horsell	Oakcroft Road	West Byfleet
St Thomas Close	Horsell	Station Approach	West Byfleet
Kingfield Road	Kingfield	Station Road	West Byfleet
Alexandra Gardens	Knaphill	Thistledene	West Byfleet
Burnham Close	Knaphill	Boundary Road	Woking
Inkerman Way	Knaphill	Eve Road	Woking
Nursery Road	Knaphill	Greenheys Place	Woking
Toldene Close	Knaphill	Heathside Crescent	Woking
Boundary Road	Maybury	Kingsway	Woking
Hipley Street	Old Woking	Portugal Road	Woking
St Peters Close	Old Woking	Queen Elizabeth Way	Woking
Warwick Lane	Woking	Sandy Lane	Woking

4 STEPS TOWARDS IMPLEMENTATION

- 4.1 Subject to approval and budget provision being made available for 2012/13, it is anticipated that the formal advertising process involving notices in local newspapers and at proposed locations, will take place in Spring 2012.
- 4.2 Plans illustrating the amended restrictions will also be placed on deposit in local libraries and the Woking Borough Council offices during this time. This will provide the opportunity for any interested parties to lodge objections, if they do not agree with the proposals.
- 4.3 The Parking Strategy and Implementation Team Manager will consider and try to resolve any objections. If there are unresolved objections, they will be dealt with, in accordance with the county council's constitution, by the Parking Team Manager in consultation with the Chairman, Vice Chairman and the relevant County Councillor.

- 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 restriction road markings and associated time plates will be installed on the ground in Summer 2012.

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 advertised afresh with the relevant time delay and costs being incurred. For this reason no additional restrictions can be added through the objection process.

6 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 6.1 The cost of carrying out borough/district parking reviews (officer time) and statutory advertising is met by the Surrey Parking Team. Implementation of any changes would take place in the 2012/13 financial year. This cost would be met from either the Local Committee highway allocations and/or the parking team budget depending on the final costs.

7 EQUALITIES AND DIVERSITY IMPLICATIONS

- 7.1 The introduction of an on street 'pay by phone' system will give greater choice to residents and visitors when they need to pay for parking. The existing voucher system will be continued. The tender process for on street 'pay by phone' is aimed at getting the best deal for the Council and Surrey residents and will also explore other options including foreign language support.

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
- Provide more convenient parking for residents, visitors and businesses.

10 WHAT HAPPENS NEXT

10.1 Subject to approval of the committee, the Traffic Regulation Order will be advertised. Members will then be contacted to discuss objections or comments in their divisions prior to any decision to implement.

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BACKGROUND PAPERS: There are none.

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