



## WOKING JOINT COMMITTEE

**DATE:** 24 SEPTEMBER 2014

**SUBJECT:** WRITTEN PUBLIC QUESTIONS

**DIVISION:** WOKING

### 1. Question from Mr Hartley

Will the Committee recommend now the painting of yellow lines in the road across all entrances with dropped kerbs and by at least 3 metres to either side of those entrances to all properties on both sides of Woodlands Road and Berkeley Gardens?

All members of the Committee should please be made aware that Woodlands Road is the first road West of West Byfleet village which is not within the CPZ. It is used by commuters who are not prepared to park their cars at the Railway Station or within the village where parking fees are charged. Vehicles are frequently parked so close to the entrances of properties in Woodlands Road (and sometimes across them) that the sightlines of residents driving out onto the road are so obscured that they have to move too far into the road before being able to see traffic coming from either direction. This situation is likely to cause a traffic accident and the Councils must be made aware of it. I have lived in Woodlands Road for many years and the indiscriminate parking has become noticeably worse over the last few years particularly in relation to entering and exiting individual driveways.

### Answer from Chairman on behalf of the committee:

Double yellow lines should only be introduced on roads where the parking of vehicles is inhibiting the flow of traffic movements up and down a street leading to congestion on a regular basis.

Such situations occur on junctions, narrow roads, intersections and roads with high volumes of through traffic, together with town centres and around hospitals, railway stations and other community facilities. Introducing double yellow lines across individual property entrances is not the correct use of this road marking.

Woodlands Road itself is fairly wide, with low through traffic volumes during the majority of the day and can accommodate some parked vehicles safely. The amount of vehicles and where they park in Woodlands Road will be monitored over the next year. If the number of vehicles parking does continue to increase and they do start to inhibit traffic flow and cause congestion then additional yellow lines will be proposed

in next year's review over suitable lengths of the road in order to combat the problems.

Residents of Woodlands Road and Berkeley Gardens are reminded that if a vehicle is parked adjacent to part, or all of their dropped kerb, civil enforcement officers from Woking Borough Council can be called and the offending vehicle may be issued with a penalty charge notice. Also if vehicles are parking across a driveway so it is not possible to exit, the local police can be called to deal with the obstruction.

## **2. Question from Mr Ian Makowski**

The residents and rate payers of Woodlands Road and Berkeley Gardens, West Byfleet want to be included in the 2014 Surrey County Council CPZ review, for implementation in 2015 to the West Byfleet CPZ scheme and we appeal the decision taken by Councillor Richard Wilson to the committee at the 25th June meeting that no action should be taken at this time to include Woodlands Road and Berkeley Gardens in the CPZ scheme.

Background :

- We are the first roads west of the town centre of West Byfleet where parking is free with no time restrictions.
- For a small narrow road we have anything up to 30 cars plus per day and over night parked on both sides of the road. The vast majority of the cars are parked at the Old Woking Road end of Woodlands Road.
- The parked cars belong to all day rail commuters, West Byfleet commuters and Marist School employees with Marist school parents also parking for pick up and drop off.
- The houses at the end of Woodlands Road leading onto Old Woking Road are finding it difficult to exit their driveways because cars are parking both sides of the road leaving only a single lane open. Cars are also parking very close to their exits making it very difficult for line of sight to see on coming vehicles and to get onto the public highway. This has been highlighted to WBC and to our local councillors.
- The roads are not being cleaned by Serco as their operators cannot get to the road surface to clean it due to the parked cars.
- It has been agreed that the junction with the Old Woking Road and Woodlands Road is a safety issue as highlighted to the committee on the 25th September 2013 in the Council chamber. The recommendation for yellow lines by the end of 2013/beginning 2014 was put to the Chair by David Curl, Surrey County Council Roads which was minuted but nothing has happened to date.
- Also at this meeting on the 25th September 2013, David Curl said to the Chair that Woodlands Road and Berkeley Gardens would be considered for inclusion in the 2014 SCC CPZ review. See attached minutes, Question 2 from Ian Makowski and the minuted response which is below from the 25th September 2013 Council meeting and as yet nobody from Surrey CC Roads has contacted Ian Makowski to discuss the issue.

Residents in Woodlands Road and Berkeley Garden in West Byfleet have noticed an increase in numbers of cars parking on the road, especially near the Old Woking Road and would like parking restrictions to be considered for the next parking review, and also consideration being given to including the roads in the West Byfleet CPZ.

Response: David Curl confirmed that this will be considered in the 2014 review, and team will contact the resident as part of the review.

Response: Richard Wilson asked for consideration to be given to doing something about the parking sooner than the next review."

On the 22nd May 2014, Peter Wells, Surrey County CC Surveyor and a WBC Enforcement officer visited the site with Councillor Richard Wilson. A recommendation was made for 50 metres approximately, subject to survey, for double yellow lines on one side of the road only.

As rate payers we wish that our roads be now included and made part of the West Byfleet CPZ scheme. Precedents have already been set with Elmstead Road and Oakcroft Road (two roads to the east of Woodlands Road) as these roads were included in the CPZ after the initial CPZ area was set up due to residential parking problems suffered by commuter parking. 100% of the residents in the affected roads are willing to sign a petition to have both Woodlands Road and Berkeley Gardens as part of the existing West Byfleet CPZ scheme. We have the support of our local Councillors, Richard Wilson and Graham Chrystie to this. As to cost, this should not be a issue, as it will not cost much more to put single yellow lines in both roads plus occasional parking bays as it is to put double yellow lines in. For an enforcement officer to check that Woodlands Road and Berkeley Gardens are being enforced as part of the CPZ is no issue, as the person who does this patrol by vehicle in Oakcroft Road, then turns into Coldharbour Road, then into Woodlands Road, the next adjacent road. As to a resident survey, this is not required, because 100% of the residents are willing to sign a petition now to make this happen.

Therefore, given the above, we now want WBC and Surrey CC to have our roads included in the 2014 Surrey CC Roads CPZ review and that this is implemented in 2015 to the West Byfleet CPZ scheme.

**Answer from Chairman on behalf of the committee:**

At the local committee meeting on the 25th September 2013, the Parking Team agreed to look at the parking situation in Woodlands Road and Berkeley Gardens as part of the 2014 Woking parking review.

Following a site meeting on the 22 May attended by a Parking Team Officer, the local County Councillor and Parking Manager from Woking Borough Council the outcome of this review is that we do not consider it necessary to include Woodlands Road in the West Byfleet CPZ. The reasons for this are:

Woodlands Road is wide enough to allow parking on one side and still maintain unrestricted access for through traffic. Current parking levels are relatively low and concentrated at the Old Woking Road end. The road is used for school run parking by some parents from The Marist Roman Catholic Primary School, who have limited alternative places to park. Residents generally have ample off street parking and do not need to park on the road and so would not need to purchase either resident or visitor permits

However, we do think that there should be double yellow lines on both sides of Woodlands Road with the junction of Old Woking Road where more parked vehicles are congregating, to keep this area clear and improve safety.

In terms of street cleansing, we can liaise with Woking to arrange a suitable times for the sweeper to visit or if necessary impose temporary parking restrictions to provide better access for maintenance work.

We will continue to monitor the situation in Woodlands Road/Berkeley Gardens and if the situation changes, we will consider additional restrictions in future parking reviews.

### **3. Question from Kirsten Platz**

First of all lots of compliments about Woking as it is a great place to live. I am writing to you as I am a mum of two boys, aged 12 and 15 years of age, who attend the International School of Surrey at Old Woking Road. We live at Lytton Road and my sons have to cross Maybury Hill via the Ridge each morning in order to get to their school and from the roundabout at College Road through to Maybury Inn there is not one single pedestrian crossing installed whereas beyond ASDA at Monument Road there are not less than 5 or 6 pedestrian crossings. I am very worried about my children's safety each morning when they ride on the bikes because people drive fast at Maybury Hill even though a sign has been put up in order to reduce people's speed. The problem is though that nobody seems to keep the speed at 30 miles per hour. There is quite a lot of families living in the Ridge and Honey End with children and quite a few from the International school so I went around and asked the other residents if they thought that installing a pedestrian crossing at the end of the Ridge would be good idea and I have collected quite a lot of signatures which I enclose with this email (26 signatures).

I think asking for a pedestrian crossing is quite a modest request and especially if it could help improve the road safety for children and adults. Furthermore, I encourage my children to exercise and stay healthy and additionally I think being able to travel to school on your own is great freedom to provide for your children.

### **Answer from Chairman on behalf of the committee:**

We are aware of the issue of speeding vehicles on Maybury Hill and we have an item on our work programme for speed reducing measures along the road. Although there have been no personal injury collisions involving pedestrians trying to cross Maybury Hill, the speed of some of the vehicles combined with the volume of traffic using the road when school children might be trying to cross could make this a difficult and potentially hazardous undertaking. It is possible that the provision of a crossing could be included as part of a "speed reducing measure" scheme. Alternatively, it could be added as a separate item on our work programme. In either case, the cost would be significant as the vehicle speeds clearly indicate that a signal controlled crossing would be appropriate rather than a zebra crossing.

No work has yet been undertaken to determine where a pedestrian crossing could be located and we are aware that the footways along Maybury Hill are relatively narrow in places. However, it seems likely that a crossing could be accommodated somewhere between The Ridge and Shaftesbury Road, taking into account the vertical alignment of Maybury Hill between those two points.

#### 4. Question from Alex Galea

Pembroke Gardens was included within the boundary (plan attached) of the original extension of the Woking Controlled Parking Zone Area 5 but yellow lines were never painted in the close. As the residents of Nos 1,2, 7 and 8 (who have lived in the close long enough) were not consulted, they are asking **why Pembroke Gardens was left out**. If this was due to a **deliberate decision**, details would be appreciated. If the **omission was inadvertent**, we are reasonably expecting the Committee to discuss the **correction** of the anomaly of Pembroke Gardens being the only road in the area with no parking restrictions.

#### Answer from Chairman on behalf of the committee:

To the best of our knowledge and the information available, the Woking controlled zone was introduced over the years 1989 - 1992. Unfortunately there are no recorded minutes to explain why Pembroke Gardens was left outside of the scheme boundary or whether the residents were or were not consulted about this decision at the time.

Between 6 June and 4 July 2014, the County Council undertook a consultation exercise with the eight properties in Pembroke Gardens asking if households wanted the boundary changed so Pembroke Gardens would be included in Area 5 of the Woking CPZ. The results of the consultation can be read in the Woking parking review report Section 4.1 on page 94. In order to have made a recommendation to include Pembroke Gardens in the Controlled Parking Zone, it would have been necessary for a clear majority to have been in favour, which is not the case.

To try and broker a resolution the local county councillor arranged a face to face meeting with the residents of Pembroke Gardens. With an equal number of householders for and against changing the current situation, no consensus has been achievable during the time period of this years Woking parking review. Therefore the decision reached on this occasion is to monitor the parking situation over the next parking review cycle.

#### 5. Question from Joyce Bianconi

The petition for this crossing was discussed at the December 2012 meeting of the Local Committee. A consultation was then undertaken between May and August 2013 and the results of the consultation presented to the September 2013 Local Committee meeting, where the project was approved. The original timetable, as put forward in the Consultation document, was for the detailed design of the crossing, road safety audit, legal notice and programme works to be undertaken during winter 2013/14, with introduction of the new crossing on A3046 Chobham Road Woking in Spring 2014.

There is no sign of the crossing so far, so I would like to ask what the current situation is, and when the crossing is now scheduled to be installed.

#### Answer from Chairman on behalf of the committee:

I refer to item 15 LSTF update, bus clearways and business travel forum. Annex A relates to the LSTF capital works programme (page 163) and under cycling the A3046 Chobham Road is listed. This provides a works start of late autumn 2014.

This is still on schedule and at the last programme meeting it has been scheduled to start in November.