



WOKING JOINT COMMITTEE

DATE: 22 MARCH 2017
LEAD OFFICER: DAVID CURL – PARKING STRATEGY AND IMPLEMENTATION TEAM MANAGER

SUBJECT: 2017 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:

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 140 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, GOLDSWORTH PARK, CANALSIDE**

Meadway Drive (20015)

On the south eastern side of Meadway Drive, extend the current School Keep Clear Markings by 2.9 metre from the boundary of house no. 4 & 2. Amendment for TRO only, in order to make TRO match what is already on the ground.

Also, Install a length of 4.5 metre double yellow line from where the school keep clear lines end on the south eastern side of Meadway Drive going south outside no. 2. This is to maintain road safety and to maintain sightlines.

Waldens Park Road (20016)

Install single yellow line operating Mon - Fri 9.30-11.30 am on both sides of Waldens Park Road and install unrestricted parking bays at suitable locations between the driveways. This would manage the parking in a similar way to the CPZ but without the need to introduce residents' permits. Cars parking in the gaps would also help restrain traffic speeds.

Extend the current double yellow lines on the north eastern side of Waldens Park Road to a point in line with the boundary of no. 7 & 5. Also, introduce double yellow lines on both sides of the junction at the western end. This is to improve road safety and maintain sightlines.

Kestrel Way (20017, 20114)

Install double yellow line 11 metres southwards from the southern boundary of Unit 22 (Sorting Office) on Kestrel Way. Also from the southern boundary of Unit 22 introduce double yellow line going northwards and around to the western side entrance of Unit 20-Unit 16.

Install a double yellow line 5 metre northwards from the northern boundary of Unit 15 on Kestrel Way. After 5 metres, leave a gap of 80 metres, and then install a 60 metre length of double yellow line northwards. Additionally, install double yellow lines southwards from the northern boundary of Unit 15 around the bend terminating at the eastern end of the entrance to Unit 12-15.

This is to improve sightlines and provide enough space for manoeuvring Lorries coming in and out of the sorting office and other companies on the Goldsworth Park Trading Estate. The 60 metre length of double yellow line on the approach to the Trading Estate is to break up the continuous line of parked vehicles allowing a passing place and a safer crossing point for pedestrians.

Chertsey Road (20075)

Convert two existing pay and display parking spaces at the northern end of the eastern parking bay into Car Club Only spaces. The bay to be signed as CC002. In the past year there has been a rapid uptake in membership and use of the cars in Woking (both residential and day time business use).

ITEM 10

This location has been chosen in consultation with Enterprise Car Club and the bays proposed in Chertsey Road will have access to electric vehicle charging points, so enabling the car club to run ultra-low carbon electric vehicles, minimising air pollution and greenhouse gas emissions. They will support the high demand locally for both residential and business use.

Horsell Moor (20078)

Convert the northern most 25metres of the parking bay outside Horsell & Woking Cricket Club from its current restriction under the terms and conditions of Area 4 of the controlled zone into an unrestricted 'P' plated parking bay. This is an attempt to make more use of this underutilised parking space and relieve some of the parking pressure in nearby roads just beyond the controlled zone boundary.

Horsell Moor (20078)

Convert a 10 metre length of the eastern end of the unrestricted parking bay outside the new retirement development into a loading only at anytime bay. A loading only bay will allow delivery Lorries to stop safely.

Revoke a length of double yellow line at the western end of the same new retirement development and convert into an unrestricted parking bay as an old access has been removed.

Arthurs Bridge Road (20078)

Between Bridge Court and Kirby Road install double yellow lines in the unrestricted spaces on the western side of Arthurs Bridge Road.

Between Bridge Court and Kirby Road revoke all the existing Mon-Fri 9.30- 11.30am and 4.30- 7.00pm restriction on the eastern side of Arthurs Bridge Road and an 8 metre length of double yellow line opposite No.70.

In its place, install 12 metres of double yellow line southwards from Kirby Road. Then there will be a 40 metre unrestricted 'P' plated parking bay, then double yellow lines opposite number 84. South of this, the existing double yellow lines will remain and be extended to a point in line with the boundary of No's 78 and 80 opposite. There will then be a 45 metre unrestricted 'P' plated parking bay.

This is an attempt to make more use of this road space and relieve some of the parking pressure in nearby roads just beyond the controlled zone boundary.

Kingsway (20084, 20089)

Install a double yellow line in line with the traffic island on the eastern side of Triggs Lane northwards and round southern side of the Kingsway terminating at the first parking bay to maintain sightlines & road safety.

On the northern side of Kingsway adjacent to the green at the western end, convert the existing parking bay that operates under the terms and conditions of Area 5 of the Controlled Parking Zone into an unrestricted parking bay to make better use of this underused parking space.

On the northern side of Kingsway convert all the parking bays from outside number 9 to 29 from existing Area 5 terms and conditions into Mon-Sat 8.00 am- 6pm (excluding public holidays) permit holders only parking bays.

Extend the parking bay outside of Kings Gate by 5 metres at each end. Upgrade existing restriction at the entrance to the Surrey History Centre to double yellow line to improve road safety on the access and prevent obstructive parking.

Goldsworth Road (20085)

Convert two existing pay and display parking spaces on the northern side of Goldsworth Road outside Job Centre Plus into Car Club Only spaces. The bay to be signed as CC003.

This location has been chosen in consultation with Enterprise Car Club and the bays proposed in Goldsworth Road will have access to electric vehicle charging points, so enabling the car club to run ultra-low carbon electric vehicles, minimising air pollution and greenhouse gas emissions. They will support the high demand locally for both residential and business use.

Goldsworth Road (20089)

Install a double yellow line from the south eastern boundary of Woking Controlled Parking Zone – Area 3 on Goldsworth Road to the western end of the long parking bay on the North West end of Kingsway.

Install a double yellow line in line with the southern end of the traffic island on the western side of Goldsworth Road northwards up to the current double yellow lines on the junction with Silversmith Way and continue northwards to the boundary of Woking Controlled Parking Zone – Area 3.

This is to prevent vehicles from parking on this busy through route to and from Woking Town Centre.

Birch Close (20094)

Extend the 8.30am-6pm (Monday-Saturday) restriction westwards on the southern side of Birch Close to a point in line with the building line of number 6 Tilehurst Cottages. Amendment for TRO only, in order to make TRO match what is already on the ground.

Abbey Road (20103)

On the northern side of Abbey Road extend the current double yellow line westwards to total length of 24 metres. Then from this point convert the existing single yellow line into a restriction operating Mon- Fri 1 - 2 pm and extend by 4 metres outside no. 7.

Also, on the northern side introduce a single yellow line restriction operating Mon- Fri 1 – 2 pm from outside 19-21 westwards to outside no. 49. Converting the length of single yellow line to this new restriction outside no. 45-49. Install a single yellow line restriction operating Mon- Fri 1 – 2 pm from outside 53 westwards to join up with the current double yellow line on the junction.

ITEM 10

On the southern side, introduce a single yellow line restriction operating Mon – Fri 1 - 2 pm outside no. 56 to 44a. Also on the southern side, convert a length of existing single yellow line and extend by 25 metres to operate Mon – Fri 1 – 2 pm outside numbers 12 to 2.

All these changes are intended to split the restriction to make the best use of the space available giving local residents more of a priority and to improve access for through traffic.

St. Thomas Close (20103)

On the western side of St. Thomas Close introduce single yellow line operating Mon – Fri 9.30 – 11.30 am and 4.30 – 7 pm 12 metres south of the junction with St. Mary's Road to a point in line with the rear boundary of nos. 12 & 14 opposite. This is to maintain access to St. Thomas Close.

Marston Road (20111)

On the northern side of Marston Road extend the current double yellow 9 metres North West to the northern boundary of house number 1. This is to improve the sightlines for the vehicles coming out of Hallington Close.

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

Beechwood Road junction Beechwood Close (20018, 20115)

Reduce the length of the double yellow lines on Beechwood Road so they only go up to the beginning of the hard standing verges either side of Beechwood Close. These areas have been modified to allow vehicles to park on them and double yellow lines in front are not required. Amendment for TRO only, in order to make TRO match what is already on the ground.

Barley Mow Close (20018)

Install double yellow line on both sides of the junction of Barley Mow Close with Barley Mow Lane to improve sightlines and encourage safer, more considerate parking.

Barnby Road (20018)

Extend the current double yellow lines on the southern side of Barnby Road to a point in line with 0.5 metre west of the western boundary of house number 18. This is to prevent congestion when vehicles are parked opposite to the bus stop on Barnby Road.

Alexandra Gardens (20020)

Extend the current double yellow line on the southern side of Alexandra Gardens eastwards to a point in line with the western building line of house number 8 to maintain access for vehicles. This is to prevent obstructive and inconsiderate parking when events are taking place on the adjacent sports field.

Chobham Road (20021)

On the western side of Chobham Road introduce a single yellow line that will operate Mon- Fri 8.15- 9.15am and 2.30- 4.00pm from outside No.56 southwards to outside No.62. This is to prevent obstructive and dangerous parking at school pick up and drop off times.

Lower Guildford Road (20107)

Extend the current double yellow lines from the southern side of Queens Road with Lower Guildford Road southwards on the western side to a point in line with the current double yellow line on the opposite side outside house number 50. This is to maintain sightlines, improve road safety and access for through traffic.

Staveley Way junction with Creston Avenue (20115)

Install double yellow lines on both sides of the junction on the western end of Staveley Way with Creston Avenue to maintain sightlines and improve road safety.

Robin Hood Road (20115)

Extend the current double yellow on the north side west wards from Creston Avenue to a point in line with the western building line of the house number 73 opposite. This is to improve access for the residential properties and the Robin Hood Works.

Northwood Avenue Junction with Lower Guildford Road (20119)

Install double yellow lines on both sides of the junction of Northwood Avenue with Lower Guildford Road and the Lower Guildford Road Service Road to maintain sightlines and road safety.

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

Hart Road junctions with Rectory Lane and Brewery Lane (20011)

Install double yellow lines on both sides of the junction with **Rectory Lane** to improve road safety and sight lines for pedestrians and drivers during school pick up and drop off times.

Install double yellow lines on both sides of the junction with **Brewery Lane and Church Road** to improve road safety and sight lines for pedestrians and drivers during school pick up and drop off times.

Rectory Lane (20012)

Make permanent the 14(2) legal notice that allowed the double yellow lines to be installed from **Glebe Gardens** round into **Church Road**, Byfleet as shown on the above numbered drawing. These restrictions have improved the traffic flow along the street and made crossing the road safer for pedestrians and been generally welcomed by all. Amendment for TRO only, in order to make TRO match what is already on the ground

Madeira Road (20050)

On the northern side of Madeira Road extend the current double yellow line by 2.1 metres westwards from where they currently end outside the access to the estate agent car park. Revoke the existing two parking bays and in their place install a single 5 metre parking bay, then install double yellow lines to join up with the existing double yellow lines.

Revoke the first parking space (4.4 metre) on the western side of the entrance of Our Lady, Help of Christians Church and install a double yellow line in its place. These changes will improve road safety and sightlines for vehicles exiting the church and estate agent car parks.

Upgrade the existing single yellow line to a double yellow line westwards from where the current parking bays end to a point 1 metre west of the south western building line of house number 2 (opposite), then install a 5 metre long pay and display parking bay, revoking the existing single yellow line in its place.

Sheerwater Road (20052)

Install a 43.56 metre school keep clear zig zag (operating Mon-Fri 8.15 - 9.15 am and 2.30 – 4 pm) on the eastern side of Sheerwater Road, centred on the pedestrian entrance to the Marist Catholic Primary School. Extend double yellow lines on the eastern side of Sheerwater Road from where they currently end northwards to join up with the new zig zag markings. This will improve road safety by preventing vehicles parking partially on the pavement causing an obstruction at school pick up and drop off time.

Rosemount Avenue (20053)

Upgrade the existing single yellow line into a double yellow line on the southern side of Rosemount Avenue from the western side of the entrance to Rosemount House round and up to the existing double yellow lines prior to the junction with (A245) Old Woking Road. This is to assist delivery Lorries accessing the rear of Rosemount Parade shops out of hours.

Oakfields and The Oaks (20054)

Following receipt of a completed 'parking scheme request template' by all the residents of Oakfields, it is recommended to include this street in the existing outer area of the West Byfleet Controlled Parking Zone under the terms and conditions of the existing Traffic Order.

In Oakfields, it is recommend to install an 11 metre unrestricted parking bay on the western side 15 metres south of the junction with The Oaks. It is also recommended to revoke the parking bay outside number 59 (The Oaks) that operates under the term and conditions of the Outer zone of the West Byfleet CPZ and replace with a single yellow line operating Mon - Fri 11am – 3pm.

Revoke a 15 metre length of existing single yellow line outside numbers 20 and 22 (The Oaks) and install an unrestricting parking bay in its place.

On the western side of The Oaks alongside the property number 15, revoke the northern most 4.4 metres of parking bay and install single yellow line operating Mon -

Fri 11am – 3pm. Extend this bay to total length of 20 metres from this point and make the bay an unrestricted parking space.

This is to utilise the under used existing parking bays to control the displaced parking that including Oakfields in the controlled zone will create. The Oaks is wide enough and there is low volume of through traffic to accommodate all day parking safely.

Oakcroft Road junction with Hollybank Road (20034, 20055)

Following feedback from the consultation carried out during the last parking review and receipt of a completed 'parking scheme request template', it is recommended to upgrade the existing single yellow lines that operate Mon- Fri 11.00 am to 3.00 pm on this junction to double yellow lines that operate at all times, and then introduce a 56.5 metre length of single yellow line southwards on the eastern side of Oakcroft Road from this point. This single yellow line will operate from Mon- Fri 11.00 am to 3.00 pm to complement existing restrictions. This is to prevent the dangerous and anti-social parking that takes place on this junction during school drop off and collection times.

Green Lane and Green Lane Close (20117)

Install double yellow lines on both sides of Green Lane as you turn in from (A245) Parvis Road. The proposed double yellow lines will continue into Green Lane Close for 20 metres on both sides. This will help to maintain road safety and sight lines by keeping parked vehicles away from a junction that provides access into the whole of the housing estate.

Binfield Road junction with Foxlake Road (20117)

Install double yellow lines on the eastern side of Binfield Road from Binfield Close northwards round on to the southern side of Foxlake Road to improve road safety, sightlines and access to through traffic.

Install double yellow lines on the western side of Binfield Road around property no. 1 to improve safety on the junction and sightlines.

3.4 COUNTY: WOKING NORTH BOROUGH: HORSELL AND CANALSIDE

Forsyth Road (20040)

On the southern side of Forsyth Road extend the single yellow line 44 metre north east from the eastern boundary of building (Woking 8) whilst revoking the current unrestricted parking bay within this 44 metre length. From this point then install an 80 metre unrestricted parking bay eastwards followed by a 30 metre gap to provide entrance to the new development. This is to provide enough parking spaces as well as providing safe entrance to the new development on Forsyth Road.

Revoke the current double yellow line westwards from the western boundary of Building G and Install a 25 metre unrestricted parking bay westwards to encourage road safety & maintain sightlines.

Bassett Road junction with Princess Road (20041)

Install double yellow lines on both sides of the junction of the northern end of Bassett Road with the junction of Princess Road to improve sightlines and road safety, and act as a passing place for buses.

Woodham Road (20058)

Upgrade existing single yellow line into a 15 metre long double yellow line on the northern side starting from Carlton Road kerb line heading eastwards along Woodham Road to improve sightlines & maintain road safety.

Woodham Rise (20062)

Extend the existing 24.3 metre school keep clear zig-zag to 43.5 metre south eastwards to improve road safety during the school pick and drop time. Keep single yellow line behind.

It is recommended to change the current operational hours of the zig zag marking to Mon – Fri 7.30 - 9.15 am and 2.45 - 6.00 pm. This is because current times do not reflect the current opening hours of the Halstead Preparatory School.

Eve Road and Arnold Road (20067)

Revoke the double yellow lines outside No.44 Arnold Road and No's 65 – 71 Eve Road. This restriction was never fully installed and has now been removed completely. This however does not cause any road safety issues and residents I believe welcome the additional parking space. Amendment for TRO only, in order to make TRO match what is already on the ground.

Boundary Road (20070)

Install a 6.6 metre enforceable disabled bay without time limit from a point 6.5 metre from the eastern end of the existing parking bay moving westwards outside 105 to 111. As a valid application has been received from a blue badge holder.

Courtenay Road (20071)

Install a 6.6 metre enforceable disabled bay without time limit to a point in line with the boundary of house numbers 37 and 39 moving westwards. As a valid application has been received from a blue badge holder.

Walton Road, Omega Road, Maybury Road (20071, 20072, 20076)

As agreed at the Parking Task Group Meeting of 4 October 2016 following the submission of a petition all the existing Mon – Sat 08.30 am to 6 pm **20** minutes no return within 1 hour (excluding public holidays) parking spaces in Maybury will be made Mon – Sat 8.30 am to 6 pm **30** minutes no return within 1 hour (excluding public holidays).

Arnold Road (20072)

On the southern side of Arnold Road, reduce the total length of the 20 min limited waiting parking bay to 6 metres from the eastern boundary of house No.13 westwards. Revoke the remainder of this 20 minute bay and install double yellow line

in its place. This is to improve sightlines and road safety for vehicles coming out from the garage.

Grove Road (20076)

Install a 6.6 metre enforceable disabled bay without time limit at the northern end of the existing parking bay outside 1 to 46 Beaufort Lodge. As a valid application has been received from a blue badge holder.

Walton Road (20076)

Install a 6.6 metre enforceable disabled bay without time limit at the eastern end of the existing parking bay outside No's. 77 to 83 on Walton Road. As a valid application has been received from a blue badge holder.

Blackmore Crescent junction with Albert Drive (20118)

Introduce a double yellow line from a point 6.5 metres south from the boundary of house No.2 all the way to the junction with Albert Drive to improve sightlines and traffic flow down Blackmore Crescent towards the junction.

Introduce a double yellow line from a point 4.3 metres north of the southern building line of no.19 south eastwards all the way to the junction with Albert Drive to improve road sightlines and traffic flow at the junction.

Balmoral Drive (20120)

Install double yellow lines on both sides on the eastern bend of Balmoral Drive outside no. 45-55.

Install a double yellow line from a point in line with the boundary of house number 43-45 moving east to a point 2 metre south west of the building line of number 55 with the total length of 28 metres. Also, install double yellow line on the opposite side of the road next to the green starting from the boundary of 43-45 going along to a point 2 metre south west of the building line of number 55 with the total length of 20 metres.

This is to prevent congestion when vehicles are parked on the bend and to allow large vehicles including buses and lorries to manoeuvre safely.

3.5 COUNTY: WOKING SOUTH BOROUGH: HEATHLANDS, HOE VALLEY AND MOUNT HERMON

Kingfield Gardens (20028)

Install double yellow lines on both sides from the junction of Kingfield Gardens northwards for a distance of 20 metres. This is to maintain sightlines and improve road safety.

Westfield Avenue (20028, 20029, 20033)

On the eastern side of Westfield Avenue change the restrictions on the existing single yellow line which operates Mon - Fri 11 am - 4 pm to Mon - Fri 1 pm - 2 pm

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ITEM 10

from No. 47 southwards to the southern boundary of No. 31. Change the restrictions on the single yellow line which operates Mon - Fri 11 am - 4 pm to Mon - Fri 1 pm – 2 pm from No. 23 southwards to the boundary of No.15 and 17.

On the western side of Westfield Avenue outside No. 8, change the restriction on the existing single yellow line which operates Mon - Fri 11 am-4 pm to Mon - Fri 1 pm - 2 pm. Also change the restriction on the existing single yellow line which operates Mon - Fri 11 am - 4 pm to Mon - Fri 1 pm - 2 pm alongside No. 2a (Maple Grove) and in front of No. 4.

On the eastern side of Westfield Avenue revoke the current single yellow line outside No.13 to No.9 and instead install a double yellow line from No.13 southwards continuing around the bend to join up with existing double yellow lines on the junction of Westfield Road.

The reduction in operating hours of the single yellow lines south of Westfield Grove has been requested by the residents via their County Councillor. Double yellow lines around the bend will improve road safety for all.

On the western side of Westfield Avenue install double yellow lines south of Lime Grove outside house No.2. This part is an amendment for TRO only, in order to make TRO match what is already on the ground.

Westfield Road (20029, 20033)

On the northern side of Westfield Road extend the double yellow lines westwards outside No. 42; this will improve sightlines when vehicles are coming out from **Granville Road**.

Westfield Road and Vicarage Road (20029)

On the northern side of Westfield Road extend the double yellow line westwards to the boundary of No.4 and 6. This will improve road safety, covering the pedestrian crossing point and prevent vehicles parking here at weekends causing a road safety hazard.

On the northern side of Vicarage Road extend the double yellow lines eastwards by 4.5metres outside No.21 to improve road safety and sightlines on the junction.

Westfield Road (20033)

Install an unrestricted parking bay on the northern side outside No's 50 to 56 to encourage neater more considerate parking. Amendment for TRO only, in order to make TRO match what is already on the ground.

Montgomery Road (20091)

Extend by 5 metres and convert the one existing parking space at the northern end on the eastern side of Montgomery Road into two Car Club Only spaces. The bay to be signed as CC004.

In the past year there has been a rapid uptake in membership and use of the cars in Woking (both residential and day time business use). This location has been chosen

in consultation with Enterprise Car Club and the bays in Montgomery Road will support the high demand locally for both residential and business use.

Hill View Road (20091)

Upgrade the existing single yellow line to a double yellow line from 'Southview Court' on the eastern side of A320 Guildford Road, round onto the southern side of Hill View Road as far as Fairview Avenue.

Upgrade the existing single yellow line all the way around the traffic island at the junction of Hill View Road and A320 Guildford Road to double yellow lines.
Upgrade the existing single yellow line to a double yellow line from the pedestrian crossing on the A320 Guildford Road southwards on the eastern side round onto the northern side of Hill View Road.

Revoke a 5 metre length of existing single yellow line on the northern side of Hill View Road west of where the existing parking bay ends so the bay can be extended under the terms and conditions of Area 5 of the Woking CPZ to join up with the upgraded yellow lines.

Mount Hermon Road (20091)

On the northern side in the lay-by outside properties 'Tamarind', 'Barnard Castle' 'Arca' and 'Leeward' install a single yellow line around the close and inside of the traffic island to operate as per the restrictions in Area 5 of the Woking CPZ, as vehicles are parking in here obstructing resident's access.

Thorsden Close (20096)

Install double yellow lines on both the north and south sides of the junction with the A320 Guildford Road, to maintain sightlines and road safety on the junction and access into and out of the close.

Canewden Close (20096)

On the north side of the close install a permit holder bay that will operate to the terms and conditions of Area 5 of the Woking controlled zone. The bay will be positioned at the end of the existing double yellow lines and run westwards to the eastern boundary of No.1. Property No.1 will also be eligible for permit(s) under the existing terms and conditions of Area 5 of the Woking controlled zone.

Brooklyn Road (20096, 20100)

Upgrade the existing single yellow line which operates Mon - Fri 9.30 to 11:30 am only to double yellow lines across the entrance to St. Marks Court.

Upgrade the existing single yellow lines which operate Mon- Fri 9.30 to 11.30 am only to double yellow lines on the junction of Brooklyn Road and (A320) Guildford Road. These upgraded restrictions will prevent vehicles parking associated with Greenfield School which can obstruct through traffic and sightlines.

Howards Road junction with Elmbridge Lane (20102)

Install double yellow lines at the northern end of Howards Road on both the east and western side to maintain sightlines, road safety and access for through traffic at all times.

**3.6 COUNTY: WOKING SOUTH EAST
BOROUGH: PYRFORD, HOE VALLEY.**

St. Peter's Close (20032)

Upgrade the current advisory disabled bay into a 6.6 metre enforceable disabled bay 5.1 metres north from the boundary of house number 5 and 6.

Oriental Road (20077)

Upgrade the existing single yellow line to a double yellow line and introduce a new length of double yellow line starting 12 metres inside Dorchester Court on the eastern side of the junction with Oriental Road, and continuing on the northern side of Oriental Road as far as the roundabout on the eastern side of Lion House.

Upgrade the existing single yellow line to a double yellow line starting from the Lytton Road junction on the southern side of Oriental Road and joining up with the double yellow lines on the junction with Little Riding.

Upgrading these restrictions will maintain access for through traffic, sightlines and reducing congestion when events are taking place in the Shah Jehan Mosque.

Oriental Close junction with Oriental Road (20081)

Extend the two current parking bay into three parking bays on the south western side of Oriental Close that operate under the terms and conditions of Area 5 of the CPZ, making a total bay length of 15.5 metres revoking a length of single yellow line.

Upgrade the remaining single yellow line to a double yellow line eastwards and round onto the northern side of Oriental Road.

Revoke the existing parking bay on the north east side of Oriental Close and in its place install double yellow lines. These double yellow lines will begin 10metres east on the north side of Oriental Road and continue all the way around the close as far as the parking bay mentioned above.

This proposal will make better and safer use of the road space. All vehicles will be parked on one side of Oriental Close away from the junction with Oriental Road. Road safety, access and the parking capacity of Oriental Close will all be optimised.

Coley Avenue junction with Heathside Road (20087)

Install a double yellow line on the west side of the junction with Heathside Road and revoke the parking space that is currently located there to maintain sightlines and improve road safety on the junction.

On the eastern side of the Coley Avenue install a double yellow line from the Heathside Road junction to the present parking space to maintain sightlines and improve road safety on the junction.

On the eastern side of Coley Avenue extending the current bay by an additional 6 metres northwards, to accommodate another vehicle (making up for the space that has been revoked from the opposite side), revoking a length of existing single yellow line. These bays will operate under the terms and conditions of Area 5 of the CPZ.

**3.7 COUNTY: WOKING SOUTH WEST
BOROUGH: HEATHLANDS, ST JOHNS AND KNAPHILL.**

Connaught Road (20002)

On the north side of Connaught Road extend the existing parking bay eastwards by 4.8 metres outside No's 3 and 4 St Johns Court. Upgrade the existing single yellow line to double yellow lines from where the extended bay ends eastwards across the entrance to St Johns Court up to the boundary of No. 174 Connaught Road. This will prevent vehicles parking adjacent to the entrance, blocking sightlines.

Connaught Road (20003)

Install a 15 metre Mon - Sat 8:30 am – 6:00 pm 20 mins no return within 40mins (excluding public holidays) parking bay outside No's 140, 142 and 144 Connaught Road revoking the existing single yellow line currently in place. These short term parking bays will allow passing trade to stop outside local shops.

Install a 10 metre Mon - Sat 8:30 am – 6:00 pm 20 mins no return within 40mins (excluding public holidays) parking bay outside No's 106 and 108 Connaught Road revoking the existing single yellow line currently in place. These short term parking bays will allow passing trade to stop outside local shops.

Connaught Road (20003)

Upgrade the existing single yellow line which operates during the CPZ enforcement hour only outside properties 103 to 113 Connaught Road to a double yellow line. Vehicles parking here opposite the junction of Heath Drive is making turning hazardous as the carriageway width is reduced.

Connaught Road (20003)

Upgrade the existing single yellow line which operates Mon - Sat 8:30 am – 6:00 pm on the southern side of Connaught Road between the railway station entrance and exit to a double yellow line to prevent double parking and avoid any confusion about operational hours.

Warwick Lane (20044)

Extend the double yellow lines southwards on both sides of Warwick Lane from the junction with St Johns Road. Vehicles are parking just beyond the end of the current restrictions which is blocking sightlines and causing safety concerns in this narrow area.

Copse Road junction with Robin Hood Road (20044)

Upgrade the existing Mon - Sat 8:30 am – 6:00 pm single yellow lines on the junction with Robin Hood Road to double yellow lines to improve road safety, sightlines and access at all hours of the day and night.

Robin Hood Close junction with Robin Hood Road (20044)

Install double yellow lines on both sides of Robin Hood Close junction with Robin Hood Road. This is to maintain sightlines for the vehicles coming out of the close and improve road safety.

BOROUGH WIDE

- 3.8 Following a review of charges in the Borough, on the 24 November 2016 the Woking Executive agreed that the hourly charge for parking in the town centre car parking should be increased by 10p to £1.40 per hour. This is planned to take effect from the 2nd October 2017.
- 3.9 It is recognised good transport policy practice to maintain a differential between on and off street parking charges. This means the charge for parking on street (in the most convenient short term locations) is slightly higher than the off street car parks. This encourages visitors to go straight to a car park rather than drive around the town centre (contributing to congestion and pollution) looking for a cheaper on street space.
- 3.10 It is therefore proposed to increase the hourly charge for parking in the on street spaces in Zone 1 and 2 (The town centre area) by 20p per hour, from £1.40 to £1.60 p/h. This facilitates a charge of 80p for a 30 minute stay and £1.20 for 45 minutes. The maximum stay is 1 hour. This will be advertised with the parking review proposals and be introduced alongside the changes to the car parks in early October.
- 3.11 It is not proposed to change on street charges in Zone 3 (Maybury area), or the outer zones 4 and 5 or West Byfleet.
- 3.12 Include No.1 Canewdon Close in Area 5 Woking Controlled Parking Zone.
- 3.13 Include numbers 1,2,3,4,5,6,7,8 and 9 Oakfields in the West Byfleet Controlled Parking Zone WB and LP

3.14 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	Division	Street Name	Division
Friary Court junction Robin Hood Road	Woking SW	Maybury Road	Woking North
Raglan Road	Woking SW	Princess Road	Woking North
Hermitage Road	Woking SW	Balmoral Drive	Woking North
Oakway	Woking SW	Monument Way East	Woking North
Lansdown Close	Woking SW	Marlborough Road	Woking North
Winnington Way	Woking SW	Midhope Road	Woking South
Waterside Way	Woking SW	York Road	Woking South
Park Road	Woking SW	Loop Road	Woking South
Oriental Road	Woking SW	Apers Avenue	Woking South
High Road	The Byfleets	Bonnors Lane	Woking South
Grasmere Way	The Byfleets	Bury Lane	Goldsworth E. & Horsell
Chertsey Road	The Byfleets	Nursery Close	Goldsworth E. & Horsell
Kings Head Lane	The Byfleets	High Street	Goldsworth E. & Horsell
Sanway Close	The Byfleets	Waterside Way	Goldsworth E. & Horsell
Birchwood Road	The Byfleets	The Triangle & Birch Close	Goldsworth E. & Horsell
Dartnell Avenue	The Byfleets	Bainton Mead	Goldsworth E. & Horsell
Brookwood Farm Drive	Knaphill & Goldsworth West	Bainton Mead	Goldsworth E. & Horsell
Robin Hood Road	Knaphill & Goldsworth West	Church Street	Woking SE
Robin Hood Crescent	Knaphill & Goldsworth West	Rydens Way	Woking SE
Clifton Way	Knaphill & Goldsworth West	Priors Croft	Woking SE
		The Cloisters	Woking SE
		Hiple Street	Woking SE
		Lavender Road	Woking SE

4. CONSULTATIONS:

- 4.1 Subject to approval and budget provision being made available for 2017/18 financial year, it is anticipated that the formal advertising process involving notices in local newspapers and at proposed locations, will take place in mid May 2017. We will letter drop properties that front on to any of the proposals. There are county council elections in early May and we would not carry out a statutory consultation about parking changes during the 6 week 'purdah' period in advance.
- 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

www.woking.gov.uk
www.surreycc.gov.uk/woking

ITEM 10

- 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 autumn 2017.

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 the committee have agreed to fund an additional officer to support the parking review. The implementation costs of this review in total are likely to be about £25,000. The committee have already allocated £10,000 from the 15/16 parking surplus, the remainder will be funded by the parking team works budget.
- 5.2 The proposed increase in parking charges in Zone 1 and 2 could raise an additional £50,000 per year, however this is offset by the net loss in parking spaces as a result of the new car club bays and the redevelopment work in the town centre, so the income will remain roughly the same.

6. RISK MANAGEMENT:

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:

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 affected parties to get involved and comment on 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:

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 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 and more on-street car club parking bays 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:

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. 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 (about end of June) asking them to consider 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 for implementation is autumn 2017.

Contact Officers:

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

Aman Choudhary – (Parking Team)
Tel: 0300 200 1003

Consulted:

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

An informal public consultation was carried out with the residents of Waldens Park Road.

County Council Cabinet Member

John Furey.
Tel: 0300 200 1003

Annexes:

Annex A

Sources/background papers:

None
