



WOKING JOINT COMMITTEE

DATE: 2 DECEMBER 2015
LEAD OFFICER: DAVID CURL – PARKING STRATEGY AND IMPLEMENTATION TEAM MANAGER.

SUBJECT: 2015 WOKING PARKING REVIEW

AREA: WOKING

SUMMARY OF ISSUE:

Surrey County Council's Parking Strategy and Implementation 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 support, 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 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 102 requests for parking restrictions from residents, councillors, the emergency services and Surrey County Council 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 has also agreed that the proposals in Annexe 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 junctions Morton Close and South Road (20014) (20112)

On the east side install a 20 metre length of double yellow line across the vehicle entrance to Woking High School to improve sightlines and safety. On the west side introduce double yellow lines from the boundary of properties 'Meadows' and 'Windsor Cottage' northwards all the way to **South Road** and continue round for 10 metres on the southern side of South Road. Introduce double yellow lines on the junction Morton Road and South Road around property 'Cottage Lodge'. Extend the existing double yellow lines on the south side of **Morton Close** to the property boundary of 'Springwood'. These proposals will keep vehicles parked on one side of Morton Road only improving access for through traffic, especially buses and delivery lorries. Sightlines on junctions mentioned above will also be improved.

Bury Lane (20016)

Extend the existing double yellow lines on the eastern side of Bury Lane southwards, up to the driveway of No.1 Bury Close. This will prevent vehicles parking on the junction obstructing sightlines and access for residents.

Waldens Park Road (20016)

On the north side of Waldens Park Road introduce a single yellow line which will operate 9:30- 11:30am and 4:30- 7:00pm Mon- Fri from outside No.3 westwards to a point in line with the western end of the double yellow lines at the Kirby Road junction.

Kirby Road, St Marys Road & St Thomas Close (20016) (20103)

On the eastern side of Kirby Road introduce a single yellow line from outside No.15 north to the building line of No.7 operating 9:30– 11:30am and 4:30- 7:00pm Mon-Fri. On the western side of Kirby Road introduce a single yellow line from outside No. 6 northwards to alongside No.18 Waldens Park Road, where it will join up with existing double yellow lines. On the western side of Kirby Road extend the double yellow lines northwards to the building line of No.7 opposite.

On the **junction of St Marys Road and St Thomas Close**. It is proposed to introduce double yellow lines from the southern end of St Thomas Close (where the surface changes to block paving) on the eastern side northwards up to, and round the corner on to the southern side of St Marys Road stopping 10 metres short of the existing restrictions.

On the southern side of St Marys Road it is proposed to introduce double yellow lines from the boundary of property No's 1 and 3, eastwards and then south onto the

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western side of St Thomas Close for a distance of 12 metres. These restrictions will improve access for through traffic, prevent double parking and maintain road safety for all road users.

Broomhall Lane (20069)

Convert all the existing parking bays in Broomhall Lane into Permit Holders Only 8:30am- 6:00pm Mon- Sat. This will give residents who purchase parking permits preference over visitors who currently occupy these spaces after 11:30am. Convert all the existing single yellow line into double yellow line throughout the remainder of Broomhall Lane to prevent inconsiderate and obstructive parking.

Broomhall Road (20074)

Convert all the existing parking bays in Broomhall Road into Permit Holders Only 8:30am- 6:00pm Mon- Sat. This will give residents who purchase parking permits preference over visitors who currently occupy these spaces after 11:30am. Convert the existing single yellow line on the south side between the two existing parking bays into an additional Permit Holder Only 8:30am- 6:00pm Mon- Sat parking bay as well. On the south side of Broomhall Road convert the existing single yellow line into a double yellow line from Chobham Road westwards up to the first parking bay. On the north side of Broomhall Road convert the existing single yellow line to a double yellow line from Chobham Road to the parking bay outside Napier Court to prevent inconsiderate and obstructive parking. Convert the rest of the existing single yellow line into no waiting 8:30am- 6:00pm Mon- Sat.

The Broadway (20080)

Upgrade the existing 8:30am – 6:00pm single yellow line on the north side of The Broadway from outside No.11 westwards round to Chertsey Road joining up with existing double yellow lines. Upgrade the existing 8:30am – 6:00pm single yellow line outside No.18 eastwards round to Locke Way joining up with existing double yellow lines. There is a persistent problem of vehicles loitering here for short periods during the day. After hours parking along here causes congestion and this is a major issue as it is opposite the main bus stops and stands for the town centre.

Mabel Street (20084)

Convert a 6.6metre length of existing parking bay outside No.23 which currently operates under the terms and conditions of the Area of the CPZ into a disabled parking bay without time limit.

Goldsworth Road (20084)

Outside No: 131- 139 revoke a length of double yellow line, making it a single yellow line operating under the terms and conditions of Area 3 of the CPZ. **This is an amendment for the Traffic Regulation Order only.**

Vale Farm Road (20084) (20085)

Alongside No.16 Oaks Road revoke a 5 metre length of the double yellow line and in its place extend the existing 8:30am– 6:00pm Mon- Sat Permit Holders Only parking bay by the same length

Outside No's 77- 75 Vale Farm Road revoke a 5.5metre length of existing double yellow line and in its place extend the existing 8:30am– 6:00pm Mon- Sat Permit Holders Only parking bay by the same length. This will increase the amount of parking space in this popular residential street.

Poole Road (20085)

Fill in gap in the parking controls in the south east corner of Poole Road with a single yellow line to operate under the terms and conditions of the Area of the CPZ.

Silversmith Way, Brambledene Close and Julian Way (20089)

Introduce double yellow lines on junctions and bends of these roads to improve road safety, sightlines and eliminate instances of obstructive and inconsiderate parking. Introduce single yellow lines operating 8:00am- 9:30am and 2:30- 3:30pm Mon- Fri on certain lengths of other parts of these roads. Being close to a school, the aim is not to eliminate parking completely but to manage it, and keep vehicles to areas where it is safe for other road users and pedestrians.

Abbey Road (20103)

Introduce two lengths of single yellow line (operating 9:30- 11:30am and 4:30- 7:00pm Mon- Fri) to act as passing places along Abbey Road. It is proposed these will be outside No's 45- 49 on the north side, and No's 8- 12 on the south side. Introduce double yellow lines on the junction of Abbey Road, up as far as the driveways on both sides and for 10 metres on either side of Well Lane to maintain road safety and sightlines at all times.

Claydon Road junction Littlewick Road (20114)

Introduce double yellow lines on the junction of Claydon Road and Littlewick Road to maintain junction safety. It is proposed to continue the double yellow lines round onto the northern side of **Horsell Birch** on the western side to maintain access for properties. Continue the double yellow lines along the western side of Claydon Road to the vehicle access of No.6. It is proposed to install double yellow lines on the **junction of Claydon Road and Tresta Walk** to maintain road safety and sightlines. Install a length of double yellow line on the eastern side of Claydon Road to keep access clear and maintain sightlines at the crossing point, for pedestrians using the tracks that lead into the woods.

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

Robin Hood Road jct Anchor Hill (20018)

Introduce double yellow lines on the western side of Robin Hood Road outside 'Forge House'. This is on the inside of the tight junction with Anchor Hill and vehicles parking here make the manoeuvre difficult to undertake safely.

Beechwood Road jct Beechwood Close (20018) (20115)

Introduce double yellow lines for 10 metres in all directions on the junction to maintain road safety and improve sightlines.

Waterers Rise jct Barley Mow Lane (20018)

Introduce double yellow lines for 10 metres on both sides of Waterers Rise and the eastern side of Barley Mow Lane northwards from Waterers Rise. On the eastern side of Barley Mow Lane southwards from Waterers Rise introduce double yellow lines to a point in line with the rear boundary line of Devon House. These restrictions will maintain road safety and improve sightlines.

Sussex Road jct High Street (20020)

On the east side of Sussex Road introduce double yellow lines from the rear boundary of No.108 northwards and 10 metres onto the southern side of High Street. This will prevent double parking in Sussex Road which reduces the road width, resulting in local congestion on the junction and problems with access for through traffic.

Inkerman Road jct with Burnham Road and Northwood Road (20022) (20107)

Introduce double yellow lines on the junction of Northwood Avenue and Inkerman Road. 14 metres either side into Northwood Avenue and 10metres south on the western side of Inkerman Road and 12metres north.

Introduce double yellow lines on the junction of Northwood Avenue and Burham Road. 10 metres either side into Burnham Road and 15 metres north and south on the western side of Inkerman Road.

Introduce a single yellow line on the western side of Inkerman Road in the remaining space between the end of the double yellow lines from Northwood Avenue and Burnham Road to operate 8:00- 9:30am and 2:30- 3:30pm Mon-Fri.

Chobham Road, Knaphill (20021) (20105)

It is proposed to introduce double yellow lines and unrestricted parking bays on both sides of Chobham Road from the junction with Birdsgrove northwards to the junction of High Street/ Limecroft Road. Double yellow lines are proposed for the **junction of Chobham Road and Ivydene**. This will improve access for through traffic, especially buses at busy school times. It will also control on street parking to those places that are suitable and reduce instances of driveways and accesses being blocked by inconsiderate parking.

Install a 'no loading at any time' restriction on both sides of the junction of Trinity Road and Chobham Road. **This is an amendment for the Traffic Regulation Order only.**

Sparvell Road jct Oak Tree Road (20105)

Introduce double yellow lines on all four sides of this crossroad junction to prevent dangerous and obstructive parking.

Wood Lane jct Lower Guildford Road (20107)

Introduce 10 metres of double yellow line on all sides of the junction to improve road safety and sightlines

Creston Avenue jct Robin Hood Road & Randolph Close (20115)

Introduce double yellow lines on the eastern side of Creston Avenue from a point 2 metres north of the footpath north of No.25 (Robin Hood Road) southwards and around onto the northern side of Robin Hood Road for a distance of 10metres. Introduce double yellow lines from the eastern end of the parking bay in Randolph Close southwards along the western side of Creston Avenue and around onto the northern side of Robin Hood Road for a distance of 10metres. This will improve access and sightlines on the junction. It will also enable buses to pull up at the dedicated bus stops.

A length of the proposed double yellow line would be hidden on the ground by the existing bus cage road markings.

3.3 **COUNTY: THE BYFLEETS**
BOROUGH: WEST BYFLEET AND BYFLEET

Royston Avenue (20009)

Upgrade all existing single yellow lines to double yellow lines. In addition it is proposed to introduce new double yellow lines across the entrance to the library car park, and on the opposite side introduce double yellow lines up to the flat development and either side of its access. This will improve vehicular access to the library, and flats for visitors and residents alike. It will also prevent vehicles parking on the existing single yellow line out of hours and temporarily, both of which obstruct through traffic.

Rectory Lane (20012)

Extend the existing double yellow line on the southern side westwards to a point in line with the boundary of No's 110 & 108 opposite. This will prevent obstruction of a footpath access by vehicles and improve road safety for all.

Oakcroft Road (20034) (20052) (20055)

From the junction with Old Woking Road southwards on the western side upgrade all the existing single yellow lines to double yellow lines as far as the parking bays outside 'Oakcroft House Nursing Home'. This will keep vehicles parked on one side only, maintaining access for through traffic during school drop off and collection times. Currently double parking results in congestion.

It is proposed to extend the existing single yellow line (11:00am – 3:00pm Mon– Fri) southwards around the inside of the bend on the western side of Oakcroft Road as far as property 'Westlands' to improve road safety and sightlines up to Hazel Road. Introduce double yellow lines for a distance of 10metres in all directions on the **junction of Oakcroft Road and Hazel Road** to maintain sightlines and road safety.

Camphill Court (20046)

Upgrade the remaining single yellow line in the northwest corner to double yellow line to prevent obstructive parking.

Station Road (20047)

Revoke the existing disabled badge holder only without time limit parking bay outside No.15 and convert the space back into a regular parking bay to operate under the terms and conditions of the West Byfleet Zone in which it fall. The disabled bay is no longer required.

Hollies Avenue (20050) (20051)

Introduce a single yellow line on the north side of Hollies Avenue to operate from 11.00am to 3.00pm Mon- Fri, from the end of the existing CPZ boundary to the junction with Sheerwater Road. This will keep vehicles parked on one side of Hollies Avenue only maintaining access for through traffic.

Woodlands Road (20055)

On the eastern side extend the double yellow lines northwards from where they currently end by the driveway of 'Fairfield' up to and over the H-Bar marking for properties Fairfield and Tall Trees. The H-Bar is not working as intended, as vehicles regularly park over the ends of it.

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

Boundary Road (20066)

Convert a 6.6metre length of parking bay outside No.211 into a disabled parking bay without time limit for the resident.

Courtenay Road (20071)

Revoke a disabled bay outside No.84 as it is no longer required. Covert the space into a parking bay operating under the terms and conditions of Area 2 of the CPZ.

Princess Road (20072)

On the southern side extend double yellow lines up to, and around the corner into top of Bower Court. On the north side extend the double yellow lines from where they currently end eastwards to cover the junction with **Pollard Road** and continue on to join up with the existing restrictions opposite Frailey Hill. This will prevent obstructive parking, improving sightlines, access and flow of vehicles along this length of highway.

Portugal Road (20075)

Maintain 20 metres of parking bay alongside No.40 Walton Road, then revoke the rest of the existing parking bay and replace with a single yellow line to operate under

the terms and conditions of Area 3 of the CPZ, due to a new vehicle crossover being constructed.

Revoke the single yellow line opposite No. 5 Walton Road and make the space a parking bay to operate under the terms and conditions of Area 3 of the controlled zone.

Walton Road jct North Road (20076)

Outside No.117 revoke a 5 metre length of existing double yellow line and introduce a 5 metre 8:30am- 6:00pm Mon- Sat 20mins no return within 1 hour (excluding public holidays) free parking bay in its place. This will help a small business which currently has no parking close by.

Marlborough Road (20076)

Revoke the existing parking bay on the southwest corner of Marlborough Road alongside the garage and replace with a single yellow line to operate under the hours of the Area controls of the CPZ. This bay is too close to the junction of this two-way street and when occupied results in congestion on the junction with Maybury Road.

Convert a 6.6metre length of existing parking bay outside Ramsey House which currently operates under the terms and conditions of the Area of the CPZ into a disabled parking bay without time limit.

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

Westfield Avenue (20026) (20028), (20029), (20033)

It is proposed that on the eastern side of Westfield Avenue to fill in the gaps in between the existing double yellow lines with a single yellow line that operates Mon-Fri 11:00am- 4:00pm from Kingfield Road south to a point opposite the existing double yellow lines on the southern side of Maple Grove. On the western side of Westfield Avenue introduce the same Mon- Fri 11:00am- 4:00pm Mon- Fri restriction from No.8 southwards to join up with the double yellow lines on the Lime Grove junction.

Extend the existing double yellow lines on the Westfield Avenue, Westfield Road junction to incorporate the crossing points at the eastern end of Bonsey Lane. Daytime parking has noticeably increased along Westfield Avenue in the past 18 months, resulting in localised congestion. The hours chosen for the restriction are designed to prevent long term weekday parking but not interfere with resident's weekend parking needs or those of visitors to Woking Football Club.

Granville Road (20028) (20029)

Convert the 5 existing advisory disabled bays outside property No's 6, 46, 52, 45 and 49 into enforceable disabled bays without time limit. Parking is at a premium in Granville Road and these disabled bays are not always respected.

Westfield Road (20033)

It is proposed to revoke the existing double yellow from the boundary of No's 64 & 62 northwards to where it ends by No.56. The hard standing area outside the newsagent shop is public highway; therefore the existing double yellow line in front of this space applies and vehicles could receive a parking ticket for stopping here to visit the shop. Revoking the restriction will allow the current short term parking behaviour to continue legitimately.

Rosebery Crescent (20030)

Introduce double yellow lines on the north side outside properties 21 to 29 around the bend. Introduce double yellow lines on the south side outside properties 28- 30 around the bend. This will prevent vehicles parking on this corner and blocking sight lines.

Hoebrook Close (20056)

Introduce a series of enforceable School Keep Clear markings and short lengths of double yellow line on both the north and south sides of Hoebrook Close from the Bonsey Lane junction to the entrance of Westfield Primary School/ nursery/ adult education centre. This will prevent vehicles parking along this stretch of road, which causes obstruction and subsequent congestion at school drop off and collection times.

York Road (20090) (20091)

Covert all the existing parking bays on the north side from the roundabout with Montgomery Road westwards as far as No: 97 to Permit Holders Only 8:30am- 6:00pm Mon- Sat. This will give residents who purchase parking permits preference over visitors who currently compete to occupy these spaces after 11:30am. Introduce two lengths of double yellow line, one on the north side and one on the south side where the traffic island is outside No. 81. Vehicles are parking on the existing single yellow line after 11:30am close to the traffic island, making it difficult for larger vehicles like buses to negotiate.

Everlands Close (20091)

Revoke the parking bay on the eastern side of Everlands Close. Introduce double yellow lines from Mount Hermon Road southwards and round to the boundary at the rear of No.5 Everlands Close. Extend the existing double yellow lines on the western side that come round the corner from Mount Hermon Road into Everlands Close to a full 10 metres. Revoke the single yellow southwards from this point, converting the space into a parking bay operating under the terms and conditions of the Area of the CPZ. Extend the parking bay 3 metres south beyond where the current single vehicle parking bay terminates. Introduce a short length of double yellow line thereafter on the bend. This proposal will make better and safer use of the road space. All vehicles will be parked on one side of Everlands Close away from the junction with Mount Hermon Road. Road safety, access and the parking capacity of Everlands Close will all be optimised.

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

Gloster Road and Priors Croft (20030)

Introduce double yellow lines on the junction of Gloster Road and Priors Croft. Continue the existing double yellow lines northwards on the eastern side of Gloster Road round onto the southern side of Priors Croft up to the boundary at the rear of No.37.

Introduce double yellow lines from the parking bay on the eastern side of Gloster Road southwards and round onto the northern side of Priors Croft for a distance of 15 metres.

Within Priors Croft, introduce double yellow lines for 10 metres in all directions on the junction Priors Croft and the cul-de-sac section.

Park Road (20087)

Revoke the stand alone parking bay on the north side opposite No.30. Upgrade the existing single yellow line to a double yellow line from the end of the long parking bay eastwards covering where the parking bay used to be and round onto the western side of Onslow Crescent. This will improve junction sightlines and residential access. Upgrade the existing single yellow line in front of the rear access of the Park School to a double yellow line to maintain access at all times.

On the western side of **Coley Avenue** upgrade the existing single yellow line to operate * Make 8:30am-6:00pm Mon- Sat* the same time as round the corner in Park Road up to the access of Pentland House. This will prevent vehicles parking on the single yellow line after 11:30am during the week which are reducing road width causing local congestion and compromising safety on the junction.

Sandy Lane (20113)

Introduce two lengths of double yellow line, one either side of the road to create a passing place and improve road safety and sightlines on the bend within Sandy Lane. On the western side it is proposed to introduce double yellow lines from opposite No.27 to opposite No.41. On the eastern side it is proposed to introduce double yellow lines from outside No.35 to the junction of Sandy Way (private road).

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

Hook Heath Avenue (20013)

On the south side of Hook Heath Avenue extend the existing double yellow line restriction westwards to the end of the made up footway outside property Little Morton. This will prevent vehicles parking on the verge and footway obstructing pedestrians.

Sutton Avenue (20024)

Convert the 2 existing advisory disabled bays outside properties 82/ 85 and 88 into enforceable disabled bays without time limit. Parking is at a premium in Sutton Avenue during school term times and these disabled bays are not always respected.

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3.8 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
Regency Drive	West Byfleet	Claremont Avenue	Woking (Central)
Birchwood Drive	West Byfleet	Rydens Way	Old Woking
High Road	Byfleet	Ford Close	Old Woking
Church Road	Byfleet	Blackmore Crescent	Sheerwater
Ullwyn Avenue	Byfleet	Albert Drive	Sheerwater
Eden Grove Road	Byfleet	St Michaels Road	Sheerwater
Chertsey Road	Byfleet	Betham Crescent	Sheerwater
Circle Gardens	Byfleet	Goldfort Walk	Goldsworth Park
Kings Head Lane	Byfleet	Foxhills	Goldsworth Park
Bagshot Road	Knaphill	Knightswood	Goldsworth Park
Lampeter Close	Mount Hermon	Sythwood	Goldsworth Park
Five Oaks Close	St Johns	Lidstone Close	Goldsworth Park
Hermitage Road	St Johns	Merrivale Gardens	Goldsworth Park
Oakway	St Johns	Brookfield	Goldsworth Park
Battern Avenue	St Johns	College Road	Maybury
Robin Hood Road	St Johns	Eve Road	Maybury
Rosewood	Woking (Central)	Arnold Road	Maybury
White Rose Lane	Woking (Central)	Wisley Lane	Pyrford
Elmbridge Lane	Kingfield	Lock Lane	Pyrford
Howards Close	Kingfield	Horsell Moor	Horsell
Queen Elizabeth Way	Kingfield		

4. CONSULTATIONS:

- 4.1 Subject to approval and budget provision being made available for 2016/17 financial year, it is anticipated that the formal advertising process involving notices in local newspapers and at proposed locations, will take place February/ March 2016. 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.

- 4.2 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
- 4.3 Once the amendment order is advertised, people have 28 days to lodge views and objections.
- 4.4 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.
- 4.5 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.
- 4.6 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.
- 4.7 Subject to approval, notices will then appear in local newspapers confirming that the county council has made the traffic regulation order.
- 4.8 Finally, the new and amended parking restriction road markings and associated time plates should be installed on the ground in summer 2016.

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 £20,000. This will be financed jointly from Joint Committee and Parking Team budgets. It is recommended that the Joint Committee allocate £10,000 towards the cost of implementing the proposals in Annex A from their respective share of the 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

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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)	No significant implications arising from this report.
Corporate Parenting/Looked After Children	No significant implications arising from this report.
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report.
Public Health	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.

9.3 Corporate Parenting/Looked After Children implications

There are none.

9.4 Safeguarding responsibilities for vulnerable children and adults implications

There are none.

9.5 Public Health implications

There are none.

9.6 Human Resource/Training and Development

There are none.

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 late summer 2016.

Contact Officer:

Peter Wells (Assistant Engineer – Parking Team)
Tel: 0300 200 1003

Consulted:

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

County Council Cabinet Member

John Furey.
Tel: 0300 200 1003

Annexes:

Annex A

Sources/background papers:

There are none.

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