



WOKING JOINT COMMITTEE

DATE: 11 November 2020

LEAD OFFICER: Peter Wells. Engineer – Parking Strategy and Implementation Team

SUBJECT: 2020 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.

- (vi) the five parking bay locations identified for conversion into on-street Electric Vehicle charging points are approved. These locations are listed in each County Councillors division of this report, and displayed in their own set of drawings. There is one in Goldsworth East and Horsell. One in The Byfleets. One in Woking North and two in the Woking South divisions.

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. Due to the Coronavirus pandemic, Lockdown and the uncertainty that has resulted, parking patterns have changed and the number of vehicles used for commuting has dropped in the last six months. Some locations that were experiencing a lot of daytime parking are currently not doing so.
- 1.2 A list comprising of 72 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. It has not been possible to engage in the usual amount of consultation with councillors and members of the public that would normally happen.
- 1.4 Due to the circumstances it is anticipated the money available to implement this parking review will be less than previous years. So a smaller number of proposals are presented in this report for approval to advertise. Only schemes where some groundwork and engagement with residents had begun prior to March 2020 are included. Due to the circumstances, it has not been possible to engage with residents about new scheme requests.
- 1.5 Surrey County Council (SCC) is delivering an On Street Electric Vehicle Charging Point (EVCP) partnership project which will see the installation of on-street EVCPs across Woking Borough, over the next 12 months. A total of 20 electric vehicle (EV) parking bays will be installed in a phased approach across identified sites in Woking Borough. SCC received funding for the project through the Enterprise M3 (EM3) Local Enterprise Partnership (LEP) plus match funding contributions from each of the participating boroughs. This is a pilot project from which monitoring information will enable the standardisation and wider roll out of EVCPs across the county. SCC has selected JoJu Solar as the provider and installer of the EVCPs

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 on the factors mentioned 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)

DIVISION

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

Leegate Close, Tracious Close and Sythwood (20017 & 20131)

It is recommended to introduce Double Yellow Lines (DYL) from 10 metres south of Leegate Close northwards as far as the lay-by on the western side of Sythwood. It is recommended to continue the DYL north of the lay-by (flats 1- 45) round onto the southern side of Tracious Close.

A length of double yellow in front of the Community Centre and Mosque on the southern side of Tracious Close, and also at the side the parking bays opposite No's 14 & 15 have been requested by the refuge collection service as the dustcart is often unable to access that branch of Tracious Close.

It is recommended to introduce DYL on the north side of the junction of Tracious Close extending for 10 metres onto the western side of Sythwood.

An increasing number of vehicles have started parking on the footway around the inside of the bend, forcing pedestrians out into the road, and blocking sightlines when exiting Leegate Close and Tracious Close.

Sythwood (20017)

Introduce DYL on the western side of Sythwood from a point 11.5 metres north of the boundary of the Salvation Army Centre on the opposite side of the road. This will move vehicles that are parking in a long line around the inside of the bend, forcing through traffic out into the middle of road on this bus route.

Mabel Street (20083)

Remove the Blue Badge Holders Only without time limit disabled bay restriction on the parking space outside No.23 and return the space to operate under the Terms and Conditions of Area 5 of the Controlled Zone, as the disabled bay is no longer needed.

Church Street East (20075)

Electric Vehicle Charging Point. Convert the four eastern most parking spaces in the lay-by outside Victoria Way Multi-story car park into electric vehicle charging spaces. The restriction hours will be from 8.30am to 10pm every day with a maximum stay of 2 hours. This is an ideal town centre location for visitors to charge up their cars whilst shopping in town.

Upton (20104)

Introduce DYL on the junction outside No. 2 and 28, and on the opposite side of the road to maintain access at all times. Although a quiet residential street, the access road into and out of Upton is very narrow. Any vehicle parking close to the junction restricts the dust car or any delivery lorry in gaining access. There is an on-going maintenance cost to replace and reset the cobble kerb stones which are frequently dislodged by the dust cart trying to turn into Upton.

Sythwood (20132)

Introduce DYL on the western side of Sythwood from Venton Close north to Bampton Way. Vehicles are parking on the inside of the bend blocking sightlines when exiting Venton Way and Bampton Way, and compromising safety when exiting Quintrell Close. Given this junction area is clearly marked and signed as a section of the Woking Cycle Network there is a lot of slower moving cycle traffic using this junction too between the town centre, Goldsworth Park and Knaphill.

Lych Way (Area 7), Wilson Way and Pares Close (Area 8) No drawing.

Amend the Traffic Regulation Order to make the permit parking area apply to the whole of the highway and not just the carriageway, in order to ensure that a vehicle parked anywhere in the area needs to display a permit during operational hours.

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

Broadway, Knaphill (20020)

Extend DYL on the north side of Broadway from the boundary of No 36 south westwards to the boundary of No's 46 and 48. Vehicles parking along this section of the Broadway force north bound vehicles out into the middle of the road. Since the Bus Gates were removed outside 'The Vyne' on Redding Way, more vehicles are exiting from Redding Way onto Broadway and are confronted by north bound vehicles coming towards them in the middle of the road. This is reducing road width and resulting in local congestion.

Queens Road junction with St Deny's Close (20020)

Introduce DYL on the south side of Queens Road either side of the entrance to St Deny's Close. Vehicles parking outside the 4 houses either side of the St Deny's Close junction block sight lines. There have been occasions when poorly parked vehicles have prevented the dust cart accessing St Deny's Close and rubbish collections have been missed.

3.3 COUNTY: THE BYFLEETS BOROUGH: BYFLEET AND WEST BYFLEET

Kings Head Lane (20007)

It is recommended to extend the DYL on the south side of Kings Head Lane westwards as far as the boundary of No's 3 & 4. King Head Lane is not wide enough to accommodate vehicles parking on both sides and maintain access. Extending this double yellow line will only displace two vehicles and significantly improve safety.

High Road, Byfleet (20010)

A petition was received in February 2020 asking for a permit parking area. Introduce a Monday to Saturday 8.30am – 6pm permit holder only parking scheme on two parking bays in High Road. The households eligible for permits will be No's 137 to 143 and 147 to 153a inclusively.

The number of resident permits that can be issued to a household will be the number of vehicles registered to the property minus the number of off-street parking spaces available to the property. (e.g.: a property with 1 off street parking space and 2 vehicles could have 1 permit) Garages will not necessarily be counted as off street parking, as it is recognised many are not large enough to accommodate modern cars.

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 you lose your existing permit or change your vehicle you will need to pay an administration fee of £15 to replace your permit.

Blue badge holders can park in the bay for as long as they need provided their blue badge is displayed. Due to the expected high demand and limited capacity, one household has requested a Blue Badge Holders Only with time limit parking space, and this is included in the proposal.

Any resident who is housebound and needs regular visits from carers can apply for a carer's permit, which their carers can use to park while making their visits. 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 whole 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.

It is quite possible permit charges could increase in future years, subject to further consultation.

Mill Lane (20010)

It is recommended to Install a length of DYL around the bend in front of property 'Woodburn'. A length of double yellow here will prevent vehicles parking opposite the junction of Wey Barton improving sightlines and road safety.

Station Road (20045)

Convert an existing parking space that operates under the terms and conditions of the West Byfleet Controlled Zone into disabled bay without time limit outside No.64

Station Road (20047)

Convert an existing parking space that operates under the terms and conditions of the West Byfleet Controlled Zone into disabled bay without time limit outside No.64

Sopwith Drive, Byfleet (20117 & 20130)

Make a Temporary Traffic Regulation Order (TTRO) that introduced double yellow lines on Sopwith Drive, parts of Parvis Road and parts of Viscount Gardens into a permanent Traffic Regulation Order (TRO). This TRO was introduced to prevent vehicles parking up for long periods of time along the dual carriageway at any time, on both sides of the following lengths of roads - (i) Parvis Road (A245), from the junction of Sopwith Drive to its junction with Oyster Lane; (ii) Sopwith Drive (A318) Byfleet/Weybridge, from its junction with Parvis Road to the Elmbridge boundary. (iii) Viscount Gardens (D7316) Byfleet), from its junction with Sopwith Drive westwards for a distance of 15m on both sides.

The full extent of the TTRO restriction is shown on drawing 20130 for the purposes of this report. The boundary between Woking and Elmbridge boroughs is shown with a purple line. Only the restrictions within Woking Borough can be approved in this report and when the final TRO and drawings are made and published only the restrictions within Woking Borough will be shown. The remainder of the restriction will be made permanent in the next parking review in Elmbridge Borough.

Madeira Road (20050)

Electric Vehicle Charging Point. Convert the four eastern most parking spaces in the parking bay outside the Catholic Church into electric vehicle charging spaces. This will include the installation of x2 kerb build outs on which the charging apparatus will be placed. The restriction will be from 8.30am to 6pm Monday to Saturday with a maximum stay of 4 hours. This is an ideal location for visitors to charge up their vehicle in West Byfleet whilst visiting the amenities.

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

College Road (20042, 20077)

It is recommended to introduce DYL along the length of the south side of College Road between Monument Hill and Sandy Lane to prevent on-street parking and improve traffic flow along this busy route from Woking towards Pyrford and West Byfleet.

It is recommended to extend the DYL on the north side eastwards from Orchard Close to a point 10 metres east of the entrance to College Court. This will improve visibility of on-coming traffic when exiting College Court.

There are some properties on College Road in the vicinity of Frailey Hill that don't have any off-street parking. A couple of unrestricted gaps will be retained primarily to be used by these residents.

It is recommended to introduce a No Loading At Any Time restriction on the northern side of College Road, extending north onto the eastern side of Maybury Hill. It is proposed the restriction will apply from outside No. 3 College Road and extend along Maybury Hill to a point 10 metres beyond the rear of properties 19 & 20. A car transporter associated with the vehicle rental business parks up by the mini roundabouts causing local congestion and frustration whilst vehicles are loaded/unloading on the public highway. This activity really needs to take place off of the public highway.

Elm Road (20065)

Upgrade the existing single yellow line that operates 9.30- 11.30am Mon- Fri to a double yellow line (no waiting at any time) at the western end of Elm Road. Starting from the western side of the parking bay outside property 'Raithlin' westwards to the end and of Elm Road and around onto the north side up to the Heath Road junction and then beyond outside property 'Clohane'. Elm Road narrows at its western end and any vehicle parking on street causes an objection for other road users.

Woodham Road junction with Brockenhurst Close (20061)

It is recommended to upgrade the existing single yellow lines to DYL either side of the junction on Woodham Road, and introduce double yellow lines either side of the junction in Brockenhurst Close. There was a growing number of commuter vehicles parking in the entrance to Brockenhurst Close blocking sightlines and restricting access. This situation has diminished during the past few months but could return in the future.

Eve Road (20067)

It is recommended to introduce an enforceable disabled bay without a time limit outside No.41.

It is recommended to remove a disabled bay outside No.20 without time limit as it is no longer required.

Eve Road and Arnold Road (20067, 20072 and 20118)

It is recommended to introduce a Monday – Saturday 8.30am – 6pm 'Residents Permit Scheme in Eve Road and Arnold Road. The operating days and hours are the same as CPZ Area 2 to the west of this proposed new scheme. These hours will provide continuity for residents, visitors and enforcement officers.

The following properties will be formally consulted with and would be eligible to purchase permits under the Terms and Conditions set out below should they wish to do so.

1-11 Monument Road GU21 5LP
 15-39 inclusive Monument Road GU21 5LR
 41- 53 inclusive Monument Road GU21 5LU.
 1-85 inclusive Arnold Road GU21 5JX
 1-71 inclusive Eve Road GU21 5JS

The number of permits that can be issued to a property will be the number of vehicles registered to the property minus the number of off street parking spaces available to the property (e.g.: a property with 1 off street parking space and 2 vehicles could have 1 permit). Garages will not necessarily be counted as off street parking, as it is recognised many are not large enough to accommodate modern cars.

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.

Business permits valid for a year at a cost of £150 and issued on the same criteria as residents permits will be available.

If you lose your existing permit or change your vehicle you will need to pay an administration fee of £15 to replace your permit.

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 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 carers can use to park while making their visits. A carer's permit costs £10 and is valid for a year.

Each property 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 whole 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.

It is quite possible permit charges could increase in future years, subject to further consultation.

Arnold Road car parks

There are two small car parks at the eastern end of Arnold Road that cannot be included in this scheme initially as they do not form part of the public highway. Surrey County Council and Woking Borough Council who own these are car parks, are working together so they can be included in the future to make this a more complete scheme with additional parking capacity for the benefit of all the residents.

Princess Road junction with Princess Gardens (20072)

It is recommended to introduce DYL on the junction of these two roads to improve sightlines and maintain road safety.

North Road (20076)

Add the 9 metre long parking bay, that is positioned 6 metres north of the Maybury Road junction outside The Limes and operates under the Terms and Conditions of Area 2 of the Controlled Zone to the Traffic Regulation Order.

It is recommended to upgrade the existing single yellow line to a DYL from outside No.8 southwards and across the entrance to The Limes car park. When vehicles park in front of No's 2& 4 outside of the CPZ hours, access to and from Langtree Place opposite can be obstructed. Demand for parking in the area is high in the evenings, so the length of double yellow line has been kept to a minimum. That will still leave a couple of overnight parking spaces available outside The Limes.

Walton Road (20076)

Outside No's 49 & 51. Convert the existing parking bay that operates under the Terms & Conditions of Area 2 of the CPZ into a Blue Badge Holders Only without time limit parking space for a local resident.

Maybury Road (20080)

Electric Vehicle Charging Point. Convert the four western most parking spaces in the parking bay outside No's 45- 48 Grosvenor Place into electric vehicle charging spaces. This will include the installation of x2 kerb build outs on which the charging apparatus will be placed. The restriction time will be from 8.30am to 6pm Monday to Saturday with a maximum stay of 4 hours. This is an ideal location for visitors to charge up their cars whilst visiting Woking town centre.

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

Kingfield Drive (20027)

It is recommended to install DYL on the north side of Kingfield Drive from Kingfield Road west to the end of the drive, apart from the turning area which should be left unrestricted. This will maintain access at all times. There is ample space in the garage area at the end of the drive for turning around. Residents park on the southern side of the drive, however non-residents intermittently park on the north side of the drive located fairly close to the town centre. When this happens it blocks the footway and restricts vehicular access to the end of the drive.

Old School Place (20033)

Install DYL around the inside of the bend from the crossing point opposite No.24 up to the entrance of the car park. Vehicles parking on the inside of this bend block sightlines force vehicles onto the wrong side of the road and create safety issues for vehicles coming out of Holmes Close.

Oriental Road (20086)

Electric Vehicle Charging Point. Convert the parking bay outside Woking Central Travelodge into electric vehicle charging spaces. This will include the installation of x2 kerb build outs on which the charging apparatus will be placed. They will operate from 8.30am to 10pm everyday a maximum stay of 2 hours. This is an ideal location for visitors or taxi drivers to charge up their cars close to Woking rail station. It should be noted that the existing bay will need to be extended by 2 metres to accommodate this change with the existing road markings and Traffic Orders amended accordingly.

Montgomery Road (20091)

Electric Vehicle Charging Point. Convert the four southernmost parking spaces in the parking bay outside the rear of the Quadrant Court car park into electric vehicle charging spaces. This will include the installation of x2 kerb build outs on which the charging apparatus will be placed. The restriction time will be from 8.30am to 6pm Monday to Saturday with a maximum stay of 4 hours. This is an ideal location for residents, visitors and office workers to charge up their cars whilst in Woking.

Thorsden Close (20096)

In this heavily parked up cul-de-sac that is not in the Controlled Parking Zone, it is recommended to install an enforceable disabled parking bay without time limit outside property No's 11 & 12 for a resident.

Woodhatch Grove, Rydens Way (20128)

A petition signed by 30 individuals has been received requesting the introduction of DYL on the north side of Woodhatch Grove in front of property No's 1-7, which is a blocked paved cul-de-sac. Concerns are raised about road safety as this is a popular walking route via Stockers Lane to and from Woking College and St John The Baptist school for students. Concerns are also expressed about access for emergency services should the need arrive.

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

Lovelace Drive (20035)

It is recommended to introduce DYL in front of properties No's 10, 12 and 14 Lovelace Drive. Vehicle visiting the shops park partially on the footway outside these properties either when the parking bay opposite is full or out of convenience. This can block up the end of the road and prevent other vehicles leaving or turning around.

Shaftesbury Road (20082)

Upgrade the existing single yellow lines to a double yellow line east of the entrance to St Dunstan's Catholic Church to a point 1 metre east of the boundary of properties 'Glenriding' and 'Le Lok'. Vehicles park just east of the entrance at school times, blocking the footpath and sightlines when exiting the car park.

Oriental Road (20086)

Requested by National Express to help the Rail/ Air coach exit Woking Station car park, upgrade the existing single yellow line on the south side of Oriental Road from White Rose Lane to the existing parking bay alongside the Post Office Sorting Office.

Heathside Park Road (20092)

This is a smaller version of the scheme advertised in the last parking review. This proposal does not include any new parking bays that generated so many objections previously. An upgrade of the existing single yellow line to a double yellow line is recommended to be installed outside 'White Heath Lodge' eastwards, continuing for 12 metres outside property 'Rosehill' on the north side.

Double yellow lines are recommended to be installed on the south side eastwards from the existing parking bay to a point 10 metres east of the boundary of No.15 and Rainburgh.

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

Hook Heath Road (20013, 20010)

Install DYL on the western side of Hook Heath Road from outside Hook Heath House south to join up with the existing restrictions at the Pine Road junction. There has been an increase in the number of vehicles parking on both sides at the northern end of Hook Heath Road in the past year. This has reduced the width to a single carriageway for two-way traffic, necessitating a voluntary 'stop and go' system for through traffic.

By restricting parking to one side, broken up by the Access Protection Markings traffic flow and road safety should improve.

Oakway (20023)

Install DYL around the roundabout as requested by the Local Highway Officer. Some vehicles park on the island destroying the grass and causing an obstruction.

Gorsewood Road (20024)

Introduce DYL on the eastern side of Gorsewood Road filling in the gap between Sutton Avenue and the school keep clear marking. It is intended that by installing this restriction vehicles will only park on the school side of Gorsewood Road, which should be safer as less children getting out of cars will have to cross the road to enter school. It should also help improve traffic flow at peak school pick up and drop off times.

Sutton Avenue (20024)

Introduce DYL across entrance to car park for the flats and for 5 metres either side. It is recognised that there is high demand for parking and limited capacity in the area. Vehicles park right up to the car park entrance on either side restricting sightlines significantly. A short length of DYL extending either side of the car park entrance will improve access and give drivers a better view of any approaching vehicles.

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			
Brookfield	Merrivale Gardens	Royal Oak Road	Willowmead Close
Mabel Street	Veryan	Sloccock Hill	Wilfred Street
KNAPHILL AND GOLDSWORTH WEST			
Doversmead	Highclere Road	Highclere Court	Coresbrook Way
Armada Road			

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THE BYFLEETS			
Oyster Lane, Byfleet	Station Road, W Byfleet	Dartnell Avenue, W Byfleet	
WOKING NORTH			
Maybury Road	Walton Road	Sheerwater Road	Windsor Way
Kent Road	Beaufort Road		Boundary Road
WOKING SOUTH			
Kingfield Road	Midhope Road	Laburnum Road	Brooklyn Road
Hawthorn Road	Willow Way		
WOKING SOUTH EAST			
Gloster Road	Lavender Road	Oakcroft Road	Longs Close
Floyds Lane	Shaftesbury Road	Lincoln Drive	
WOKING SOUTH WEST			
Mount Road	Church Road	Berry Lane	Wych Hill Park

4. CONSULTATIONS:

- 4.1 Subject to approval, budget provision being made available for 2020/21 financial year and the Coronavirus situation, it is anticipated that the formal advertising process involving notices in local newspapers and at proposed locations, will take place in January/ February 2021. We will letter drop properties that front on to any of the proposals.
- 4.2 Plans illustrating the amended restrictions may be placed on deposit in local libraries, Knaphill Post Office and the Woking Borough Council office during this time if the Coronavirus restrictions at the time allow it. Whether this is possible or not, all details of the restrictions including plans and Traffic Orders will 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 by the summer of 2021, Coronavirus restrictions permitting.

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 £15,000. This will be financed jointly from Joint Committee and Parking Team budgets. It is recommended that the Joint Committee allocate £7,500 towards the cost of implementing the proposals in Annex A from their share of the Woking parking surplus, with £7,500 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)	Set out below
Corporate Parenting/Looked After Children	No significant implications arising from this report.
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report.
Public Health	No significant implications arising from this report.

9.1 Crime and Disorder implications

There should be fewer instances of obstructive parking as a consequence of the restrictions

9.2 Sustainability implications

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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.

The introduction of Electric Vehicle Charging Points will encourage more drivers to switch from petrol/ diesel powered vehicles.

9.3 Corporate Parenting/Looked After Children implications

There are none.

9.4 Safeguarding responsibilities for vulnerable children and adults implications

There are none.

9.5 Public Health implications

There are none.

9.6 Human Resource/Training and Development

There are none.

10. CONCLUSION AND RECOMMENDATIONS:

It is recommended that the waiting restrictions are implemented as detailed in Annex A. They will make a positive impact towards:-

- Road safety
- Access for emergency vehicles
- Access for refuse vehicles
- Easing traffic congestion
- Better regulated parking
- Better compliance

11. WHAT HAPPENS NEXT:

The agreed proposals are formally advertised and subject to the necessary statutory process. 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, taking into account following those comments and/or objections. This report will be e-mailed to each county councillor, 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 summer 2021.

Contact Officers:

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

Consulted:

Some proposals have been discussed with the respective county councillor where appropriate.

County Council Cabinet Member

Mr Matt Furniss.

Tel: 0300 200 1003

Annexes:

Annex A

Sources/background papers:

None

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