



WOKING JOINT COMMITTEE

DATE: 20 June 2018
LEAD OFFICER: Peter Wells. Engineer – Parking Strategy and Implementation Team
SUBJECT: 2018 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. Joint Committee approval is required in order to progress these changes firstly 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 and then to implementation.

RECOMMENDATIONS:

The Joint Committee (Woking) 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 annexes A-G are approved.
- (ii) a review of the Woking CPZ Zone 1 operating times is delegated to the SCC Parking Strategy and Implementation Team Manager in consultation with the Parking Task Group, Chairman, Local Member and WBC Assistant Director for Place (and changes included in the parking review if appropriate)
- (iii) The joint committee allocates funding as detailed in paragraph 5.1 of this report to proceed with the introduction of the parking amendments.
- (iv) 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 annexes A-G is advertised and that if no objections are maintained, the orders are made.

- (v) 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.
- (vi) The intention of the county council to advertise the making of a consolidation Order (without change) of the existing Traffic Regulation Orders to Woking is approved, and that approval for future consolidations, when they become necessary, can be granted by the committee chairman.

REASONS FOR RECOMMENDATIONS:

It is recommended that the waiting restrictions are implemented as detailed in Annexes A-G. 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 A list comprising of 95 requests for parking restrictions from residents, councillors, the emergency services and Surrey County Council engineers since the last review was considered 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, 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 Annexes A-G should go forward to formal advertising and 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, affordable 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 Annexes A-G.

3. OPTIONS:

PROPOSED AMENDMENTS

(Relevant drawing numbers in brackets)

3.1 COUNTY: GOLDSWORTH EAST AND HORSELL VILLAGE BOROUGH: HORSELL, GOLDSWORTH PARK, CANALSIDE

Woking Town Centre – Zone 1

The existing parking controls in Zone 1 of the Woking Controlled Parking Zone (CPZ) are operational Monday to Sunday, 8.30am to 6pm. The town centre is increasingly busy in the evenings as a result of restaurants, Ambassadors Theatre and other attractions adding to the evening economy. At the moment parking controls (apart from double yellow lines) do not apply after 6pm and this can lead to cars parking obstructively (including pavement parking) in the early evening on single yellow lines and congestion generally in the centre of Town.

It is therefore proposed to review the operational hours in Zone 1, specifically extending the operational hours later to 10pm each evening. It is planned to carry out the assessment in consultation with the parking task group and local stakeholders and delegate decisions to the Parking Strategy and Implementation Team Manager in consultation with the Chair of the Joint Committee, Parking Task Group Chairman and WBC Assistant Director for Place.

Morton Road (20014)

Extend double yellow lines (DYL) northwards on the east side from the entrance to Woking High School by 9 metres. This will improve sightlines when exiting the school around the bending road. The extended DYL will overlap with the existing DYL on the opposite side. This will eliminate a pinch point and improve access for through traffic at busy school drop off and pick up times.

Meadway Drive (20015)

Extend DYL southwards outside No.2, East and West Lodge on the west side to prevent obstructive, inconsiderate short term parking across driveways and a service road to premises, by people visiting the shops on the High Street.

ITEM 11

Install DYL on the junction with **Hill Close** to improve road safety and sightlines.

Horsell Moor (20078, 20079)

Convert all the existing parking bays on the south side of Horsell Moor from No.1 to 54 to 8:30am to 6:00pm Mon- Sat Permit Holders Only. Currently the parking bays are occupied after 11.30am by non-residents for long periods of the day free of charge. Residents who pay for a permit(s), have to compete for the same parking space.

An amendment to the Traffic Order is required to the parking bay outside No.9, as it is 3.6m shorter on the ground than currently shown on the TRO plan.

It is recommended to upgrade the existing single yellow line to a double yellow line between No's 44 and 47, as this is an access lane to additional properties, not just a residential driveway.

The existing parking bay outside No.49 needs to be revoked in its entirety and replaced with a single yellow line operating under the terms and conditions of Area 4 of the CPZ. This is because the resident is having a dropped curb constructed so they can park off street.

West Street (20080)

Upgrade the existing single yellow line to a DYL on the south side of West Street for its entire length.

Upgrade the existing single yellow line on the north side of West Street from Christchurch Way west across the entrance ramp to the underground car park. Continuing west, introduce a 15 metre Pay and Display parking bay to operate under the terms and conditions of Area 1 of the CPZ. Install DYL from the end of the bay to the end of the public highway thereafter.

Addison Road (Drawing supplied by Woking Borough Council) TRO Amendment

On Traffic Regulation Order Sheet Number 20080. Essentially the two additional parking bays shown on the drawing appear to be public highway from land searches, and are already signed and marked consistent with other parking bays in Addison Road. Therefore they need to be added to the Traffic Order so they can be enforced.

Well Lane (20083, 20103)

Introduce DYL on the north side of the junction of Bridge Close and Well Lane to prevent parking which blocks sightlines on the junction.
The DYL will extend as far as the driveway of No.9 Well Lane to prevent obstructive, inconsiderate parking on the inside of the bend.
Introduce DYL from the boundary of property Fillebrook and No.22 southwards across the frontage of Well Path and the green to keep the bend free of parking vehicles maintaining access on this bus route.

Bridge Barn Lane and Goldsworth Road (20083, 20089)

To improve road safety, access and increase the amount of on-street parking for the benefit of school time pick up and drop offs, and the residents at other times of the week. It is proposed to redesign the parking restrictions in Bridge Barn Lane to increase the amount of on-street parking available. This will also co-inside with the expansion of the Premier Inn and change in position of their access point in Bridge Barn Lane.

Goldsworth Road. Introduce a 20 minute, no return within 1 hour 8.30am to 6.00pm Monday – Saturday parking bay on the western side of Goldsworth Road, south of the crossing point. It is intended that this new parking bay will become a pick up and drop off point for parents. The DYL on the northern side of the junction with Silversmith Way will be extended east to improve sight lines on the junction.

All the amended parking restrictions in Bridge Barn Lane will still operate under the terms and conditions of Area 4 of the Woking Controlled Parking Zone.

On the western side of **Bridge Barn Lane** upgrade the existing single yellow line to a DYL from the roundabout northwards. Then extend the existing one vehicle bay to a length of 11 metres for two vehicles. From this parking bay, continuing northwards extend the existing School Keep Clear marking to a length of 31.56 metres.

After that, as the current access road to the Premier Inn is being removed a new parking bay can be introduced from the end of the School Keep Clear marking northwards to a point 5 metres short of where the new access road to the Premier Inn will be.

DYL will be installed from the end of this new parking bay north across the new access point to the Premier Inn and continue around the head of Bridge Barn Lane and down southwards on the eastern side and round into Mabel Street. This removes 2 existing parking spaces at the head of Bridge Barn Lane and upgrades all the single yellow line. This will create a turning area. The first parking bay on the north side of **Mabel Street** from Bridge Barn Lane, can be extended to 11 metres, to accommodate 2 vehicles more comfortably.

The existing single yellow line would then be upgraded to DYL on the south side of Mabel Street from the end of the western most parking bay and continue round onto the eastern side of Bridge Barn Lane southwards. Eight metres of existing single yellow line will be upgraded to DYL. Continuing southwards, the existing parking bay will remain, and then the existing single yellow line would be upgraded to DYL up to the roundabout with Goldsworth Road.

Mabel Street (20083)

Upgrade the existing single yellow lines on the junction of **Mabel Street and Wilfred Street** to DYL as far as the existing parking bays on both streets.

Goldsworth Road (20083) TRO Amendment

The limited waiting parking bay outside No.201 has been reduced in length and replaced with a single yellow line operating under the terms and conditions of Area 3 of the CPZ. This is due to the property having a dropped curb constructed.

Goldsworth Road (20084)

Revoke a length of the 20 minute limited waiting bay and replace with a single yellow line operating under the terms and conditions of Area 3 of the CPZ, outside building No 147 – 151. Vehicles parking in the 20 minute bay are obstructing access to the legitimate off street parking spaces in front of these flats

Royal Oak Road (20094)

Revoke a length of the parking bay that operates under the terms and conditions of Area 5 of the Woking CPZ. In its place outside No's 48 and 50, install a single yellow line of the same length that will apply during the CPZ operational hours. This change is necessary as the two properties have had dropped curbs constructed to enable them to park a vehicle off the highway.
Horsell Birch/ High Street Horsell. (20125)

Install a length of DYL across the Horsell Birch entrance to the Cricketers Pub. From No.2 High Street to a point 35 metres past the entrance. This will prevent inconsiderate parking on the High Street/ Horsell Birch by pub patrons.

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

Redding Way junction with Tudor Way (20021)

Introduce DYL on the junction of Redding Way and Tudor Way. On the south side of Redding Way the double yellow lines will extend westwards all the way to the roundabout. Vehicles are parking fully on the wide shared use pavement and cycleway to the west of Tudor Way. Complaints have been received, as this is causing two problems. Firstly blocking sightlines for vehicles exiting Tudor Way. Secondly, fully obstructing the footway/ cycle lane for pedestrians and cyclists.

Oak Tree Close (20105)

Remove DYL in front of No.41. Resident has paid for the kerb to be lowered and requested double yellow line in front of their property is removed.

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

Oyster Lane (20009)

Upgrade a length of existing single yellow line outside No.6 and introduce DYL around the entrance gates to Cobb House on the public highway section. This

is to prevent dangerous and obstructive short term parking by customers visiting the Co-Op store. Vehicles are parked without consideration for residents trying to use their drive, and pedestrians trying to walk past. The footway is often obstructed.

Church Road junction with Wey Barton (20010)

Install DYL on both sides of the junction of Church Road and Wey Barton to improve road safety and sight lines for pedestrians and drivers. This will formalise and extend some current white hatching. DYL will extend along the southern side of Wey Barton alongside No.7 to prevent the obstructive double parking that has been reported.

Madeira Road (20047, 20050)

Convert an existing 6.6 metre length of existing pay and display parking bay into an enforceable disabled bay with a 3 hour time limit at the western end of the existing parking bay outside the dental practice in Aldwych House. This is in response to a petition that has been received.

Revoke a length of single yellow line alongside the shop (14a, Londis and Post Office) and extend the existing pay and display parking bay in its place. This is to compensate for loss of regular space created by installing the disabled bay outside Aldwych House and also to create an extra couple of parking spaces.

Birchwood Road (20047)

Introduce two lengths of double yellow line to maintain access along the length of Birchwood Road at all times. One length of double yellow line is proposed outside No's 14 to 16 in front of the vegetation. The second length of double yellow line is outside No's 21 to 23. Both these locations are built-out, reducing the road width and any double parking at these two points is obstructive especially for emergency services and rubbish collection.

Sheerwater Road (20051)

Install a Resident Permit Scheme that will operate Monday to Friday 11am to 3pm for the 6 properties with the address 'Sheerwater Cottages', on Sheerwater Road. A marked out parking bay with 'Permit Holder Only' signs will be introduced outside the cottages with a length of DYL on the southern side of the junction of Sheerwater Road and **Hollies Avenue**.

None of the six cottages have off street parking, and the residents are competing with commuters and other visitors to West Byfleet for limited road space on which to park. An informal consultation carried out with the residents in March 2018 resulted in 4 of the 6 properties expressing support for the introduction of a permit scheme. The eligibility, terms and conditions of the scheme are as follows:

The follow properties are eligible to apply for permits.
Numbers 1,2,3,4,5 and 6 Sheerwater Cottages, Sheerwater Road, West Byfleet KT14 6AB.

ITEM 11

The maximum number of resident permits that can be issued to a household will be two. As none of the cottages have off street parking, 2 permits per household will be fair to all.

Resident permits are valid for a year at a cost of £50 for the first permit issued to a household and £75 for the second permit. This cost is to cover the administration and enforcement of the scheme.

If the existing permit is lost or a resident changes their vehicle they will need to pay an administration fee of £15 to replace the permit or have the details updated.

Blue badge holders can park in the bay for as long as they need provided their blue badge is displayed. They can also park on the proposed yellow lines, providing they are not causing an obstruction for up to three hours, where they will also need to show their clock card.

Any resident who is housebound and needs regular visits from carers can apply for a carer's permit, which their carer displays whilst parked and making their visit. A carer's permit costs £10 and is valid for a year.

Each household would be entitled to buy up to 120 visitors' permits per annum at a cost of £2 per permit. Each permit entitles one vehicle to park in the residents permit bay, and lasts for the duration of the permit scheme operating hours each day. They can only be used once and must be displayed on the visitor's vehicle. Any vehicle can park in the bays to make deliveries, or load and unload, but only for as long as necessary and no longer than a maximum of 20 minutes.

Dartnell Avenue (20124)

Install DYL on the junction of Dartnell Avenue and Dartnell Park Road to improve road safety, sight lines and to protect the verge. There is no raised kerb on this junction. It is a popular drop off and pick up point for children walking down the alley to and from West Byfleet Junior and Infant Schools.

3.4 **COUNTY: WOKING NORTH BOROUGH: HORSELL AND CANALSIDE**

Devonshire Avenue (20037)

Install DYL between the two School Keep Clear markings outside Broadmere Community Primary School.

Install DYL on both sides of the junction of Devonshire Avenue and Loder Close to improve road safety, access and sightlines particularly at school pick up and drop off times. The double yellow lines will cover the crossing point at the eastern end of Devonshire Avenue as well.

Kettlewell Close and Fairlawn Park (20057, 20059, 20060, 20064)

Introduce a Restricted Parking Zone in these two residential streets, just beyond Area 4 of the Woking Controlled Zone. An existing Care Home is in the process of being rebuilt, and when it re-opens it will be twice the size with more staff and visitors. Both Kettlewell Close and Fairlawn Park are narrow roads. Any vehicles parking on these two roads will potentially obstruct access. It is proposed that the Restricted Zone will operate Monday to Friday 9.30am to 11.30am and 4.00pm to 7.00pm. Due to the narrow road width no

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

permits or marked out parking bays of any kind are proposed. Effectively this will be a no waiting restriction during the operational times. The operational hours can be amended in the future once the visiting hours of the new car home are established should it be necessary.

Woodham Rise (20062)

Upgrade the existing single yellow lines on the junction with Woodham Road to DYL. This will improve road safety and sightlines, particularly at school drop off and pick up times.

Woodham Rise (20062)

Upgrade the existing single yellow lines on the junction with Elm Road to DYL. This will improve road safety and sightlines, particularly at school drop off and pick up times.

Horsell Rise (20064)

Revoke the parking bay on the southern side of Horsell Rise outside properties 'Homelea' and 'Wedgewood'. Install a single yellow line in its place and for an additional 5.5metres north to the driveway of 'Wedgewood'. The single yellow line will operate Monday to Saturday 8.30am to 6.00pm, as per the adjacent existing restriction. This change is necessary because of a new vehicle crossover being constructed. The 5.5m extension to the 8.30am – 6.00pm yellow line will prevent a vehicle parking tight to the driveway on the small remaining length that would otherwise be permitted after 11.30am when the CPZ finishes.

On the north side of Horsell Rise extend the existing parking bay 10 metres southwards, and revoke a length of the single yellow line current in its place. This will maintain the same amount of on-street parking space at the southern end of Horsell Rise.

Eve Road (20067)

Make the advisory disabled bay outside No.20 enforceable, and without time limit for the benefit of the resident. The bay will need to be extended by a metre towards No.22 to make it 6.6 metres in length. There is a high demand for parking at all times of the day on this street.

Omega Road (20071)

Reduce the parking bay southwards and extend the single yellow line by one metre outside No.18. Currently the parking bay is marked over the edge of the dropped curb. Access on and off the drive way is very tight, and this amendment will improve the situation.

Walton Road (20071)

Remove a length of parking bay in front of No's 159 and 161 Walton Road, as these two properties have off street parking which they struggle to access. In place of the parking bay install a single yellow line to operate under the terms and conditions of Area 2 of the Woking Controlled Zone.

Princess Road (20072)

Install DYL on the junction with Alpha Road to improve road safety and sightlines. Install DYL around the junction with No.2 as well within Alpha Road. Over spill parking from the medical centre is obstructing sightlines, compromising road safety and inhibiting access.

Albert Drive Service Road (20123)

Introduce DYL on both sides of the junction and bend of the service road and Albert Drive outside No's 278 and 280. Continue the DYL on the north side of the service road towards the surgery. The service road is narrow and easily gets obstructed when vehicles start parking along it.

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

Granville Road (20029)

Introduce an enforceable disabled bay without time limit outside No.48 Granville Road. This is in response to an application that has been received.

Westfield Road (20029)

Introduce a time restriction on the parking bay outside No's 50 – 56 Westfield Road. The restriction will operate 8.30am to 6.00pm Monday to Saturday 20 minutes, no return within 1 hour. This time limit will encourage a turnover of vehicles to stop temporarily to visit the local shops.

Vicarage Road (20029, 20030)

Introduce DYL on both the north and south sides of Vicarage Road from outside No.1 Vicarage Road (dental practice) in the west, to The Moorlands in the east. This proposal is in conjunction with the new crossing point being constructed, and in response to a petition being received. It is intended prevent inconsiderate parking along this section of Vicarage Road.

Kingfield Road (20030)

Introduce a time restricted parking bay outside No's 3 – 8 Kingfield Road. The restriction will operate 8.30am to 6.00pm Monday to Saturday 20 minutes, no return within 1 hour. This time limit will encourage a turnover of vehicles to stop temporarily to visit the local shops.

Holmes Close (20033)

Introduce DYL on both sides of Holmes Close around the S-bends outside the surgery. Overspill parking from the surgery on these bends is restricting access to the end of the close.

Hoebrook Close (20056)

Introduce a length of DYL on the east side of Hoebrook Close outside No's 8 & 9, from the end of the School Keep Clear marking to the restriction. This will prevent obstructive school time parking on the bend.

Hill View Road (20091). TRO Amendment Only

A 5 metre length of DYL on the northern side of Hill View Road west of where the existing parking bay ends was installed instead of a proposed parking bay due to objections in the last review. This amendment is ensure the legal order matches what is on the ground.

Everlands Close (20091)

At the southern end of the existing parking bay in Everlands Close, convert the last 5.6 metres into a disabled bay without time limit, revoking a section of parking bay that currently operates under the Terms and Conditions of Area 5 of the CPZ. Revoke a metre of existing DYL south of the bay and incorporate this into the new disabled bay. This is in response to an application being received.

Ockenden Road (20092)

Install an enforceable disabled bay without time limit for 6.6 metres at the western end of the parking bay on the south side of Ockenden Road opposite No.12 (Dolphin House). Revoke a length of parking bay that operates under the terms and conditions of Area 5 in its place. This is in response to an application that has been received.

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

Church Street (20032)

Upgrade the current single yellow lines on the junction of Church Street and High Street, Old Woking to DYL to prevent dangerous parking.

High Street, Old Woking (20032) TRO Amendment only

The current restriction on the ground is a single yellow line on both the north and south sides of Old Woking High Street between Church Street and Broadmead Road, not DYL as shown on the Traffic Regulation Order. The single yellow line has been in place for the past 10 years and has not caused any problems to the best of our knowledge.

Outside No.126 High Street another small section of restriction shown on the TRO needs to be amended to a single yellow line to match what is on street.

Coldharbour Road junction with Lovelace Drive (20035)

Introduce DYL on the junction of Coldharbour Road and Lovelace Drive to prevent inconsiderate, obstructive parking blocks access particularly at school drop off and pick up times when pedestrian safety is also being compromised.

Introduce a 10 metre length of DYL northwards on the eastern side of Coldharbour Road from the junction with Ridgway Road to improve sightlines on this junction.

Lavender Road (20042)

Introduce DYL on the junction of Sandy Lane and Lavender Road to improve road safety and sightlines.

Introduce DYL on the junction of Maybury Hill and Lavender Road to improve road safety and sightlines.

College Road (20042)

Extend the existing DYL on the north side of College Road across the frontage of the garage up to the western boundary of No.3. This will improve traffic flow coming off the roundabout for vehicles heading east. Extending the DYL will also make the point where the cycle lane joins the main road safer and more accessible. DYL will additionally improve sightlines and road safety for vehicles using Orchard Close.

East Hill (20042)

Introduce DYL on the north side of East Hill joining up with existing restrictions outside No.15 Mayhurst Avenue as far as No.15 East Hill. This will prevent vehicles parking on East Hill and blocking the sight lines of property No's 5 to 13 who all access the main road via one service road entrance.

Oriental Road (20077)

Introduce a No Loading At Any Time restriction on the south side of Oriental Road between Maybury Hill and Little Riding.

Introduce a No Loading At Any Time restriction on the north side of Oriental Road between Maybury Hill and the Lion Retail Park vehicle entrance.

HGV's and other drivers have started parking along by the railings to visit the coffee shop in the retail park which is causing congestion and obstructing traffic on Oriental Road a busy route in town.

Park Road (20087, 20088)

Install a 5 metre long parking bay without time limit on the south side of Park Road, centrally positioned on the boundary of No's 82 and 84.

Install a 5 metre long parking bay without time limit outside No.48 Park Road on the south side.

Remove the time restriction from all the parking bays in the section of Park Road between Pembroke Road and Maybury Hill and make them unrestricted, 'P' plated instead.

Install DYL on both sides of Park Road from outside No.47a to No.45 on the north side, and from 'Cedar Wood' to No.56 on the south side.

Installing additional parking bays and removing the time restriction from the existing ones, will meet the parking needs of residents, who have petitioned for this change, and make all the bays more usable for long term parking away from the town centre. An upgrading of the single yellow lines are required on the bends to improve road safety.

Sandy Lane (20121)

Introduce DYL on the western side of Sandy Lane from the boundary of No's 33 & 35 southwards to a point 2.5 metres south of the footpath access to the flat development. Introduce DYL on the eastern side from the driveway of No.37 to the junction with Sandy Way.

These restrictions will prevent parking on the bend in Sandy Lane, which reduces the road to a single carriageway and reduces visibility.

Coldharbour Road junction with Engliff Lane (20122)

Introduce DYL on the junction to improve road safety and sightlines. Safety on the junction can be compromised when events are taking place at either Pyrford Village Wall Memorial Hall and/ or Pyrford Centre. Additional parking spills out onto the road around the junction area. DYL are proposed to be longer northwards of the junction on the eastern side of Coldharbour Road to maintain access to/ from the bus stop from displaced junction parking.

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

Connaught Road (20003)

Upgrade the existing single yellow line on the north side of Connaught Road from the boundary of St Saviours Church and Orchard House to the 20 minute limited waiting parking bay outside the Post Office to DYL. Currently part of the single yellow line operates 8.30am to 6.00pm Mon – Sat and the remainder during the Brookwood CPZ operating times. DYL will make it consistent, remove confusion and improve sightlines and road safety for drivers exiting Sheets Heath Lane. It will also reduce congestion and improve the flow of through traffic.

Hook Heath Avenue (20013)

Introduce a length of DYL on the north side for drivers existing College Lane and the adjacent flat development. This is an upgrade and extension of an existing H-Bar which is now insufficient. DYL will improve sightlines and road safety and improve the flow of through traffic.

Wych Hill Service Road (20013)

Introduce DYL around the entire service road to maintain access to the residential properties at all times that front the service road. The road is narrow and any vehicle parking in the service will cause an obstruction.

Robin Hood Road (20044)

Extend the existing DYL on the east side northwards outside No.5 from Robin Hood Close. This is to prevent double parking that can occur here causing access problems.

Extend the existing DYL on the west side northwards from Capstans Wharf. Parking on the brow of the hill obstructs sight lines for vehicles heading south forcing them blindly onto the wrong side of the road.

Copse Road (20044)

Extend the DYL on the south side of Copse Road from where they currently end eastwards alongside No.5. Copse Road is quite narrow and any vehicle coming out of the unmade track between 'Copse Cottage' and 'Sunnybank' is unable to turn if a vehicle is parked on Copse Road opposite.

BOROUGH WIDE**3.8 Traffic Regulation Order Consolidation**

One of the principles that were accepted by the county council when it originally decided to proceed with decriminalised parking enforcement (DPE) now called civil parking enforcement (CPE) was to keep the necessary traffic regulation orders (TROs) to a minimum and to consolidate them when a number of amendments had been made. The number of amendments made to the original Woking TRO's has now reached double figures and the time to consolidate them is probably long overdue. The process is a one notice procedure and does not invite objections and should be done immediately after the latest amendment order has been made. The cost for the notice is minimal and would be met from the budgets allocated to the review. As consolidation is effectively an administrative process, and makes no changes to the effect of the TRO's it seems unnecessary for it to need approval of the whole committee each time, and so it would be quicker and simpler if the committee agreed that approval in future could be granted by the committee chairman.

3.9 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.

GOLDSWORTH EAST AND HORSELL VILLAGE			
Waldens Park Road	Abbey Road	Church Hill	Goldsworth Road
Kingsway	Commercial Way	Lampeter Close	Brookfield
High Street, Horsell	Willowmead Close		
KNAPHILL AND GOLDSWORTH WEST			
Lower Guildford Rd	Barley Mow Lane	Highclere Gardens	Kirkland Avenue
Tregarth Place			

THE BYFLEETS			
The Oaks	Oakfields	Chertsey Road	Oyster Lane
Mill Lane			
WOKING NORTH			
Fairlawn Park	Kettlewell Close	Beaufort Close	Forsyth Road
St Michaels Road	Maybury Hill	Maybury Road	Balmoral Drive
WOKING SOUTH			
Loop Road	Howards Road	Moor Lane	Rosebank Cottages
Westfield Avenue			
WOKING SOUTH EAST			
Heathside Park Rd	Hiple Street	St Peters Close	Priors Croft
Henley Court	College Road	Lock Lane	Pembroke Road
WOKING SOUTH WEST			
Azalea Court	St Johns Rise	Triggs Close	

4. CONSULTATIONS:

- 4.1 Subject to approval and budget provision being made available for 2018/19 financial year, it is anticipated that the formal advertising process involving notices in local newspapers and at proposed locations, will take place in August/ September 2018. We will letter drop properties that front on to any of the proposals.
- 4.2 Plans illustrating the amended restrictions will be placed on deposit in local libraries, Knaphill Post Office 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 the first quarter of 2019.

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 about £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 60% share of the Woking parking surplus. With £10,000 being allocated from the Parking Team budget.

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 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:

- 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 Annexes A-G. 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 September), 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.

ITEM 11

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 early 2019.

Contact Officers:

Peter Wells (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.

An informal public consultation was carried out with the residents of Sheerwater Cottages, Sheerwater Road, West Byfleet.

County Council Cabinet Member

Mr Colin Kemp.
Tel: 0300 200 1003

Annexes:

Annex A – Horsell and Goldsworth East
Annex B – Knaphill and Goldsworth West
Annex C – The Byfleets
Annex D – Woking North
Annex E – Woking South
Annex F – Woking South East
Annex G – Woking South West

Sources/background papers:

None
