



WOKING JOINT COMMITTEE

DATE: 9 MARCH 2016
LEAD OFFICER: DAVID CURL – PARKING STRATEGY AND IMPLEMENTATION TEAM MANAGER
SUBJECT: 2015/16 WOKING PARKING REVIEW UPDATE
AREA: WOKING

SUMMARY OF ISSUE:

The Joint Committee agreed to progress proposals for the 2015/16 parking review at their meeting in December 2015. This report provides an update about progress of the review and includes a recommendation to include a location in Portugal Road omitted from the report in December. An update about school run parking on Hermitage Road outside Winston Churchill School is also included.

RECOMMENDATIONS:

The Woking Joint Committee is asked to agree that:

- (i) the proposed amendments to on-street parking restrictions in Portugal Road as shown on drawing 3282_20076 in annex A are agreed and included in the 2015/16 parking review.

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 The 2015/16 Parking Review proposals for Woking Borough were agreed by the joint committee at their meeting in December.
- 1.3 The statutory consultation for the new restrictions began on the 19 February and runs to the 18 March 2016. We will be in contact with councillors to discuss the comments, objections and way forward in April.
- 1.4 Parking proposals in Portugal Road were omitted from the report approved by the Committee in December although we had already made a commitment to include them in the review.
- 1.5 A public written question about school time parking was submitted to the December 2015 meeting by Mr Bennett as follows.

My question is about parking outside Winston Churchill School and the parking restrictions opposite the school. There is a single yellow line which is operational from 8.30am. The children have to be at their desks by 8.25am, therefore there are no parking restrictions operational when the children are arriving at school. I put forward a request to the Parking Team for the current review (Ref ME157725) for the restrictions to come into force earlier in the day. However, I am told that the site has been reviewed and no changes to the restrictions will be made, and the site will be re-reviewed in 2017. Could the Chairman reconsider the request for this to be included in the current parking review?

- 1.6 The response provided by the Parking Team in December is as follows:

Winston Churchill School and Parking in Hermitage Road

Since Borough wide parking reviews were started in Woking 6 years ago, this is the first request we have received for restrictions to be changed on this part of Hermitage Road. We have looked at this location and decided not to include any changes in the current parking review report because:

- Vehicles stopping briefly to allow passengers to board/ alight is allowed on a waiting restriction. Even if there were double yellow lines along Hermitage Road opposite Winston Churchill School this behaviour could still take place and the earlier operational time is unlikely to make any real difference to the number of vehicles stopping in this location at school times.
- If a longer (or earlier) restriction were imposed there could be an issue with displacement. Parents dropping off their children in the morning and/ or collecting them later in the day is going to continue for the foreseeable future. If prevented in one location it will just move to another.
- There are no other restrictions that begin at 7:30am in Woking Borough at the present time, (which may be interpreted as 'local policy'). For the general public's better understanding and for enforcement purposes it is better to have consistent restrictions across the borough.
- We will however monitor this location over a longer period and in this process discuss with the school, the SCC School Sustainable Travel Team and Woking

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Borough Enforcement Team in order to decide whether any changes to the waiting restriction are needed or justified.

- 1.6 An updated response following a site investigation was requested for the March committee and is contained in Section 2 below.

2. ANALYSIS: HERMITAGE ROAD

- 2.1 Officers from Surrey County Council's Parking Team observed the morning school arrival period on Thursday 28 January 2016, arriving on site just before 8:00am and staying until 8:45am on a cold, dry, sunny morning.
- 2.2 During the 50 minutes on site, the traffic flow was observed to be consistently heavy and fairly slow moving in both directions. It was noted that the vast majority of students walked to school and those being dropped off from a vehicle was constituted a low percentage of the total.
- 2.3 On the north side of Hermitage Road the lay-by outside the school was being fully utilised for dropping off. There was a good turnover of vehicles with only 2 staying for longer than 1 minute. The slow moving traffic along Hermitage Road allowed vehicles to ease in and out of the main carriageway reasonably well without causing additional congestion. Four cyclists were observed heading east to west.
- 2.4 On the southern side of Hermitage Road one vehicle was seen pulling into the entrance of the crematorium to let out a child, during the observation period. No other vehicles stopped on the southern side of Hermitage Road. The continual flow of slow moving traffic was a deterrent to dropping off, as crossing the road at this time of day is difficult. Two cyclists were observed heading west to east along the cycle track during the observation period, both cyclist were unhindered in their journey.
- 2.5 Officers from the Parking Team have also passed by Winston Churchill School at other times of the day, on different days of the working week. No vehicles have ever been observed parked or dropping off passengers on any of these occasions.
- 2.6 It is therefore concluded that no change to the current operational hours of the single yellow line along the southern side of Hermitage Road is required at the present time. The stretch of road will continue to be monitored during 2016 and should parking behaviour change in the coming months, and vehicles begin to park along here; a proposal to adjust the operational hours of the single yellow line will be included in the 2017 committee report.

3. CONSULTATIONS:

- 3.1 The proposal for Portugal Road in the Woking North division, will be included in the parking review statutory consultation and the outcome reported to members in late March.
- 3.2 The proposals for Portugal Road are to:
- Revoke the double yellow lines alongside No.35 and the rear of the self store building, reverting back to the single yellow line that is enforceable during zone operational hours.

- Reduce the double yellow lines to a single yellow line to assist a local distribution company with the day to day running of their business. Commercial vehicles park and are loaded overnight along Portugal Road, so they can set off early the following day. This practise doesn't interfere with neighbouring properties. A single yellow line would also allow some additional parking on evenings and Sundays for the chapel in Portugal Road.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 There are no financial implications in this report. The proposals for Portugal Road will be included in the Woking Parking review (thus reducing costs) and be funded jointly by the committee and parking team as set out in the main review.

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)	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:

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:

The agreed proposals are formally advertised and subject to the necessary statutory process as part of the parking review. 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.

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:

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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.
