

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (WOKING)

DATE: 25 SEPTEMBER 2013

LEAD OFFICER: DAVID CURL (PARKING STRATEGY &amp; IMPLEMENTATION TEAM MANAGER)

SUBJECT: WOKING PARKING REVIEW – ADDITIONAL LOCATIONS

DIVISION: WOKING

**SUMMARY OF ISSUE:**

This is an update to the Woking parking review report considered by the committee in June 2013. Officers of Surrey County Council's parking team have carried out further consultation about proposals in some locations and identified a few additional proposals that should be included in the parking review. 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 comments or objections from members of the public.

**RECOMMENDATIONS:**

**The Local 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 agreed.
- (ii) 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.
- (iii) 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 progressed 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 In June 2013 the committee agreed a number of proposals for statutory consultation as part of the 2013 parking review. This report proposes a number of additional sites that are considered to be a priority and/or can now be included in the review following further development of the proposals.
- 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.

## **2. PROPOSALS:**

### **PROPOSED CHANGES TO WAITING AND PARKING PROPOSALS**

(Relevant drawing numbers in brackets)

#### **DIVISION**

#### **2.1 WOKING SOUTH WEST Connaught Road and Heath Drive (20003)**

Install additional on-street parking bays for residents of Connaught Road to use along A324 and the southern end of Heath Drive. Properties have no off-street parking and there is insufficient parking space currently available in the early evening and weekends when the existing restrictions apply.

#### **Connaught Crescent (20004)**

Install additional on-street parking bay for residents of Connaught Crescent to use. There is quite high density housing at this end of the crescent and insufficient parking space during a week day when the controlled zone is in operation. An additional parking bay can be installed without compromising road safety.

#### **Wych Hill (20013)**

Revoke single yellow line and loading restriction on the south side of Wych Hill from outside property 'Glywyn' west to 'Crofton'. There is no longer a need for these restrictions. Change already on street so only amendment of TRO needed. Install Double Yellow Lines from boundary of No's 1 and 2 Pine View eastwards across the vehicle accesses to Star Lane and 'The Star Hotel'. This will improve access and sightlines for vehicles entering and leaving Star Lane and The Star Hotel car park.

### **Gorsewood Road and Gorsewood Road junction with Hermitage Woods Crescent (20024)**

Install double yellow lines outside 7 and 5 Gorsewood Road. Vehicles park in this gap during school drop off and collection times. Vehicles also park on the opposite side of the road and this double parking causes obstruction issues for through traffic.

Install double yellow lines on the junction of Gorsewood Road and Hermitage Woods Crescent to improve road safety and prevent vehicles parking on the junction during school drop off and collection times.

### **Church Road (20044)**

Extend the existing double yellow lines on the west side southwards to cover the un-adopted access road that leads to the Church Road properties. Vehicles are parking right up to the access road and occasionally across it. The introduction of double yellow lines will maintain access for these properties and improve sightlines and road safety.

### **St Johns Lye (20044)**

Introduce limited waiting bays on three sections of St Johns Lye around the green, and two small extensions to the existing single yellow line. The restriction of the limited waiting bays will be 2 hours no return 1 hour Monday – Friday to prevent all day parking by workers.

## **2.2 THE BYFLEETS Brantwood Gardens (20052)**

Revoke the formalised disabled bay alongside No.1, the most westerly parking bay in Brantwood Gardens and revert it back to a regular CPZ parking bay. Change already on street so only amendment of TRO needed.

### **Brantwood Drive (20052)**

Reduce the length of the existing parking bay outside No: 14 by 1.8metres and replace with a single yellow line to operate with the zonal restriction. Revoke the existing disabled bay and parking bay outside No's: 14 and 16 and replace with a single yellow line to operate with the zonal restriction.

Outside No's 1, 3, and 5 revoke a length of single yellow line 11.6metres in length from a point 3.1metres west of the eastern building line of No.1. Install a disabled bay of 6.6metres in length and a parking bay of 5metres in length to operate with the zonal restriction.

## **2.3 WOKING NORTH Omega Road (20071)**

Alongside No: 93 Courtenay Road. Extend the existing FREE 20 minutes parking bay southwards to a point in line with the rear of the property boundary line. A section of single yellow line will need to be revoked.

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### **Boundary Road (20071)**

Outside No: 157/ 159 revoke a 1.5 metre long length of single yellow line which operates during the zone times and replace with a parking bay of the same length.

#### **4. CONSULTATIONS:**

- 3.1 Subject to approval the formal advertising process involving notices in local newspapers and at proposed locations will take place in Oct/Nov 2013.
- 3.2 Plans illustrating the amended restrictions will be placed on deposit in local libraries and the Woking Borough Council office during this time. All information is also available on the councils website.
- 3.3 Once the amendment order is advertised, people have 28 days to lodge views and objections.
- 3.4 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.
- 3.5 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.
- 3.6 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.
- 3.7 When councillors have been consulted and objections resolved, notices will then appear in local newspapers confirming that the county council has made the traffic regulation order.
- 3.8 Finally, the new and amended parking restriction road markings and associated time plates should be installed on the ground by April 2014.

#### **4. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

- 4.1 The cost of carrying out parking reviews (officer time) in each borough or district of the County is met by the Parking Team. The proposals in this report will be included in the main parking review. The estimated implementation costs of this are likely to be £20,000 and will be met by the Parking Team works budget and Woking CPZ surplus if required.

#### **5. EQUALITIES AND DIVERSITY IMPLICATIONS:**

- 5.1 There are no specific equalities and diversity implications for this report.

**6. LOCALISM:**

- 6.1 Each location where parking restrictions are proposed to be amended will have an impact on the local residents and visitors in that area. This effect will vary from slight to significant depending on the resident's/businesses circumstances and requirements for parking on street. The advertisement stage will allow these effected parties to get involved and comment or object to the proposals. This will impact on what decisions are made following the advertisement. Local councillors can also help in this process by liaising with residents who may not want to contact the parking team directly, and prefer to deal with their local councillor instead.

**7. OTHER IMPLICATIONS:**

Area assessed:	Direct Implications:
Crime and Disorder	There should be fewer instances of obstructive parking as a consequence of the restrictions.
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.

**8. CONCLUSION AND RECOMMENDATIONS:**

- 8.1 It is recommended that the waiting restrictions in Annex A are included in the imminent parking review statutory consultation. 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

**9. WHAT HAPPENS NEXT:**

- 9.1 The agreed proposals are formally advertised and subject to the necessary statutory process. Following the advertisement, any comments and objections will be summarised in a report along with an officer recommendation for each location on how to proceed following those comments and/or objections. This report will be e-mailed to each county councillor asking them to agree with the

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recommendations. If a recommendation is not agreed then discussions over the location can continue until a way forward is determined.

- 9.2 Once this stage has concluded, detailed design can begin in preparation to order both the lining and signings works required on the ground. Around the same time Traffic Regulation Orders will be made with a 'go live' date for enforcement to begin.

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**Contact Officer:**

Peter Wells (Assistant Engineer – Parking Team)

**Consulted:**

All proposals have been discussed with the Woking Parking Task group.

**Annexes:**

Annex A.

**Sources/background papers:**

Woking Local Committee. Parking Review. 26 June 2013.

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