



**OFFICER REPORT TO LOCAL COMMITTEE
(WOKING)**

**TRAFFIC REGULATION ORDERS AMENDMENTS FOR
DEVELOPMENT-RELATED HIGHWAY WORKS ASSOCIATED
WITH BARRATT DEVELOPMENT ON LAND AT GUILDFORD
ROAD, WOKING**

5 DECEMBER 2012

KEY ISSUE

To approve amendments to on street parking arrangements in Guildford Road, Woking.

SUMMARY

In June 2011 this committee approved advertising changes to the relevant traffic regulation orders (TROs) to allow for the creation of a loading bay and a pay & display bay in a new lay by in Guildford Road. The committee is now being asked to approve making it a loading bay and a car club bay instead.

OFFICER RECOMMENDATIONS

The Local Committee (Woking) is asked to agree:

- (i) That the intention of the county council to make an order under the relevant parts of the Road Traffic Regulation Act 1984 to amend the on street parking restrictions in Woking as described in this report.

- (ii) 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 of this committee and the relevant county councillor, after which the order can be made and the amendments implemented.

1 INTRODUCTION AND BACKGROUND

- 1.1 Planning permission was granted for a new mixed residential and commercial-use development on land opposite numbers 1-15 Guildford Road, Woking. The permission required the developer to undertake off-site highway works on Guildford Road and Station Approach with the aim of improving the local pedestrian facilities, managing A320 traffic and improving the visual amenity of the street.
- 1.2 Part of the highway works that were approved, as part of the planning permission process, was the construction of a new lay by opposite 8 - 15 Guildford Road. This was initially intended to be partly a loading bay and partly a taxi bay and pay & display bay. This committee gave its approval in June 2011 to this function being formally advertised. Prior to the development, there was no parking or loading provision at this point.
- 1.3 As part of the planning permission, the development was required to produce a travel plan, which included provision of a car club for use by residents of the development.

2 ABOUT CAR CLUBS

- 2.1 Car clubs are increasingly operating in towns and cities across the UK. A car club is a pay as you go hire vehicle bookable by the half hour, and is usually located in highly visible on street locations, which are easily accessible. Car club members usually pay a small annual fee to join the car club, and can then book the car on line or via telephone, if necessary at very short notice if the desired car is available. There are a number of benefits associated with car clubs to individuals, businesses and an area:

Businesses and employees – car clubs can help businesses reduce their business travel costs from parking and mileage

Residents – membership of a car club can provide a cheaper alternative to car ownership or the need to purchase a second car. Evidence shows that car club members are more likely to defer or avoid purchase of a car altogether.

Environment – car clubs cars have lower average CO2 emissions than the average privately owned cars in Surrey. Users have access to higher specification vehicles that are more regularly replaced than those

in private ownership. Moreover, car club members are more likely to substitute journeys with public transport, walking and cycling.

- 2.2 The County Council has a contract with a car club provider, Co-Wheels who operate vehicles at the main SCC office locations, including two vehicles at Quadrant Court, Woking. These vehicles are available at any time for public use. Co-wheels have now reached agreement with Barratts to provide a car club vehicle at the proposed Guildford Road site. This vehicle would also be available to SCC staff and residents and businesses who join the car club scheme.
- 2.3 **Car Club set up and future development.** Barratts have made an initial commitment to fund the setting up and running of the car club for the first two years, including providing free membership to residents of the development. In future years, there is potential for an electric vehicle (EV) plus charging point as an addition/replacement, assuming the scheme proves viable. It is proposed that that should not happen initially due to the potential user concerns regarding technology and charging infrastructure. Co-wheels have electric vehicles operating at other car club sites and would assess potential to introduce an EV once the service is established and proven.

3 ANALYSIS

- 3.1 As part of the sustainable travel plan for the new development, the developer was required to include a car club scheme, with incentives to encourage residents to use it. The development car parking provision is underground, with 350 car parking spaces for 450 flats. There is no unallocated parking and parking is only accessible to those residents issued with car park fobs and not by the general public.
- 3.2 In order to maximise the potential benefit of the car club to the wider business and resident community, the County Council is keen for it to be in a visible and accessible location. The County Council is therefore proposing to locate the bay on the highway in the northern section of the new lay-by shown in Annex 1. Given the level of high density residential development and local parking pressure, the car club can provide a valuable service to the wider community and Barratts are keen to work with the County Council's car club provider, Co-Wheels, to promote the service locally.
- 3.3 There is currently a pedestrian crossing at the location, but as part of the redevelopment, the developer has agreed to relocate the crossing further south as shown in the drawing in Annex 1. The advertisement for the car club bay and its ultimate implementation are clearly dependent on the completion of the relocation of the crossing.
- 3.4 This report is therefore seeking the approval of the committee to make the necessary changes to the TROs at this stage. By obtaining approval

in advance, the changes can be made and the car club bay introduced to coincide with the completion of the crossing's relocation, likely to be March 2013.

4 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 4.1 The cost of advertising the changes to the TROs will be met from the parking team's works budget.

5 EQUALITIES AND DIVERSITY IMPLICATIONS

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

6 CRIME AND DISORDER IMPLICATIONS

- 6.1 There are no specific crime and disorder implications for this report.

7 CONCLUSION AND REASONS FOR RECOMMENDATIONS

- 7.1 It is recommended that the necessary procedure to implement the car club bay, as described in the report, is carried out. This will contribute towards the county council's sustainable transport objectives.

8 WHAT HAPPENS NEXT

- 8.1 Subject to approval of the committee, the TRO changes will be advertised.

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BACKGROUND PAPERS: 'Traffic Regulation Orders & Public Notices for Development-Related Highway Works Associated With Barratt Development on Land at Guildford Road, Woking' - Report to Local Committee for Woking 29 June 2011