



WOKING JOINT COMMITTEE

DATE: 24 SEPTEMBER 2014
LEAD OFFICER: DAVID CURL – PARKING STRATEGY AND IMPLEMENTATION TEAM MANAGER
SUBJECT: 2014 WOKING PARKING REVIEW
AREA: WOKING

SUMMARY OF ISSUE:

Surrey County Council's parking team have carried out a review of on street parking restrictions within the borough of Woking and identified changes which would benefit road safety and reduce instances of obstruction and localised congestion. Committee approval is required in order to progress these changes to the stage of 'formal advertisement', where the proposed restrictions will be advertised for 28 days and open to comments or objections from members of the public.

RECOMMENDATIONS:

The Woking Joint Committee is asked to agree that:

- (i) 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) the joint committee allocates funding as detailed in paragraph 5.1 of this report to proceed with the introduction of the parking amendments.
- (iii) 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 is advertised and that if no objections are maintained, the orders are made.
- (iv) if there are unresolved objections, they will be dealt with in accordance with the county council's scheme of delegation by the parking strategy and implementation team manager, in consultation with the chairman/vice chairman of this committee and the appropriate county councillor.

REASONS FOR RECOMMENDATIONS:

It is recommended that the waiting restrictions are implemented as detailed in

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Annex A. They will make a positive impact towards:-

- Road safety
- Access for emergency vehicles
- Access for refuse vehicles
- Easing traffic congestion
- Better regulated parking
- Better enforcement

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 on a borough by borough basis.
- 1.2 An assessment list comprising 140 requests for parking restrictions from residents, councillors, the emergency services and SCC engineers since the last review were collated and used as the basis for this current Woking 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. In most cases the proposals have been developed with the respective county councillor.
- 1.4 The Woking Parking Task Group have also agreed that the proposals in Annex A should go forward to statutory consultation.

2. ANALYSIS:

- 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 explained above.

- 2.2 Following stage two of the review, some suggestions and requests were not taken any further due to there being insufficient evidence to suggest there was a parking problem which warranted restrictions, or where no feasible or practical solution was found.
- 2.3 The locations where officers consider new or amended restrictions may be of benefit are listed below, divided up by division, as is Annex A.

3. OPTIONS:

PROPOSED AMENDMENTS

(Relevant drawing numbers in brackets)

DIVISION

**3.1 COUNTY: GOLDSWORTH EAST AND HORSELL VILLAGE
BOROUGH: HORSELL WEST AND GOLDSWORTH EAST**

Morton Road jct Meadway Drive and Ridgeway (Private) (20014)

Introduce a length of double yellow line outside property 'Needwood', up to the boundary of the public highway. This will complete the parking controls on this junction, improving sightlines and road safety for all road users approaching this junction and bend from all directions.

High Street (20015)

Introduce double yellow lines across the entrance and exit to Cromar Court. This will maintain access at all times to these properties, and give the bus better access to the stop outside.

Wilson Way and Pares Close (20068 & 20073)

Introduce a residents' permit scheme in the adopted lengths of Wilson Way and Pares Close. This will involve marking bays and double yellow lines on all parts of these roads. The two advisory disabled bays in Wilson Way will need to be made enforceable, but without a time limit. The proposed zone will operate between the hours of 12:30pm and 2:30pm Monday to Friday.

Old Malt Way (20073)

At the top end of Old Malt Way, north of the boundary of No.12 revoke the two western most parking spaces that are at 90 degrees to the carriageway, and in their place introduce one parking space at 180 degrees (parallel to the kerb), under the terms and conditions of the existing Controlled Parking Zone. This is to improve the size of the turning area for the refuse and larger vehicles.

Lych Way (20073)

Extend the double yellow lines on both the north and south sides of Lych Way where you turn in from Church Hill.

Introduce a controlled parking zone signed 'Permit Holders Only Beyond This Point' in Lych Way, signs to be erected just prior to the fork in the road. The zone will operate between the hours of 12:30pm and 2:30pm Monday to Friday. Local Councillors have determined there is support for the scheme.

Mable Street (20083)

Revoke an 8.5 metre length of parking bay outside property No.25 and install a single yellow line to operate under the existing terms and conditions of the CPZ. This is to

allow access for a new vehicle crossover that has been constructed at the above property.

Well Lane jct Bridge Close (20083)

Install double yellow lines on the southern side of Bridge Close, continue round the corner and south wards on the eastern side of Well Lane to join up with the existing restrictions on Arthurs Bridge Road. This will assist the bus accessing the bus stop, allowing passengers to board and alight easier.

On the western side of Well Lane introduce double yellow lines outside property No's 4 & 8. These restrictions will prevent vehicles parking along the sides of Well Lane, which causes local congestion at peak periods as the carriageway width is reduced.

Vale Farm Road (20085)

Revoke the existing single yellow line and introduce a 5metre parking bay to operate under the terms and conditions of the existing parking controls of Vale Farm Road, 4 metres west of the eastern building line of property No: 65. This is to increase on-street parking capacity in this popular residential street.

Elm Road (20089)

Revoke the existing enforceable disabled bay on the eastern side of Elm Road, just north of property No.16 and return the space to a normal parking bay to operate under the terms and conditions of the existing controlled parking zone. The person who was using this bay has deceased.

Kingsway (20089)

Due to the redevelopment of a plot of land formally No:80 Kingsway into two properties, the parking bay outside needs to be revoked as it is in front of the vehicle access. Replace with a single yellow line of the same length to operate under the terms and conditions of the existing controlled parking zone.

Royal Oak Road (20094)

Turn a 6.6metre length of existing controlled parking zone bay outside No.36 into a disabled badge holders only (without time limit) parking space for the resident of this property.

Marston Road jct Hallington Close (20104)

Introduce double yellow lines on the junction of these two streets to prevent vehicles parking dangerously and obstructing sight lines.

3.2 **COUNTY: KNAPHILL AND GOLDSWORTH WEST
BOROUGH: KNAPHILL AND GOLDSWORTH WEST**

Barnaby Road (20018)

On the southern side of Barnaby Road extend the existing double yellow lines to a point in line with the property boundary of No's 8 and 14.

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On the northern side of Barnaby Road extend the existing double yellow lines to a point in line with the building line of No.14 opposite.

These proposals will improve traffic flow and road safety on the approach to the Anchor Hill junction. Additionally the proposal on the northern side will allow the bus improved access to the stop, making it easier for passengers to board and alight from the kerb side.

Anchor Hill jct Hillside Close (20018)

Introduce double yellow lines on the junction of Anchor Hill and Hillside Close to improve road safety and sight lines.

High Street (20019)

On the south side of High Street upgrade the existing single yellow line to a double yellow line south westwards from No:16a (bank) to the existing double yellow line outside No: 26 (the Co-op).

On the corner of High Street and Lower Guildford Road, outside 'The Anchor' introduce a peak time loading restriction (8:30 – 9:30am and 4:30 to 6:00pm Monday – Friday). On the north side of High Street introduce a peak time loading restriction (8:30 – 9:30am and 4:30 to 6:00pm Monday – Friday), outside No's 1 -13.

These proposals are intending to improve the traffic flow through the centre of Knaphill, especially during the morning and evening rush hours.

Queens Road jct Lower Guildford Road (20019)

Introduce double yellow lines on the junction of Queens Road and Lower Guildford Road to improve road safety and sight lines.

Englefield Road (20019)

On the northern side of Englefield Road revoke a 6.6metre length of double yellow line from a point 5 metres east of the building line of the Co-op and introduce an enforceable disabled parking bay, 3 hours maximum stay.

Queens Road (20019 & 20020)

Upgrade the existing single yellow line on the north side from the rear building line of No:21 (Broadway) to the western end of the Car Park to double yellow lines.

On the southern side of Queens Road upgrade the existing single yellow line outside No's 2-6 and 1&2 Queens Court, to double yellow lines. Both of these upgrades will prevent vehicles parking in the evening on this narrow road, blocking it for through traffic.

Broadway and Broadway jct Redding Way (20020)

Convert a 6.6metre length of the northern end of the existing 8.30am – 6.00pm Monday – Saturday 20 minute, no return 40 minutes parking bay into an enforceable disabled bay, with a 3 hours max stay limit. This is outside the chemist. There are currently no disabled bays in the centre of Knaphill.

On the north western side of Broadway upgrade the existing single yellow line to a double yellow line from outside No:s 3/15 Broadway House north eastwards to the High Street and then continue round onto the southern side of High Street up to the boundary of 34a and 36 High Street.

On the south eastern side of Broadway upgrade the existing single yellow line to a double yellow line from the southern end of the 8.30am – 6.00pm Monday – Saturday 20 minute, no return 40 minutes parking bay. Extend this double yellow restriction 15metres round the corner on to the northern side of Redding Way. On the south western side of Broadway upgrade the existing single yellow line to a double yellow line opposite No:38 and extend the double yellow line restriction southwards round the corner as far as the entrance to 'The Vyne' Community Centre. This will improve traffic flow along Broadway and make the junction of Redding Way safer and easier for buses to negotiate.

Alexandra Gardens jct Redding Way (20020)

Introduce double yellow lines on the junction of Redding Way and Alexandra Gardens. Continue the double yellow lines on the southern side of Alexandra Gardens to a point opposite the eastern kerb line of the entrance to the car park opposite. On the northern side of Alexandra Gardens continue the double yellow lines along the front of properties 1 to 8, terminating on the boundary of No's 8 and 9, round the corner. This will keep access clear for residents and visitors. Alexandra Gardens gets parked up by people using the recreation ground.

Chobham Road jct Birdsgrove (20021)

Introduce double yellow lines on the junction of Chobham Road and Birdsgrove to improve road safety and sight lines.

Beechwood Road jct Woodside Close (20107)

Introduce double yellow lines on the junction of Beechwood Road and Woodside Close to improve road safety and sight lines.

Barrs Lane jct Littlewick Road (20109)

Introduce a double yellow on the western side of Barrs Lane from the junction of Littlewick Lane to the western end of the slip road beyond property 'Shadows'. This will prevent vehicles parking along the side of the recreation ground, obstructing this narrow road.

3.3 COUNTY: THE BYFLEETS BOROUGH: WEST BYFLEET AND BYFLEET

Chertsey Lane (20007)

On the north side of Chertsey Lane introduce double yellow lines outside 'Screwfix' and 'Halfords' (Sprint Industrial Estate). All day parking is occurring on-street, reducing the two way carriageway to a single lane. This is causing congestion during peak periods when traffic flow is high, compromising road safety

Dawson Road (20007)

Revoke a short length of single yellow line outside No.60 (north side) and No. 47 (south side). The existing restrictions terminate half way across the drives of both of these properties. Residents would like to be able to parking in front of their properties, removing these lines will avoiding confusion about possible PCN's being issued.

Royston Road (20009)

Upgrade all the existing single yellow lines on the north side of Royston Road to double yellow lines. Introduce a new double yellow line outside works building (No:94). Revoke the existing single yellow line on the south side of Royston Road outside the works at the eastern end of the street. Keeping all the parked vehicles on one side of Royston Road will improve access and traffic flow to the retail park, especially for HGV's delivering, which sometimes cannot get through.

Binfield Road jct Farm Close (20010)

Introduce double yellow lines on the junction of Farm Close and Binfield Road to improve road safety and sight lines. Currently vehicles park all around the junction, reducing the road to a single carriageway.

Camphill Court (20046)

Upgrade the existing single yellow line on the south side of Camphill Court to double yellow lines. Vehicles are parking here in the mornings before the zone comes into effect and this is causing access and obstruction issues in this cul-de-sac close.

Camphill Road jct Parvis Road (20049)

Change a small length of double yellow line to single yellow line at Byfleet Corner. Change a length of single yellow line to double yellow line on the north side of Parvis Road at Byfleet Corner. **Already on street, so only amendments of TRO required.**

Brantwood Gardens (20052)

Revoke a single vehicle parking bay outside No: 73 Brantwood Gardens and replace with a double yellow line. **Already on street, so amendment of TRO required.**

Rosemount Avenue jct Pyrford Road (20053)

Upgrade existing single yellow lines on the north and south sides of Rosemount Avenue at the junction with Pyrford Road to double yellow lines. **Already on street, so only amendment of TRO required.**

Rosemount Avenue (20053)

Extend the existing parking bay southwards opposite the Esso Garage/ Tesco Express to allow one additional vehicle to park, under the existing terms and conditions .

Woodlands Avenue jct Old Woking Road (20055)

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

3.4 **COUNTY: WOKING NORTH**
BOROUGH: HORSELL EAST AND WOODHAM
MAYBURYAND SHEERWATER

Eve Road (20041)

On the north side of revoke the existing single yellow line between properties 55- 65. Due to the stopping up of Eve Road these restrictions are no longer required and vehicles can park here without causing an obstruction.

Upgrade the existing single yellow line to a double yellow line outside properties 67 – 71 Eve Road and No: 44 Arnold Road. This stretch of road is directly on the T-junction and it is not advisable to allow parking here.

Arnold Road (20041)

On the north side, revoke the existing single yellow line outside properties 46 – 54 Arnold Road, as there restrictions are no longer required.

Upgrade the existing single yellow line to double yellow line across the access to property No.54 to allow access at all times.

Upgrade the existing single yellow line to a double yellow line on the southern side by the access to the new car park (west of No:85). This will maintain access and sightlines by the car park entrance.

On the southern side revoke the single yellow line outside properties 67 – 55. These restrictions are no longer required.

Eve Road (20067)

On the north side revoke the existing single yellow line outside flats No's 1-9. On the southern side revoke the existing single yellow line alongside property No.39 (Monument Road). In place of the single yellow line alongside No.39 (Monument Road) introduce a 20 minute no return in 1 hour limited waiting bay to operate 8:30am – 6:00pm Monday to Saturday (excluding public holidays).

Due to the stopping up of Eve Road the single yellow line restriction is no longer required and vehicles can park here without causing an obstruction. The 20 minute limited waiting bay will provide parking for customers visiting local shops.

Walton Road (20072)

Outside No.257 Walton Road, revoke the existing disabled badge holders only parking space and revert this bay back to 08:30 – 18:00 Monday – Saturday voucher parking 3 hour limit and permit holders only. **Already on street, so only amendment of TRO required.**

Arnold Road (20072)

On the north side upgrade a short length of single yellow line to a double yellow line outside property No.2. **Already on street, so only amendment of TRO required.**

On the southern side of Arnold Road revoke two sections of single yellow line either side of the garage (No: 5-7). In their place install two '20 minute no return 1 hour Mon – Sat' parking bays. Outside No: 1-3 and 9-11 respectively. These bays are intended for visitors to the shops on the corner of Monument Road. Due to a decrease in through traffic volumes it is possible to allow short term parking in these spaces, without compromising road safety.

Princess Road (20072)

Introduce a double yellow line on the north side of Princess Road from a point opposite Frailey Hill east wards and continue round onto the western side of Beta Road up to the first drop curb. The intention is to try and bring some order to the parking which will improve road safety, sight lines and traffic flow. Currently vehicles park haphazardly around the bends.

Maybury Road (20076)

Outside the car showroom and garage, to the west of Marlborough Road revoke the parking bay and install a single yellow line in its place to operate under the terms and conditions of the existing controlled zone. After being vacant, this commercial premises is now occupied. The forecourt on Maybury Road is accessed by bollards which can be lifted to allow vehicles to pass. The existing parking bay is in front of these bollards and therefore needs to be revoked.

Portugal Road (20076)

On the eastern side of Portugal Road upgrade the existing single yellow line to a double yellow line between the southern property boundary of No.29 and the southern property boundary of 35 Portugal Road. This will prevent vehicles parking along here, block access to premises outside of the existing zone operational hours.

3.5 COUNTY: WOKING SOUTH BOROUGH: MOUNT HERMON WEST. KINGFIELD AND WESTFIELD MAYFORD AND SUTTON GREEN

Guildford Road roundabout with Westfield Road (20025)

At the roundabout of the B380 Westfield Road, B380 Guildford Road and D7304 Guildford Road extend the existing double yellow lines on the eastern side in front of No.123 Westfield Road and up to the southern boundary of property 'Wedgewood'. This will allow undisputable enforcement to take place, should larger vehicles persist in parking on the footway, blocking sight lines on the approach to the roundabout for drivers and pedestrians alike.

On the western side of the D7304 Guildford Road, extend the existing double yellow lines south wards from the pedestrian refuge. Vehicles parking close to the island will make it difficult for larger vehicles to get through.

Hill View Road (20092)

To improve sight lines and road safety it is proposed to reduce the length of the parking bays slightly, either side of the entrance to Woking Hospice and extend the existing single yellow lines, which operate under the terms and conditions of the

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existing controlled zone. It is noted that this is a popular street for parking and no loss of capacity is proposed at this time.

Constitution Hill jct Woodlands (20096)

To improve road safety, sight lines and residential access, it is proposed to upgrade the existing single yellow lines, which are enforceable during zone operational hours on the junction of Constitution Hill and in front of No's 1-6 Woodlands and outside Effingham Court southwards around the corner to double yellow lines, no waiting at any time.

Claremont Avenue (20100)

Due to the redevelopment of the plot of land formally No.25 Claremont Avenue, a 3 metre length of the existing parking bay needs to be revoked and replaced with a single yellow line that operates under the terms and conditions of the existing controlled zone, as a new vehicle access has been created.

Claremont Avenue (20100)

Upgrade the existing single yellow line to double yellow lines across the entrance to Poplar Grove (private street). This will maintain access to Poplar Grove at all times. The double yellow line will extend southwards to the building line of No.6 Claremont Avenue.

Midhope Road jct Midhope Close (20100)

On the southern side of Midhope Close, upgrade the existing single yellow line to a double yellow line from the entrance to the garage area west wards to the end of the close, and then continue south wards on the eastern side of Midhope Road as far as the first marked parking bay. This will improve access to Midhope Close for residents and visitors alike.

Elmbridge Lane, Queen Elizabeth Way and Sundridge Road (20102)

Elmbridge Lane

On the southern side extend the double yellow lines to a point 2.5 metres from the boundary of No's 56 and 58, to prevent double parking on the bend along this narrow road.

Queen Elizabeth Way

On the western side extend the existing double yellow lines northwards to the boundary of No's 94 and 92.

On the eastern side fill in the gap with double yellow lines between No's 133 and 147, to prevent double parking along this narrow road.

Sundridge Road

Southwards from the junction of Elmbridge Lane extend the double yellow lines to keep parked vehicles further back from the junction.

**3.6 COUNTY: WOKING SOUTH EAST
BOROUGH: MOUNT HERMON EAST. OLD WOKING. PYRFORD.**

Onslow Crescent (20081)

Outside the Park school introduce a bus stop clearway marking at the back of the existing bus stand to operate 7:00am – 7:00pm Monday – Friday. Extend the bus stand southwards up to the existing double yellow lines, revoking the existing single yellow line.

Outside properties, Devoncot, Little Escroft, Wayside and The Pines change the single yellow line to operate 8:00am – 9:30am and 2:30pm – 3:30 pm Monday to Friday.

On the southern side of Onslow Crescent upgrade the existing single yellow line to a double yellow line outside properties Parkstones, Wisteria Cottage, The Linnets, Wychcombe and Holtwood.

All of these proposals are aimed at improving the traffic flow around the crescent during school pick up and drop off times.

On the eastern side of the crescent extend the existing parking bay, to operate under the terms and conditions of the existing controlled zone by 20 metres northwards opposite Abbotsford Close. This will require the revocation of an equal length of existing single yellow line. This is response to requests from residents, particularly Abbot House.

Oriental Road (20086)

On the southern side of Oriental Road upgrade the existing single yellow line, which operates during the controlled zone hours to a double yellow line from the junction with White Rose Lane, west wards, round the corner into Heathside Crescent to a point in line with Somerset House. This is on Police advices, who are concerned about visitors staying at the Travelodge parking on street overnight causing an obstruction to through traffic.

Coley Avenue (20087)

Revoke the parking bay in the northwest corner of Coley Avenue, opposite No.26 Park Road and replace with a single yellow line to operate under the terms and conditions of the existing zone. This parking bay is in front of a mobility access ramp and is preventing some members of society being able to cross the road.

On the north eastern side of Coley Avenue, alongside No.26 Park Road revoke some of the existing single yellow line and extend the existing parking bay to compensate for the loss of space opposite. This bay will be a total of 20 metres in length and operate under the existing terms and conditions of the controlled zone.

Ashwood Road jct Heathfield Road (20093)

Introduce double yellow lines on the junction of Ashwood Road and Heathfield Road where the private roads of Friars Rise, Barrens Brea and Footpath 59 (Jack and Jill Steps) also converge. This will improve road safety and sightlines particularly at the beginning and end of the school day.

White Rose Lane (20098)

Introduce double yellow lines on both sides, where Footpath 59 (Jack and Jill Steps) and Footpath 55 cross White Rose Lane. Preventing vehicles parking close to this footpath crossing will improve road safety for pedestrians and motorists alike.

**3.7 COUNTY: WOKING SOUTH WEST
BOROUGH: BROOKWOOD. ST JOHNS AND HOOK HEATH.
HERMITAGE AND KNAPHILL SOUTH.**

Hermitage Road jct Raglan Road (20023)

On the north side of Hermitage Road upgrade the existing single yellow line to a double yellow line from a point in line with the western kerb line of Amis Avenue (opposite) east wards, and continue northwards on to the western side of Raglan Road up to the entrance to the garage/ parking area between No's 6 and 7. There is a tendency for vehicles to park close to the entrance road, beyond the end of the existing single yellow line, blocking sight lines and reducing road safety.

Five Oaks Close (20023)

At the end of Five Oaks Close, extend the existing School Keep Clear marking to cover the north and south sides of the turning head. This will improve access to St Hugh of Lincoln Primary School.

Pine Road jct Hook Heath Road (20110)

Introduce double yellow lines on the junction of Pine Road (private) and Hook Heath Road to improve road safety and sight lines. Currently there are advisory white lines, but these need to be upgraded so they can be enforced.

3.8 GENERAL

Car Club Bay, Guildford Road

Due to the growing popularity of car sharing, a second vehicle is now operating from the car club bay outside central apartments in Guildford Road. An amendment to the Traffic Order is required to allow a second vehicle to use this designated space and be issued with the correct permit to do so. **Already on street, so only amendment of TRO required.**

3.9 Permit Criteria Lych Way, Wilson Way and Pares Close.

In accordance with Surrey's latest Parking Strategy, the resident permit criteria is as follows: -

The number of resident permits that can be applied for would be the sum of the number of vehicles registered to residents of the household minus the number of off street parking spaces for that property. For example: 3 registered vehicles and 2 off street parking spaces would mean the members of the household could apply for 1 resident permit.

Visitor Permits

In accordance with Surrey's latest Parking Strategy, the allocation is 120 permits per household per year.

3.10 Costs

Existing permit costs that currently apply in Surrey, which would also apply to Lych Way, Wilson Way and Pares Close are as follows.

- Cost of first resident permit: £50 per annum.
- Cost of any subsequent resident permit: £75 per annum.
- Cost to replace a resident permit: £15
- Cost of each daily

3.11 Other Locations Assessed

The following list provides the roads where we received one or more requests 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 roads on this list that will be re-visited as part of the next review. Requests can relate to a specific part of the road rather than the road in general, so even though a road is listed it does not necessarily mean that all parking situations in that road have been assessed. While every effort has been made to ensure this list is as accurate as possible, there may have been locations that do not appear in this list due to the fact that it 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
High Road	Byfleet	Mount Hermon Road	Mt Hermon
Green Lane Close	Byfleet	St Johns Rise	St Johns
Farm Close	Byfleet	Robertson Court	St Johns
Hart Road	Byfleet	Iveagh Close	St Johns
Kirkland Avenue	Goldsworth Park	Copley Close	St Johns
Clifton Way	Goldsworth Park	Gurnsey Farm Drive	St Johns
Harrington Close	Goldsworth Park	Lansdown Close	St Johns
Sythwood	Goldsworth Park	Wych Hill Lane	St Johns
Kestral Way	Goldsworth Park	Park Road	Woking
Friary Court	Goldsworth Park	High Street	Woking
Robin Hood Road	Goldsworth Park	Rydens Way	Old Woking
Heythrop Close	Goldsworth Park	Ford Road	Old Woking
High Street	Horsell	Blackmore Crescent	Sheerwater
Russell Road	Horsell	Lockwood Path	Sheerwater
South Road	Horsell	College Road	Maybury
Kirby Road	Horsell	Omega Road	Maybury
Brockenhurst Close	Horsell	Shaftesbury Road	Maybury
Broomhall Lane	Horsell	Sandy Lane	Maybury
Broomhall End	Horsell	East Hill	Maybury
Orchard Drive	Horsell	Loop Road	Kingfield
Wheatsheaf Close	Horsell	Kingfield Road	Kingfield
St Thomas Close	Horsell	Coldharbour Road	Pyrford

Woodham Lane	Horsell	Almond Avenue	Mayford
Orchard Close	Horsell	Granville Road	Westfield
Grafton Close	West Byfleet	Westfield Road	Westfield
Birchwood Road	West Byfleet	Dartnell Avenue	West Byfleet
Station Road	West Byfleet	Dartnell Park Road	West Byfleet

4. CONSULTATIONS:

4.1 Pembroke Gardens Informal Consultation

During June and July 2014 the Parking Strategy & Implementation Team undertook an informal consultation with residents in Pembroke Gardens asking if they wanted to join Area 5 of the Woking controlled parking zone (CPZ) under the existing terms and conditions. There was one or more responses from every property, making a total of 15 in total. In agreement with the local county councillor it was decided not pursue the proposal any further at this time.

Road Name	Number of Properties	Number of responses	Response Rate	Of those who responded in favour	Of those who responded against
Pembroke Gardens	8	15	100%	7 47%	8 53%

- 4.2 Subject to approval and budget provision being made available for 2014/15, it is anticipated that the formal advertising process involving notices in local newspapers and at proposed locations, will take place late 2014. Where residents parking schemes are proposed we will letter drop properties that could be included in the proposals and invite them to fill in a more detailed questionnaire/survey form to find out their views.
- 4.3 Plans illustrating the amended restrictions will be placed on deposit in local libraries and the Woking Borough Council office during this time. Details of the restrictions including plans will also be available on the parking pages of the Surrey website
- 4.4 Once the amendment order is advertised, people have 28 days to lodge views and objections.
- 4.5 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.
- 4.6 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.
- 4.7 If there are unresolved objections, they will be considered in accordance with the county council's scheme of delegation by the parking strategy and implementation team manager, in consultation with the chairman/vice chairman of this committee and the appropriate county councillor.

- 4.8 Subject to approval, notices will then appear in local newspapers confirming that the county council has made the traffic regulation order.
- 4.9 Finally, the new and amended parking restriction road markings and associated time plates should be installed on the ground in the early Spring of 2014.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The cost of carrying out parking reviews (officer time) in each borough or district of the County is met by the Parking Team. However implementation costs in total are likely to be £25,000. This will be financed jointly from Joint Committee and Parking Team budgets. It is recommended that the Joint Committee allocate £15,000 towards the cost of implementing the proposals in Annex A from either their 2014/15 revenue budget or respective share of the 2013/14 Woking parking surplus.

6. RISK MANAGEMENT:

- 6.1 The minimum statutory requirement for the introduction of new waiting and parking restrictions is the advertisement of a statutory notice in a local paper. If this was the only form of public consultation there is a risk many residents and highway users would not be aware of the proposals. In order to ensure members of the public are informed and have a chance to comment we also put up street notices and letter drop residents where they could be directly affected. We also provide all the relevant information on our website and with links highlighted in the notices.

7. LOCALISM:

- 7.1 Each location where parking restrictions are proposed to be amended will have an impact on the local residents and visitors in that area. This effect will vary from slight to significant depending on the resident's/businesses circumstances and requirements for parking on street. The advertisement stage will allow these effected parties to get involved and comment or object to the proposals. This will impact on what decisions are made following the advertisement. Local councillors can also help in this process by liaising with residents who may not want to contact the parking team directly, and prefer to deal with their local councillor instead.

8. EQUALITIES AND DIVERSITY IMPLICATIONS:

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

9. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	Set out below.
Sustainability (including Climate Change and Carbon Emissions)	Set out below
Corporate Parenting/Looked After Children	No significant implications arising from this report.
Safeguarding responsibilities for vulnerable	No significant implications arising

children and adults	from this report.
Public Health	No significant implications arising from this report.
Human Resource/Training and Development	No significant implications arising from this report.

9.1 Crime and Disorder implications

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

9.2 Sustainability implications

The introduction of parking restrictions can help reduce congestion and keep traffic moving. In some cases new restrictions can also encourage the use of off street car parks or alternative means of transport.

10. CONCLUSION AND RECOMMENDATIONS:

- 10.1 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
- Easing traffic congestion
- Better regulated parking
- Better compliance

11. WHAT HAPPENS NEXT:

- 11.1 The agreed proposals are formally advertised and subject to the necessary statutory process. Following the advertisement, any comments and objections will be summarised in a report along with an officer recommendation for each location on how to proceed following those comments and/or objections. This report will be e-mailed to each county councillor asking them to agree with the recommendations. If a recommendation is not agreed then discussions over the location can continue until a way forward is determined.
- 11.2 Once this stage has concluded, detailed design can begin in preparation to order both the lining and signing works required on the ground. Around the same time Traffic Regulation Orders will be made with a 'go live' date for enforcement to begin. The target date for implementation is April 2015.

Contact Officer:

Peter Wells (Assistant Engineer – Parking Team)
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Consulted:

All proposals have been discussed with the Woking Parking Task group and respective county councillor where appropriate.

Borough Portfolio Holder

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County Council Cabinet Member

Mr John Furey

Annexes:

Annex A

Sources/background papers:

- There are none.
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