



WOKING JOINT COMMITTEE

DATE: 25 September 2019
LEAD OFFICER: Peter Wells. Engineer – Parking Strategy and Implementation Team

SUBJECT: 2019 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 annex A are approved.
- (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.
- (v) 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 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 A list comprising of 138 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 in consultation 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 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, feasible or on a scale too big for this process.

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 Annex A.

3. OPTIONS:

PROPOSED AMENDMENTS

(Relevant drawing numbers in brackets)

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DIVISION

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

High Street junction with Thornash Road (20015)

Introduce DYL on the junction of these two roads. Vehicles park in Thornash Road, close to High Street. The angles on the junction are quite acute and extra room is needed to negotiate the turn. Larger vehicles sometimes have to back up to complete the manoeuvre. Moving vehicles further back from the junction will help with access.

Meadway Drive junction with Hammond Road (20015)

Introduce DYL on both sides of the southernmost junction of these two roads to improve road safety and sightlines.

Ormonde Road (20015)

Extend the Double Yellow Lines (DYL) on the western side of Ormonde Road, south of Rosehill Avenue up to the speed table. This extension is requested by the Passenger Transport Team, and will see DYL covering the bus stop, as there is insufficient space to install a bus cage. The aim of introducing these DYL is to prevent private vehicles parking adjacent to the stop. When this happens the bus is forced to stop in the carriageway blocking the road. Boarding and alighting for passengers is made difficult, as they can't take advantage of the raised kerb.

Bury Lane junction Langdale Close (private) (20016)

Extend the existing DYL on the western side of Bury Lane south towards property 'Southwell' to prevent long term parking. Vehicles are parking here daily, and as a consequence moving vehicles are coming around the bend, approaching Horsell High Street on the wrong side of the road, with no space to 'pull in', which is undesirable and dangerous.

Install DYL on the south side of Bury Lane to remove double parking, which is restricting the road width for two way traffic. DYL are proposed on the southern side of Bury Lane, from Bury Close southwards to Langdale Close. They will continue on both sides of the **entrance to Langdale Close** to improve sightlines and maintain access.

Church Hill (20073, 20078)

Install DYL on the western side of Church Hill. Extending north from the existing DYL outside property 'Eeche Waye', past Waldens Park Road and continuing northwards to join up with the existing School Keep Clear marking outside Horsell Village School. Vehicles park on the carriageway at the foot of the hill and fully on the footway towards the top. Parking on Church Hill obstructs through traffic. Vehicles parking fully on the footway obstruct pedestrians, of which there is a high number walking to and from school.

Horsell Park Close (20073)

Introduce a 5 metre parking bay outside No's 19 & 20. The new bay will operate to the terms and conditions of Area 4 of the CPZ. This proposal is in response to a

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request for an additional parking space to be introduced on the straight section of Horsell Park Close by the residents during the CPZ hours.

Chertsey Road (20075)

Originally brought to Committee in January 2017, this proposal has been delayed due to highway works and waiting for the Taxi Rank Order to be amended. Authority given by the committee has now expired and new approval is required.

The Car Club operator would like to convert two existing pay and display parking spaces and (formerly) an overnight Taxi Rank at the northern most end of the eastern parking bay on the eastern side of the road into Car Club Only spaces. The bay to be signed as CC004.

This location has been chosen in consultation with Enterprise Car Club and the bays proposed in Chertsey Road can potentially 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.

Bridge Barn Lane (20089) Amendment for TRO

In the south west corner of Bridge Barn Lane a short length of double yellow line has been installed from the roundabout with Goldsworth Road, northwards to the first parking bay on the western side when work was last carried out. The Traffic Order needs to be amended to match what is now on the ground.

Brambledene Close (20089) Amendment for TRO

At the northern end of the close around the turning circle, double yellow lines have been installed following resurfacing. Previously there was a single yellow line with two operational times during the day. Nobody has objected to the installation of double yellow lines, therefore it is recommended to advertise and amend the traffic order to formalise the restriction that is now on street.

Goldsworth Road (20089)

Install DYL on the western side of Goldsworth Road, filling in the unrestricted length of road between Parley Drive and Silversmiths Way to prevent all day parking, which reduces the carriageway width for two way through traffic.

North of Silversmiths Way a single yellow line should be introduced in the unrestricted length on the western side, operating between 1- 2pm Monday to Friday to prevent all day parking. This road space is still required in the mornings and afternoons as a 'drop off' facility for parents delivering/ collecting children from Goldsworth Primary School.

Triggs Lane junction The Triangle (20094)

Upgrade and extend the existing single yellow line to a DYL from a point 4 metres north of the boundary of No.10 and No.2 Triggs Lane northwards, and round to the eastern boundary of No.2 The Triangle. At the moment the single yellow line ends at the 'Give Way' marking on the roundabout entrance. Vehicles are parking just beyond where the current restriction finishes, and this creating issues for large vehicles trying to turn out of the slip road to head down St Johns Road. A small

parking restriction extension, will maintain free flowing traffic at all times with minimal impact for residents.

Kirby Road (20103)

Extend the existing DYL by 0.8 metres eastwards outside No.23 to give the driveway improved access when vehicles are parked adjacent to it on the highway.

Well Lane junctions with St Mary's Road and Holyoake Crescent (20103)

Introduce DYL on these two junctions either side of Well Lane to prevent vehicles parking so close to the junctions on these two streets. This will improve road safety, sight lines and maintain access.

Sloccock Hill (20103)

Introduce DYL on the south side alongside No.1, and on both sides of the junction with Merrivale Gardens. Vehicles park all day here, and are approached suddenly and unexpectedly when coming down the hill and turning the corner to the left. Introducing these DYL will move these vehicles to the opposite side of the road, improving their visibility and safety for all.

Willowmead Close (20104)

Install DYL on the junction and bend within Willowmead Close, outside No's 31 (south side), No.126 (north side) and on the inside of the bend (alongside No.13), to improve road safety, sightlines and stop inconsiderate parking.

Hallington Close (20111)

Introduce DYL on the south side of Hallington Close following on where the existing restrictions finish, up to the side of No.32. Double parking along Hallington Close significantly reduces the road width, resulting in concerns about access for emergency vehicles and rubbish collection.

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

Barley Mow Lane (20018)

Extend the Double Yellow Lines (DYL), on the south side of Barley Mow Road north westwards to the end of the footway opposite the entrance to the Sports Pavilion. This will maintain access at all times where the road narrows.

Barnby Road (20018)

Extend the DYL on the south side of Barnby Road from outside No.18 east and round into the top of **Nursery Road**. This will improve access for residents on Barnby Road to their properties and prevent vehicles parking on this length of the highway at all times.

Hillside Close (20018)

Extend the existing double yellow lines on both sides of Hillside Close as you enter from Anchor Hill south eastwards for a distance of 8 metres. Hillside Close is quite narrow and the turn in from Anchor Hill sharp. The current 10 metre length of DYL is proving insufficient clearance for larger vehicles to make the turn.

Queens Road (20020)

Introduce a length of DYL opposite the exit from the car park, on the south side of Queens Road outside No's 28- 32. The road narrows at this point, and vehicles parking outside No's 32, 30 and 28 reduce the road width further at this pinch point, making existing the car park harder.

High Street, Knaphill (20020)

Extend DYL on the south side eastwards from the Sussex Road junction as far as property 102a. The extended parking restriction will prevent vehicles parking on and blocking the footway for pedestrians and help to improve sight lines for drivers existing Sussex Road.

Broadway junction with Sussex Road (20020)

Introduce DYL on the junction to prevent vehicles parking close to the meeting of these two streets, this will improve road safety, sight lines and maintain access.

Chobham Road (20021)

Revoke the existing single yellow line in its entirety, and install an enforceable School Keep Clear (SKC), restriction which will operate between 8.15 - 9.15am and 2.30 – 4pm Monday – Friday instead. The new SKC will be positioned directly in line, and be of the same length as the existing SKC opposite. Slightly shorter in length than the current single yellow line. The no stopping element of the restriction is required, as the existing single yellow line does not prevent the dropping off/ collecting of children. When this happens Chobham Road becomes blocked.

Creston Avenue (20101, 20115)

Introduce DYL on both sides of Creston Avenue westwards from the junction with Lockfield Drive. These restrictions will maintain access and keep the road safe, as parked vehicles on this bus route are encroaching ever closer to the junction. Introduce DYL on the inside of the bend, opposite Doversmead, up to Meyrick Close within Creston Avenue. Vehicles parking at this point hinder buses turning the corner. Introduce DYL on the western side of Creston Avenue between Semper Close and the access to the garage block opposite Byron Close. Vehicles parking here force passing traffic onto the opposite carriageway.

Sparvell Road junction with Coresbrook Way (20105)

Introduce DYL on the junction to improve road safety and sight lines.

Clifton Way junction with Armadale Road (20106)

Introduce DYL on the junction to improve road safety and sight lines. There is an increasing number of vehicles parking around the junction area associated with the Brockhill Nursing Home.

Robin Hood Road (20115)

Extend DYL on the north side of Robin Hood Road, east of the Creston Avenue junction for a distance of 10 metres to move parked vehicles further away from the junction, improving sightlines.

Robin Hood Road junction with The Withies (20115)

Introduce DYL on the junction to improve road safety and sight lines and stop vehicles parking on the footway.

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

Chertsey Road, Byfleet (20008)

Install Double Yellow Lines (DYL) on both sides of Chertsey Road from the roundabout with the A245 northwards. The proposed new lines will extend up to the southern boundary of No.8 on the eastern side and round onto the **southern side of Lake Close** on the western side. This will improve road safety and sightlines when entering/ leaving the roundabout. It will also improve visibility at the crossing point for pedestrians. Vehicles are now parking quite close to the roundabout itself which is hazardous and reducing the road width.

High Road, Byfleet (20010)

Install DYL on the north side of High Road from where the existing restrictions end, to the west of Chuters Close, round to the dropped curb outside No.113 in the service road. Vehicles parking here, whether long term or short term to visit the Co-op block sight lines round the bend and obstruct the narrow footway for pedestrians.

Hart Road, Byfleet (20011)

Introduce two short lengths of DYL on the south side of Hart Road, either end of the existing School Keep Clear marking. This will help protect residential driveways, the grass verges and maintain access for through traffic on the bend.

Station Road, West Byfleet (20045)

Revoke the existing 2 vehicle parking bay outside No's 41-43 and replace with a single yellow line that will operate under the terms and conditions of the outer zone of the West Byfleet CPZ. One property wishes to pay to have a dropped kerb installed. An informal consultation has been carried out with the neighbouring properties and no objections have been received.

Madeira Crescent, West Byfleet (20050)

Install an enforceable 6.6metre disabled bay without time limit outside No.25 and 27 in this road within the outer zone of the West Byfleet CPZ. In order to do this, and leave as much of the parking bay available for other residents, it is recommended a 1m length of existing single yellow line is revoked at the eastern end. It is also recommended to upgrade the single yellow line on the junction with Brantwood Gardens behind the proposed disabled bay to DYL, to help with access in to and out of the space. DYL will also improve road safety and sightlines on the junction.

Old Acre (20126)

Install DYL on the junction with Pyrford Road. Also install DYL around the turning head outside No's 1 and 2. There is high amount of inconsiderate anti-social parking taking place in this small cul-de-sac. The footpath is unusable due to vehicles parking all over it, and access to the far end is difficult due to the double parking that takes place.

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

Woodham Road (20058)

On the north side of Woodham Road, just west of the Six Ways roundabout, introduce a length of Double Yellow Line (DYL), from the roundabout westwards in front of the footway and for a further 15 metres beyond. A long line of vehicles parks along here are encroaching ever closer to the roundabout, forcing passing vehicles out onto the wrong side of the carriageway.

Orchard Drive (20064)

Revoke the parking bay outside No.1 Orchard Drive and replace with a single yellow line. This bay is located too close to the junction with Woodham Road to be used safely as an authorised parking place.

In its place it is proposed to introduce a new 5 metre parking bay diagonally opposite, outside No's 4 & 6 Orchard Drive to compensate. The reinstated single yellow line and the new parking bay will both operate under the terms and conditions of Area 4 of the Woking CPZ.

Monument Way East (20067) Amendment for TRO

It is recommended to amend the Traffic Order to match the restrictions that are on the ground in this commercial/ light industrial road. The restrictions starting from Albert Drive and head north are described as follows:

On the western side of Monument Way East revoke the DYL in front of the parking bay up to the kerb build out. This restriction is not installed on the street. **Keep the DYL around the kerb build out.** Heading north, then revoke a 6 metre length from the Order (not on the ground). **Keep DYL in front of the access to Gibbs and Dandy and S.T.G Fabrications.** At the northern head of Monument Way East revoke all the DYL around the top of the road. There are no DYL on the ground here, and not having them does not appear to be an issue for access. Heading south down the eastern side towards Albert Drive, keep the DYL as shown, as they are on street. These DYL prevent double parking, and maintain access for the vehicles travelling along Monument Way East.

Wheatsheaf Close junctions with Chobham Road and Fenn's Way (20069)

Upgrade the existing single yellow lines to DYL on the junction of Chobham Road, Wheatsheaf Close and Fenn's Way which are only enforceable during Area 4 CPZ operational times. Parked vehicles which gather here after 11.30am for the rest of the day will be moved further back from the junction, improving road safety.

North Road (20071)

Alongside No.2, opposite Kingsoak House, extend the existing parking bay to a total length of 9 metres (maximum size that can be accommodated in the space

available). Remove the current operating terms and conditions from the bay, and instead make the bay 8.30am – 6.00pm Monday – Saturday 30 minutes no return 1 hour. This is in response to requests from 'Woking Mind' and 'Woking Community Furniture Project' who have requested some short term parking close to their premises to allow for drop offs, collections and space for customers.

Courtenay Road (20071)

Install an enforceable disabled parking bay without time limit in Area 2 of the Woking CPZ outside of No.69 and 71. The bay to be 6.6 metres in length and will replace a length of parking bay that operates under the terms and conditions of Area 2 of the CPZ.

Kings Road junction with Walton Road (20071)

Upgrade the existing single yellow lines to double yellow lines on this junction to improve safety and maintain access at all times.

Maybury Road (20080)

Outside Beaufort Lodge there are two short lengths of single yellow line that break up the on-street parking. Since Beaufort Lodge has been built, there appears to be no requirement for these lengths of single yellow line. It is therefore recommended to revoke them and join up the 3 parking bays into one longer bay that will provide more parking space and still operate under the terms and conditions of Area 2 of the CPZ.

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

Hillside (20001)

Introduce Double yellow lines (DYL) on both sides of Hillside as you enter from Egley Road (A320). The DYL will continue on the eastern side round the bend up to the boundary of No's 1 and 3. It is proposed to leave space for three vehicles on the western side and then introduce DYL alongside and around the inside on the bend by No.2.

Some parking can be accommodated, but not on the bend, up the hill, as you enter Hillside from the main road as this is obstructive and an unsafe practice.

Claremont Avenue junction with Lucerne Close (20026)

Upgrade the existing single yellow line outside Lucerne Close and No.31 that currently operates during the hours of the Area 5 CPZ, to a double yellow line, that will apply at all times. Parents picking up and dropping children at the nurse's impede access to Lucerne Close and greatly reduce the road width, making it difficult for buses and goods vehicles to pass freely when vehicles are parking on both sides of this 'A' classified road.

Elmbridge Lane (20027)

Introduce 10 metres of DYL on the north side of Elmbridge Lane from the entrance road to Woking Park eastwards in front of No's 15 and 17. Vehicle parking here blocks sightlines, and this is a particularly busy crossing point for school children and college students heading through the park.

Westfield Road junction with Apers Avenue (20029)

Introduce DYL on the junction of Apers Avenue and Westfield Road. From the boundary of No.29 eastwards and into Apers Avenue on both sides. The DYL will extend as far as the bus cage, on the southern side of Westfield Road east of the junction and improve sightlines and access.

Kingfield Road junction with Beaconsfield Road (20030)

Introduce a peak time loading restriction (8.15 – 9.15am and 2.30 – 4pm) to the existing double yellow lines on the eastern side and to the south of Kingfield Road/ Beaconsfield Road junction. The proposed loading restriction will begin at the western end on the southern side of the existing DYL in Beaconsfield Road, and extend round on to Kingfield Road in front of properties, The Old Forge, Ashington and Boywood.

Westfield Road (20033)

Introduce DYL on the eastern side of Westfield Road south of Old School Place, outside the Moorcroft Centre southwards. The lines will extend to the pedestrian crossing, (but be hidden on the ground beneath the crossing zig-zags). These lines will prevent vehicles parking on the footway outside the restaurant.

Bonsey Lane (20033, 20056)

Introduce a single yellow line on both the north and south sides of the lane from where the existing double yellow lines terminate at the eastern end (outside Little Acorns), as far as the eastern boundary of Holly Oak. The single yellow lines will operate 8-9:30 am and 2:30 – 3.30pm Monday to Friday.

In the middle section of Bonsey Lane introduce DYL on both sides of the road, from outside property Holly Oak at the eastern end, as far as property St Olaves at the western end.

Introduce a SYL on both sides from the end of these DYL as far as the existing DYL at the western end (outside Barn Cottage). The SYL will operate 8-9.30am and 2.30-3.30pm Monday to Friday.

Bonsey Lane is the only access road to Westfield Nursey, Primary School and Adult Education centre. It is quite narrow. Any vehicle parking along Bonsey Lane during the morning and/ or afternoon drop off or pick up time obstructs the flow of vehicles in and out significantly.

Heathside Crescent (20086) Amendment for TRO

On the north side of the crescent between White Rose Lane and Station Approach the entire single yellow line has been upgraded to double yellow lines by the developer of the new residential development on the former St Dunstan's Church site. This amendment reflects the change that has been made on the ground.

York Road (20091)

Install an enforceable disabled parking bay without time limit in Area 5 of the Woking CPZ in the lay-by in front of No's 40 and 42. The bay to be 6.6 metres in length and will replace a length of parking bay that operates under the terms and conditions of Area 5 of the CPZ.

Mount Hermon Road (20091)

It is proposed to make the parking bay outside No's 1-4 Everlands Close Permit Holders only 8.30am to 6.00pm Monday to Friday. These residents without off street parking have to compete with other permit holders in the area and non-residents for a limited amount of parking space. It is hoped this amendment will improve their situation.

Hill View Road (20092)

At the eastern end of the road, revoke the one vehicle parking bay on the north side, outside Bell Court and replace with a single yellow line.

Opposite extend the existing parking bay to a total length of 40 metres, revoking a length of single yellow line. The extended parking bay will provide additional capacity for 4 vehicles. The extended bay and the reinstated single yellow line will operate under the terms and conditions of Area 5 of the CPZ.

Upgrade the existing SYL that operates during CPZ hours only, to DYL west of the extended parking bay and round southwards into the top of the eastern side of Fircroft Court. This will maintain sight lines when exiting Fircroft Court at all times.

Belgrave Manor (20096)

On the south side of Belgrave Manor, alongside No.41 relocate the whole parking bay 2.5 metres eastwards. Revoking and replacing SYL at either end as necessary. The dust cart is unable to access the bin storage area (down the path by No.40), due to the current position of the parking bay. Therefore DYL are proposed to be introduced behind the relocated parking bay to keep this area free of vehicles, so access is available at all times.

Brooklyn Close (20096)

Reduce in length by 10 metres the parking bay on the south side of Brooklyn Close, alongside No.4. Replace with double yellow lines and extend these DYL into the garage access road on the eastern side behind No.4 upgrading the existing single yellow line.

Also upgrade the existing single yellow line on the opposite side of Brooklyn Close to a double yellow line on the western side of the access to the garage and bin storage area. The dust cart cannot access the bin storage area and rubbish is not being collected. By revoking a length of parking bay and upgrading these two lengths of single yellow line the dust cart will be able to manoeuvre and collect rubbish from Brooklyn Court.

Constitution Hill (20096)

Upgrade the existing single yellow that operates during the Controlled Zone hours across the rear entrance of Craigmere Tower to double yellow lines. The upgraded line will extend from the end of the parking bay on western side northwards to point 9 metres north of the entrance. This will improve sight lines and maintain access at all times to the tower.

Sundridge Road, Howards Road, Rydens Way (20102 & 20128)

On the eastern side of Howards Road introduce DYL from outside No.1 southwards and round to the junction with Sundridge Road. This includes **DYL on the junction with Howards Close.**

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On the western side of Sundridge Road introduce DYL from outside No.2 south all the way to southern arm of Rydens Way. **This includes the junction with Stockers Lane, and some lengths of new DYL that have recently been introduced on both sides of Sundridge Road as a result of redevelopment around Woking College. These new restrictions need approval and adding to the Traffic Order.** On the southern side of Rydens Way new DYL have been introduced by developers outside **No's 21-23** around a new kerb build out, and on **both sides of the junction of Rydens Way and Shackleford Road**. The developers have also **introduced new DYL further east on Rydens Way outside No's 49-51**, around a new kerb build out, and **opposite on the north side of the road**. In the cul-de-sac section of Rydens Way **DYL have been introduced in front of a new shrub bed outside No's 20 and south of it on land that was formally a green and is now being developed for housing. These new restrictions need approving and adding to the traffic order.**

Guildford Road (A320) junction with Guildford Road (D7304) (20129)

Introduce DYL from the junction of the A320 Guildford Road into both sides of the D7304 Guildford Road by the **junction with Pyle Hill (private) and Maybourne Rise**. An increasing number of commuter vehicles are parking round the bend on this bus route, all day which is blocking sightlines.

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

St Peter's Close (20032)

Revoke the enforceable disabled bay without time limit outside No.6. The bay is no longer required.

Poundfield Gardens junction with St Peters Close (30032)

Introduce Double Yellow Lines (DYL) on both sides of the junction. On the inside of the bend outside No's 17 and 18 Poundfield Gardens, and No.31 on the opposite side, at the top of St Peter's Close. Vehicles are parking round the inside of the bend on the carriageway and footway obscuring vision for everybody.

Pembroke Road (20082, 20087)

Upgrade the existing single yellow lines on both sides of Pembroke Road from 'The Furlough', south, all the way to St Dunstan's Church. **This includes the junction with St Pauls Road.**

South of the Shaftesbury Road/ Onslow Crescent crossroads, upgrade the existing single yellow line restriction southwards on Park Road to DYL on both sides, and onto the northern sides of both the eastern and western arms of Park Road.

In Shaftesbury Road, east of Pembroke Road upgrade the existing single yellow lines to DYL on both sides up to the entrance to St Dunstan's Church car park and outside Hollybank opposite.

The existing parking bay outside Maybury Court is to be extended to a total of 30 metres to accommodate the vehicles displaced from nearby during the operating hours of the CPZ.

The parking bay on the north side of the eastern arm of Park Road is to be extended by 5 metres westwards. (Outside property Courthope).

These proposed changes have been requested following a Road Safety outside Schools audit which witnessed obstructive and inconsiderate parking along Pembroke Road at school pick up times.

Heathside Park Road (20092, 20093)

At the western end of Heathside Park Road upgrade the existing single yellow lines on both sides to double yellow lines in front of properties White Heath Lodge & Rosehill (north side), and Ranibagh (south side). Install a new 10m parking bay to operate under the terms and conditions of Area 5 on the south side outside Ranibagh to the east of the proposed new double yellow lines.

Extend the existing one vehicle parking bay on the north side outside Gorse Bank eastwards outside Penylan to make it 22 metres in total length. Remove the Area 5 restrictions and make this a free unlimited parking bay.

There is an increasing number of displaced vehicles parking in Heathside Park Road. Extending the existing double yellow lines at the eastern end of the road will keep these vehicle away from the junction with White Rose Lane where they currently congregate on both sides. Removing the restriction and extending the existing parking bay further away from the junction, will give these displaced vehicles a safer less obtrusive location to park all day.

White Rose Lane and Bylands (20098)

On both the north and south sides of White Rose Lane introduce a single yellow line from the end of the existing CPZ boundary eastwards. On the north side the single yellow line will extend to Barrens Close (private). On the south side the single yellow line will extend to the boundary of No. 40 and 40a. The operational days and times of the single yellow line will be Monday to Friday 9.30 – 11.30am.

There will be **double yellow lines on both sides of the junctions with Rose Wood (up to the setts), and Barrens Close** (to the back of the footway).

Half a dozen vehicles have taken to parking all day on the south side of White Rose Lane just beyond the CPZ boundary. These vehicle are parking half on the footway, overhang drive ways and then clashing with parents dropping off/ collecting children at school times, resulting in localised congestion and frustration.

It is proposed these vehicles can be accommodated by lifting the restriction on the little used on-street parking bays in **Bylands** (in area 5 of the CPZ), and making them free, unlimited parking bays instead. The bay on the eastern side at the southern end can be extended to accommodate another vehicles. Additionally a new two vehicle free unlimited parking bay can be introduced at the top of Bylands outside No.9. Safer all day parking can then take place here without disruption to the daily activities that take place on White Rose Lane.

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

Elphinstone Close (20003)

Extend the Double Yellow Lines (DYL) on the eastern side of Elphinstone Close southwards to the boundary of No.157, upgrading the existing single yellow line that is only enforceable during CPZ operational hours.

Extend the DYL on the western side of Elphinstone Close by 3 metres southwards, replacing the existing single yellow line. Thereafter revoke 10 metres of the single yellow line and introduce a parking bay that will operate under the terms and conditions of the Brookwood CPZ. South of this proposed new bay the existing single yellow line will be upgraded to DYL up to the rear boundary of No.161.

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These changes are proposed because vehicles park just beyond the end of the existing DYL in Elphinstone Close when the zone is not in operation, causing access issues.

Connaught Road (20003)

On the south side of Connaught Road, east of the entrance to Brookwood Station upgrade a short length of single yellow line outside No.127 to a double yellow line. Vehicles are parking here outside of the yellow lines' operational times making entering the station difficult, especially for the bus, which has to go on to the footway.

Connaught Road (20005)

On the north side of Connaught Road upgrade the existing single yellow line to a double yellow line from the boundary of No.58 eastwards across the front of the electricity sub-station and entrance to the school, up to the kerb build out. Vehicles are parking here, blocking access and compromising pedestrian safety.

Orchard Mains junction Wych Hill (20013)

Install DYL on both sides of Orchard Mains from the junction with Wych Hill south. DYL will extend 8.5 metres round the inside of the bend, eastwards beyond the end of the footpath to keep the junction area free of parked vehicles, improving visibility for all, and allowing vehicles to manoeuvre into and out of the Orchard Mains cul-de-sac. On the western side, DYL will extend from Wych Hill round to the dropped curb of No.25.

Vehicles are parking dangerously on both sides of this tight bend reducing the road width to a single carriageway, resulting in localised congestion and reducing visibility for all road users.

Amis Road, Batten Avenue and Copley Close (20023)

Install DYL on all four sides of the crossroads to improve road safety and sightlines. Parking around this junction is particularly bad at school pick up and drop off times.

Barrack Path (20043)

Install DYL on the south side of Barrack Path, extending across Norfolk Gardens properties and continuing up to property 'Tyningham'. This restriction will prevent parking and maintain access at all time along this narrow section of Barrack Path.

Trigg's Close (20094)

Introduce DYL around the turning heads at the eastern end of Trigg's Close outside No's 14 – 21. The turning areas are parked up for the majority of the day, so cannot be used for their intended purpose.

Wych Hill Park (20095)

Introduce DYL on the inside of four bends along Wych Hill Park, and across the entrance to Azalea Court. All day parking is reducing visibility on these corners for through traffic, forcing vehicles onto the wrong side of the road. Installing DYL will improve site lines and improve safety. The four bends are:

- Around the corner of No.63.
- Around the corner of No.20 and 22.
- Around the corner of No.41.

- Around the corner of the Electricity Sub-station

A collecting of vehicles congregate either side of Azalea Court, making it difficult to see oncoming traffic. A short length of double yellow line will provide improved visibility.

Scarlett Close (20127)

Make the existing advisory disabled bay outside No.15 into an enforceable disabled bay without time limit. The space is regularly occupied by non-blue badge holders to the detriment of those it was intended for.

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			
Upton	Horsell Rise	Royal Oak Road	Horsell Birch
Tracious Close	Veryan	Cardingham	Hedgerley Court
Well Lane	Claydon Road	Abbey Road	
KNAPHILL AND GOLDSWORTH WEST			
Barley Mow Road	Redding Way	Burnham Road	Inkerman Road
Sparvell Road	Rapsley Lane	Northwood Avenue	Bagshot Road
THE BYFLEETS			
Woodlands Avenue	Station Road	Coldharbour Road	Woodlands Road
Old Woking Road	Rectory Lane	Church Road	Elmstead Road
Chuters Close	Madeira Road	Wey Barton	Mill Lane
WOKING NORTH			
Walton Terrace	Walton Road	Sheerwater Road	Paxton Gardens
Woodham Rise	Elm Road	Century Court	Boundary Way
Boundary Road			
WOKING SOUTH			
Granville Road	Everlands Close	Mount Hermon Road	Brooklyn Road
Loop Road	Lilac Avenue	Kingfield Gardens	Lampeter Close
WOKING SOUTH EAST			
Farm Road	Corrie Road	Norfolk Farm Close	Norfolk Farm Road
Greenheys Place			
WOKING SOUTH WEST			
Amstall Way	Sutton Avenue	Gorsewood Road	Briarwood Road
Brackenwood Road	Connaught Road	Hurst Close	

4. CONSULTATIONS:

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- 4.1 Subject to approval and budget provision being made available for 2019/20 financial year, it is anticipated that the formal advertising process involving notices in local newspapers and at proposed locations, will take place in December 2019/ January 2020. 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 spring of 2020.

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 £25,000. This will be financed jointly from Joint Committee and Parking Team budgets. It is recommended that the Joint Committee allocate £15,000 towards the cost of implementing the proposals in Annex A from their 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 Annex A. They will make a positive impact towards:-

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- 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.

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 spring 2020.

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.

County Council Cabinet Member

Mr Matt Furness.
Tel: 0300 200 1003

Annexes:

Annex A

Sources/background papers:

None
