



WOKING JOINT COMMITTEE

DATE: 4 April 2022
LEAD OFFICER: Peter Wells. Engineer – Parking Strategy and Implementation Team
SUBJECT: 2022 Woking Parking Review
AREA: WOKING

SUMMARY OF ISSUE:

Surrey County Council's Parking Traffic and Enforcement 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. Details of the proposed new restrictions shown in the report for information.

RECOMMENDATIONS:

The Joint Committee (Woking) is asked to:

- I. Note the contents of the report.
- II. Note that, subject to agreement with divisional members, the county council will advertise its intention 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 and that if no objections are maintained, the orders are made.
- III. Note that, 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 appropriate county councillor.
- IV. Note the location of the next five parking bays identified for conversion into on-street Electric Vehicle charging points. These locations are listed in each County Councillors division of this report and displayed in their own set of drawings. There is one location 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 Traffic and Enforcement Team carry out periodic reviews of on-street parking restrictions across Surrey on a borough by borough basis. Due to the Coronavirus pandemic, Lockdowns and the gradual return of office-based staff, parking patterns have changed. Overall, the number of vehicles used for commuting each day has dropped. Some locations that were experiencing a lot of commuter parking are currently not doing so.
- 1.2 A list comprising of 91 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 still has not been possible to engage in the full amount of consultation with councillors and members of the public that would have happened before Coronavirus.
- 1.4 Surrey County Council (SCC) is continuing to deliver an On Street Electric Vehicle Charging Point (EVCP) partnership project which will see the continued installation of on-street EVCPs across Woking Borough, over the next 12 months.

Sixteen on-street EVCP's points have been installed and are operational so far in the Borough. Four EVCP's with dedicated bays have been installed at each of these locations. Church Street East, Maybury Road, Oriental Road and Montgomery Road.

Four EVCP's are due to be installed in Lavender Park Road, West Byfleet this month.

A total of 20 electric vehicle (EV) parking bays are proposed to be installed in the second phase across identified sites in Woking Borough. This project is managed by Jonathan James who leads the dedicated Electric Vehicle project team who should be contacted for more information and queries. SCC has selected JoJu Solar as the provider and installer of the EVCPs

Lara Beattie will be promoting this project through Planet Woking which is the Borough's climate change and sustainability communications programme.

- Future articles will appear on the Planet Woking website. We already have an [EV FAQs article](#) so project specific coverage can also link to this, helping to further raise interest.

- Social media posts through Planet Woking's Instagram and Facebook accounts
- The next online Planet Woking webinar is due to focus on the theme 'Sustainable Transport'. The on-street EVCP project will feature in this. We do not have a date yet but likely it will be May/June time. Information on previous events can be found at [Events - Planet Woking](#)
- We will feature the project in the Planet Woking e-newsletter ([Newsletters - Planet Woking](#))

A Joint press release is being drafted by Surrey County Council and Woking Borough Council's Communications Teams. When published it can then also link project information to the Woking Borough Council website pages once live.

- 1.5 When the necessary utility connections are installed for the Electric Vehicle charging points it might be necessary to slightly adjust the position of these bays. Therefore, some leniency might be required to amend the position on the Traffic Order between advertising and the making of the final Traffic Regulation Order.

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)

3.1 COUNTYWIDE ELECTRIC VEHICLE CHARGING BAYS

Elm Road (EV Bay). Drawing No: 20089 (Goldsworth East and Horsell)

Electric Vehicle Charging Point. The EV Project Team would like to convert 27.4 metres of the parking bay on the eastern side at the top of Elm Road just by the Kingway junction into x4 paid for electric vehicle charging spaces in response to request received. The existing Area 5 restriction will be revoked from this length of the parking bay. A new application of fees will be introduced. Electricity will be paid for through out the operational hours which will be from 8.30am – 6pm Monday - Saturday. In addition, between the hours of 9.30 – 11.30am Monday to Friday a charge equivalent to the parking rate of the controlled zone area will be applied. Two of the spaces will be accessible (6.6 metres in length). Two kerb build outs will need

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to be constructed on which the charging equipment will sit. There will be a maximum connection time 4 hours.

Woodside Close (EV Bay) Drawing No: 20107 (Knaphill and Goldsworth West)

Electric Vehicle Charging Point. The EV Project Team would like to introduce four paid for electric vehicle charging spaces and associated equipment on the northern side of Woodside Close starting after the end of double yellow lines west of the junction with Beechwood Road in response to resident's requests. Two of the spaces will be accessible (6.6 metres in length). The restriction will be from 8.30am to 6pm Monday to Saturday, with a maximum stay of 4 hours paid for connection time. The payment being for the electricity used.

Royston Avenue Car Park (EV Bay) Drawing No: 20009 (The Byfleets)

Electric Vehicle Charging Point. The EV Project Team would like to convert the four eastern most parking spaces in the Royston Avenue car park into electric vehicle charging spaces in response to requests received. The existing restriction will be revoked from these 4 spaces and the new restriction will be from 8.30am to 6pm Monday to Saturday with a maximum stay of 2 hours paid for connection time. Electricity will be paid for through out the operational hours. It is intended to install the charging equipment at the back of these four parking bays. In order to do this, these 4 bays will need to be moved forward 1.5m from the hedge out into the car park.

Hill View Road (EV Bay) Drawing No: 20092 (Woking South)

Electric Vehicle Charging Point. The EV Project Team would like to convert 27.4 metres of the parking bay on the north side at the top of Hill View outside Hill View Court into x4 paid for electric vehicle charging spaces in response to request received. The existing Area 5 restriction will be revoked from this length of the parking bay. A new application of fees will be introduced. Electricity will be paid for through out the operational hours which will be from 8.30am – 6pm Monday - . In addition, between the hours of 9.30 – 11.30am Monday to Friday a charge equivalent to the parking rate of the controlled zone area will be applied. Two of the spaces will be accessible (6.6 metres in length). Two kerb build outs may need to be constructed on which the charging equipment will sit. There will be a maximum connection time of 4 hours. Approximately 10 metres (2 spaces) will be left with the existing controlled zone area restrictions for Internal Combustion Engine (ICE) vehicles within this parking bay.

Midhope Road (EV Bay) Drawing No: 20100 (Woking South)

Electric Vehicle Charging Point. On the east side of Midhope Road the EV Project Team would like to convert the existing parking bay at the southern end by Guildford Road (A320) into x4 electric vehicle charging spaces in response to request received. The existing Area 5 restrictions will be revoked from these spaces. A new application of fees will be introduced. Electricity will be paid for through out the operational hours which will be from 8.30am – 6pm every-day. In addition, between the hours of 9.30 – 11.30am Monday to Friday a charge equivalent to the parking rate of the controlled zone area will be applied. Two of the spaces will be accessible (6.6 metres in length). Two kerb build outs will need to be constructed on which the charging equipment will sit. There will be a maximum connection time of 4 hours.

DIVISION

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

Horsell High Street. Drawing No: 20015

Introduce a 30 minute no return 1 hour 8.30am – 6pm Monday – Saturday waiting restriction on the parking bay outside properties 87 – 93 High Street, Horsell (this included the Post Office and Pharmacy). Limiting waiting will allow for a turn-over of vehicles to use this space rather than a few vehicle occupying the lay-by for longer periods of time.

Meadway Drive. Drawing No: 20015

Extend the double yellow lines on the eastern side of Meadway Drive northwards from the junction with Horsell High Street as far as the service road behind the High Street shops.

Vehicles parking in the gap between the end of the current double yellow lines and the service road are proving still to be obstructive to the free flow of traffic.

Horsell Moor. Drawing No: 20078

Upgrade the existing single yellow line to double yellow lines on Horsell Moor, the length of the green at the western end, opposite Horsell and Woking cricket club. Vehicles are regularly parking on the green to the detriment of the grass and local environment.

Horsell Park. Drawing No: 20078

Revoke the Area 4 parking bay on the west side of Horsell Park outside property 'Eversleigh' and replace with a single yellow lines to operate under the terms and conditions of Area 4.

On the east side of Horsell Park revoke some single yellow line north and south of the existing parking bay. Extend this parking bay to a total length of 25 metres. Upgrade the existing single yellow lines on the junction of Horsell Park and Brewery Road to double yellow lines.

Making this change to the parking bay arrangements will remove the slalom in the road when the bays are occupied and provide more overall on-street parking capacity.

Locke Way. Drawing No's: 20075 and 20080

The Town Centre Project Team would like 'the removal of the 'no loading at any time' restriction from the Traffic Regulation Order (TRO) on the northern side of Locke Way. The idea is to allow loading on the northern side of Locke Way between the entrance to the car park and the Bus Stand.'

Additionally, the Project Team would like the 8.30- 9.30am – 4.30-6pm loading restriction on the southern side of the Chertsey Road roundabout revoked from the TRO. The kerb line has been altered, a zebra crossing installed at the northern end of Stanley Road and a restricted zone introduced at the eastern end of Church Street East. These amendments have made the loading restriction in this area redundant.

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It should also be noted that further changes to the restrictions will be forthcoming on Stanley Road as the Town Centre Project Team look to accommodate additional bus stops and stands in anticipation of the Victoria Arch works.

Mabel Street, Wilfred Street and Bridge Barn Lane. Drawing No's 20083 and 20084.

Petition received signed by 50% of the total residents of these three streets asking for extended operational hours of the Controlled Parking Zone (CPZ) in this block to deter the influx of vehicles after 11.30am and to try and control school related parking.

A recommendation was made to the petitioner and accepted following a Task Group discussion that this block of streets could be moved from Area 5 (Monday – Friday 9.30- 11.30am) of the CPZ to the adjacent Area 3. Area 3 operates Monday to Saturday 8.30am to 6pm and fulfils most of the objectives of the petition.

As part of this project, it is proposed to revoke the 20 minute no return within 1 hour Monday to Saturday 8.30am – 6pm parking restriction from the bay at the northern end of Wilfred Street alongside No.34 Mabel Street and introduce Area 3 restrictions on this parking bay instead. The local grocery store this was limited waiting parking bay was intended for has now closed.

In Bridge Barn Lane it is proposed to make all three parking bays Area 3 permit holders only or 20 mins no return 1 hour Monday to Saturday 8.30am – 6pm. The 20 minutes allowing parents to park when dropping off/ collecting children from Goldsworth Primary School.

Poole Road. Drawing No: 20085

Since Spectrum House has been converted into residential use, the two individual parking bays alongside the building need to be revoked. Front doors have been constructed where the post and signs for these bays were. The bays are currently unsigned and there isn't a position that would allow new posts and signage to be installed that wasn't obtrusive or obstructive to the residential that now occupy this building.

De Lara Way. Drawing No: 20090

Extend the existing parking bay outside No's 32 and 33 by 5 metres to allow an additional vehicle to park during the zone operational hours. Revoking an equal length of existing single yellow line.

Extend the existing parking bay outside No. 41 by 5 metres to allow an additional vehicle to park during the zone operational hours. Revoking an equal length of existing single yellow line.

This changes are proposed due to an increase in demand for on-street parking during zone operational hours.

Triggs Lane and junction with Birch Close. Drawing No: 20094

On the western side of Triggs Lane upgrade the existing single yellow line to a double yellow line to improve road safety and sight lines. The upgrade will be from the railway bridge northwards to join up with the existing double yellow lines as you

approach the roundabout. This restriction upgrade will include the junction area of Birch Close and The Triangle.

Brooklyn Close. Drawing No: 20096

Convert the parking space in the two vehicle parking in the south west corner into a disabled parking bay with time limit for a disabled resident in the Close.

Holyoake Crescent/ Holyoake Avenue. Drawing No: 20103

Install double yellow lines on the junction of Holyoake Crescent and Holyoake Avenue. Vehicles parking around the junction area of these two residential roads make it difficult for refuse collection vehicles and other delivery lorries to navigate without driving onto either the margins of the green or the kerbs and footway, damaging both. The northern end of the green is already protected by a row of wooden posts.

Abbey Road junction with Well Lane. Drawing No: 20103

Extend the double yellow lines on Well Lane south of the Abbey Road junction by 8 metres to improve sightlines when exiting Abbey Road.

Willowmead Close. Drawing No: 20104

Extend the double yellow lines on the southern side of Willowmead Close westwards to alongside No.1.

Extend the double yellow lines on the northern side of Willowmead Close to the dropped kerb access for the garage block.

This area gets congested with school traffic. By moving vehicles back access around the junction area with Sythwood should be improved.

Winnington Way. Drawing No: 20108

Install double yellow lines on the junctions with **Falstone** and **Inglewood** to improve sightlines on these junction and maintain access along Winnington Way at all times.

Thornash Way junction with South Road. Drawing No: 20125

Install double yellow lines on the junction of these two roads to improve access and sightlines.

Sythwood jct Bampton Way. Drawing No: 20132

Introduce double yellow lines on the northern side of the junction of these two roads to keep the junction area clear of parked vehicles.

Fenwick Close junction Sythwood. Drawing No: 20132

Install double yellow lines on the junction to improve sightlines and maintain access at all times.

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

Coresbrook Way. Drawing No: 20105

Install double yellow lines on the junction within Corresbrook Way outside the Playground and on the corner opposite, No.6. to improve road safety and sightlines on the junction.

Clifton Way junction with Ashton Road. Drawing No: 20106

Install double yellow lines on the junction of Ashton Road and Clifton Way to maintain sightlines. Cars parking on Clifton Way, west of the Ashton Road junction in particular block sightlines when existing Ashton Road.

Redding Way junction with Brushfield Way. Drawing No: 20119

Install double yellow lines on both sides of Brushfield Way from the roundabout with Redding Way. The double yellow lines will extend as far as Silistria Close in the west and the entrance to the Buddhist Temple in the south.

Parking on the roundabout approaches restricts the free flow of traffic onto and off of the roundabout.

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

York Road, Byfleet. Drawing No: 20008

Install double yellow lines on the junction of York Road and Wakefield Close to maintain access and keep sightlines clear. The double yellow lines will be extended across the frontages of No's 4,3 and 2 Wakefield Close, (which actually front York Road). These extended double yellow lines would be installed over existing Access Protection Markings and are proposed at the request of the residents to keep their driveway clear.

Hopfield Avenue and High Road, Byfleet. Drawing No: 20009

Upgrade the existing single yellow line on the eastern side of Hopfield Avenue to double yellow lines from High Road Service Road south to the boundary of No.1.

Upgrade the existing single yellow line on the western side of Hopfield Avenue to double yellow lines from the High Road Service Road junction south across the access road entrance at the rear of No.72. Within this revoke a 12 metre length of the current restriction and install an unrestricted parking bay alongside No.72. Site visits have established there is some demand for parking here and providing some legal parking space should help improve compliance with the rest of the restrictions.

On the junction of Hopfield Avenue and High Road install double yellow lines around the two footway islands either side of the junction where there is currently advisory white hatching. The double yellow lines will prevent obstructive parking from taking place.

Royston Avenue, Byfleet. Drawing No: 20009

Introduce double yellow lines on the eastern side of Royston Avenue up to the entrance of Laurel Grange to prevent vehicles parking on and obstructing the footway.

On the eastern side of Royston Avenue revoke the existing 9am – 5pm Monday - Friday restriction. alongside the library. In its place introduce 5 metres of double yellow line at the southern end of Royston Avenue. Also introduce 5 metres of double yellow line south from the library car park, leaving an unrestricted gap in between. A small amount of parking is possible here allowing for some additional safety and sightline assistance.

Stream Close, Byfleet. Drawing No: 20009

Upgrade the existing unsigned single yellow line on the west side of Stream Close to double yellow lines. As well as being unsigned there is an additional 5.5metres of yellow line at the northern end painted on the ground that needs adding to the Traffic Regulation Order.

Winern Glebe junction with Rectory Lane, Byfleet. Drawing No: 20011

Install double yellow lines on the junction of these two roads to maintain access and keep sightlines clear.

Birchwood Road, West Byfleet. Drawing No: 20047

Within Birchwood Road install double yellow lines on both sides of the street alongside No.57 and opposite to maintain access at all times. Birchwood Road narrows down at this point and parked vehicles reduce the road width further. This can restrict access to the far end of the street for larger vehicles and the emergency services.

Station Approach, West Byfleet. Drawing No: 20047 TRO Amendment

A slight amendment to the drawing is required so that the position of the restrictions shown matches those on the ground.

The parking bay outside the 'West Byfleet Social Club' needs to be reduced in length by 1.5 metres and double yellow lines shown in its place on the drawing.

Sheerwater Road, West Byfleet. Drawing No: 20052

Install a single yellow line operating 8.30am – 6pm Monday – Saturday on the eastern side of Sheerwater Road in the unrestricted gap and 'behind' the existing School Keep Clear marking between Madeira Road and Old Woking Road.

At the moment vehicles park in this gap half on the footway, half on the carriageway. It makes the footpath difficult to use, alongside the tall Laylandii hedge. The option of marking parking bays fully on the carriageway was considered, but having measured the carriageway width it's not really wide enough to install bays without causing an un-necessary bottleneck, disrupting the flow of traffic on the busy A245

Woodlands Road. West Byfleet. Drawing No: 20055

Extend the double yellow lines on the eastern side of Woodlands Road an additional 5 metres southwards from the Old Woking Road to improve access and sightlines into and out of the Woodhayes flats.

Foxlake Road, Byfleet. Drawing No: 20117

Install a length of double yellow line across the frontage of properties 5 -7 Foxlake Road, opposite Binfield Road. Preventing vehicles from parking in this location will maintain access to these three properties and improve access into the rest of Binfield Road.

Dartnell Avenue junction Dartnell Park Road, West Byfleet. Drawing No: 20124

Introduce a length of double yellow line on the western side of Dartnell Avenue opposite Dartnell Park Road where the footpath from Leisure Lane comes out. The double yellow lines will prevent cars gathering at this location, creating a safe access and crossing point for pedestrians existing the footpath.

Old Acre, Byfleet. Drawing No: 20126

Install a length of double yellow line on the southern side of Old Acre eastwards in front of Thorley Cottages. This additional length of yellow line has persistently been requested by the residents to improve access.

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

St Michaels Road. Drawing No: 20039

At the western end of St Michaels Road extend the double yellow lines on the north side as far as the drive of No.1.

At the western end of St Michaels Road extend the double yellow lines on the south side as far as the green, opposite No.7.

These extended restrictions will allow and maintain better access in and out of St Michaels Road at all times, deterring casual parking from the supermarket and other amenities from parking in the road.

Oak Lane. Drawing No: 20042

Introduce a length of double yellow line on the western side of Oak Lane north of the College Road/ East Hill junction alongside No.33 College Road. Moving parked vehicles further back from this junction will improve road safety allowing vehicles turning into Oak Lane more room to manoeuvre.

Horsell Rise. Drawing No: 20064

Revoke the one vehicle parking bay on Horsell Rise outside West Herne and replace with a single yellow line operating under the Terms and Conditions of Area 4 of the Woking CPZ. The parking bay is close to the junction with Church Road and when occupied sightlines are compromised.

Woodham Road. Drawing No:20064 TRO Amendment.

A parking bay on the southern side of Woodham Road outside No.4 needs removing from the Traffic Regulation Order. It is not installed on Woodham Road. The TRO needs updating to show a single yellow line operating under the Terms & Conditions of Area 4 of the Woking CPZ.

Woodham Road. Drawing No's 20064, 20061, 20058

Revoke the Area 4 parking restrictions from the all the parking bays along Woodham Road between Kettlewell Hill and Carlton Road, making these individual parking bays unrestricted. Very few vehicles park on-street along this road, and with the bays spaced out along the street if they were occupied more frequently there would be no detrimental impact to residents or the neighbourhood.

Princess Road. Drawing No: 20072

Introduce double yellow lines on the junction of Princess Road with **Frailey Hill** to maintain access and improve sightlines at all times.

Install a length of double yellow line on the southern side of Princess Road alongside 'The Princess' pub, extending to join up with the existing restrictions on the junction with Princess Gardens to prevent double parking along this stretch of Princess Road, maintaining access.

Monument Road. Drawing No: 20072 TRO Amendment

Add to the Traffic Order a 'no loading at any time' restriction that already exists on street. The restriction on Monument Road, extends from the junction with Arnold Road on the east side south and continues under the railway bridge up to Princess Road. The restriction on street continues south of this junction to join the existing 'no loading at any time' restriction already shown on the Traffic Order.

Add to the Traffic Order a 'no loading at any time' restriction that already exists on street. This length of restriction on Monument Road, extends from outside Humberstone Court on the west side south to the junction with Maybury Road.

Walton Road (TRO Amendment) Drawing No: 20075

Revoke the short length of no loading 8.30- 9.30am and 4.30 – 6pm Mon – Fri restriction outside No.33 which is not on the ground.

Maybury Road. (TRO Amendment).

Revoke the short length of no loading 8.30- 9.30am and 4.30 – 6pm Mon – Fri on both sides of Maybury Road east of Grove Road. This peak time loading restriction is not installed on street and is not required in this location.

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

Bourne Way junction (B380) Guildford Road. Drawing No: 20025

Install double yellow lines on the north side of the (B380) Guildford Road at the junction with Bourne Way. The new double yellow lines will join up with existing restrictions and extend into Bourne Way alongside Mayford Arms. On the opposite side of the junction the double yellow lines will extend from the bus cage as far as the car park entrance in Bourne Way. This will prevent obstructive parking on the junction.

Claremont Avenue. Drawing No: 20026

Upgrade the existing single yellow line restriction that operates under the Terms and Conditions of Area 5 of the CPZ to a double yellow line from the parking bay outside Wey Court south to across the access to Bramley and Birtley Houses on the east side of the avenue. Vehicles parking on the single yellow line are blocking sight lines from the residential developments and reducing the road width where Claremont Avenue narrows down prior to the junction with Wych Hill Lane.

Kingfield Close junction with Loop Road. Drawing No: 20028

On the western side of Loop Road extend the double yellow lines an additional 5.5 metres south from the junction with Kingfield Close. At the moment the double yellow lines are quite short. The extended restrictions will improve sightlines and road safety when exiting Kingfield Close.

Egley Drive junction with (A320) Egley Road. Drawing No: 20136

Install double yellow lines on the west side of the (A320) Egley Road at the junction with Egley Drive to maintain access into this narrow residential street at all times. The new double yellow lines will extend from the bus cage on the A320, 12 metres into Egley Drive on both sides. The double yellow lines will extend up to the access of property 'Hedgerow' on the A320. This will prevent any displaced parking from moving onto the A320 and becoming a sightline obstruction close to the junction.

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

Lincoln Drive junction Old Woking Road. Drawing No: 20135

Introduce double yellow line on both sides of Lincoln Drive from the junction with Old Woking Road to maintain access and sightlines at all times.

Poundfield Gardens junction Old Woking Road. Drawing No: 20032

Introduce double yellow lines on both sides of Poundfield Gardens at its eastern end with the junction of Old Woking Road to maintain access and sightlines at all times.

Marshalls Parade, Coldharbour Road and Lovelace Drive. Drawing No: 20035

On the parking bay outside No's 6-9 Marshalls Parade, Coldharbour Road introduce a limited waiting period of 2 hours no return 1 hour Monday – Friday between the hours of 8.30am and 6pm.

On the parking bay outside No's 1-5 Marshalls Parade, Lovelace Drive introduce a limited waiting period of 2 hours no return 1 hour Monday – Friday between the hours of 8.30am and 6pm.

These parking bays are intended to be used by customers of the shops, with a regular turn-over of vehicles, not for long-term parking. By introducing a limited waiting period, it should help achieve this objective and in turn may reduce the instances of inconsiderate short-term parking in front of adjacent residential properties at this end of Lovelace Drive. Properties above the shops do have a dedicated car park off the northwest corner of Lovelace Drive.

Coldharbour Road. Drawing No: 20035

On the west side of Coldharbour Road introduce double yellow lines from the lay-by outside No.10, south and around the bend to a point opposite 'The Dormers'. There is a road safety concern at this point along Coldharbour Road during the morning and afternoon school drop off and pick up. A line of vehicles builds up reducing the road width, resulting in issues for through traffic trying to pass by in both directions. Once children have been dropped off/ collected most vehicles then make a 3-point turn in Coldharbour Road or drive over the footpath opposite to head back towards West Byfleet. If introduced these restrictions will need monitoring to see if they are successful and to monitor where displaced vehicles move to.

Oriental Road. Drawing No: 20081

Revoke the two individual parking bays outside No's 107 and 109 and install a single yellow line operational as per Area 5 of the CPZ restrictions in their place. When these spaces are occasionally occupied, they hinder access to/ from and block sightlines for these properties and those opposite.

Other locations in the area along Oriental Road have been assessed and measured to introduce new bays to compensate for this loss, but no safe, suitable location has been found.

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

Connaught Road junction with Lockwood. Drawing No: 20005

Upgrade the existing single yellow line that operates 1-2pm Monday – Friday (Brookwood CPZ hours), to double yellow lines on the junction. This will prevent parking, improve road safety and maintain sight lines at all times.

Sutton Avenue. Drawing No: 20023

On the east side of Sutton Avenue introduce double yellow lines around the bend from the garage block, opposite No.65 northwards to the vehicle crossover of No. 141a Oakway to maintain access and sightlines at all times.

Hook Heath Road junctions with Cedar Road and Hurst Close. Drawing No: 20110

On the east side of Hook Heath Road introduce double yellow lines on both sides of the junction with **Hurst Close** to maintain access and sightlines at all times.

On the west side of Hook Heath Road introduce double yellow lines on both sides of the junction with **Cedar Road** to maintain access and sightlines at all times. The double yellow lines will only extend to the back of the footway in Cedar Road as this is a private street.

Friary Court. Drawing No: 20133

Introduce double yellow lines on both sides of Friary Court at the junction with Robin Hood Road. The double yellow line will extend northwards into Friary Court as far as the public highway boundary alongside No.2. The double yellow lines will extend southwards as far as the public highway boundary next to the parking bay. Opposite this introduce a length of double yellow line in front of the bin storage area. These

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restrictions will maintain access into the residential development particularly for larger vehicles. Sometimes rubbish cannot be collected as the dustcart can't gain access.

Brackenwood Road junction with Gorsewood Road. Drawing No: 20134

Introduce double yellow lines on both sides of the junction of Gorsewood Road and Brackenwood Road. Brackenwood Road lies in a 'dip'. Visibility, particularly when exiting Brackenwood Road and looking to the left is not helped by the topography. Therefore, double yellow lines need to extend 30 metres eastwards in front of No.62 Gorsewood Road to provide an adequate line of sight at all times.

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.

The following petitions were received assessed and discussed by the Parking Task Group.

York Close, The Byfleets. Petition received to make the street 'residents permit holders only' with particular empathise on the 'access' road to the rear of properties 1-9'. After discussion at Task Group, it was agreed not to proceed with this petition. After obtaining the Highway Extent plan, the service road is 'private', not public highway. York Close and surrounding streets are all residential. There is are no offices or amenities attracting drivers from outside the area to compete for on-street parking space. The vehicles parking in the area belong to residents and their visitors. It was considering making residents pay for permits un-necessary as the demand for parking would not change.

Tamerton Square, Woking South. Petition received from residents of this private road requesting they are made eligible to buy residents parking permits to park on the public highway. After discussion at Task Group, it was agreed not to proceed with this petition, due to the precedent it would set for private streets elsewhere in the borough.

GOLDSWORTH EAST AND HORSELL VILLAGE			
Woodham Lane	Brockenhurst Close	York Road	
KNAPHILL AND GOLDSWORTH WEST			
Burnham Road	Alexandra Gardens	Broadway	Inkerman Road
Woodside Close			
THE BYFLEETS			

Sanway Road	Catherine Close	Viscount Gardens	Oakcroft Close
Birchwood Road	Binfield Road	Oyster Lane	Highfield Road
Rosemount Avenue	Sanway Close		
WOKING NORTH			
Boundary Road	Marlborough Road	Balmoral Drive	Church Road
Ferndale Road			
WOKING SOUTH			
Thorsden Close	Tamerton Square		
WOKING SOUTH EAST			
Floyds Lane	Sandy Lane	Boltons Lane	Gloster Road (cul-de-sac between 15 & 41)
Rydens Close			
WOKING SOUTH WEST			
Oakway	Battern Avenue		

4. CONSULTATIONS:

- 4.1 **High Road, Byfleet.** In advance of our Woking borough parking review 2022, we carried out an informal consultation with residents of Chuters Close, Digby Way and residential odd numbered properties 137 – 153 High Road between 22 November and 13 December 2021 about the possibility of introducing a resident permit parking scheme and some time-limited parking bays. This informal consultation built upon an initial proposal for a small permit scheme in High Road from 2020.

The original petition was centred around the parking needs of some residential properties on High Road only. Listening, reading and responding to what was said in response last year, we widened this informal consultation to include a couple of adjacent cul-de-sacs, and the need for short term parking to visit local shops, businesses and amenities.

In total we wrote to 30 residential properties. 15 in Chuters Close. 10 in High Road. 5 in Digby Way. We had 14 responses in total. A **47%** response rate.

Of the 14 responses, 7 were in support. 7 were against. The results were discussed by members of the Woking Parking Task Group on 15 December 2021, and it was decided there was insufficient support, and we will not proceed any further with this.

- 4.2 Subject to approval, budget provision being made available for 2022/23 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 June 2022 or as soon as possible after the Permit Fee changes have been advertised. We will letter drop properties that front on to any of the proposals.
- 4.3 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
- 4.4 Once the amendment order is advertised, people have 28 days to lodge views and objections.

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- 4.5 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.
- 4.6 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.
- 4.7 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.
- 4.8 Subject to approval, notices will then appear in local newspapers confirming that the county council has made the traffic regulation order.
- 4.9 Finally, the new and amended parking restriction road markings and associated time plates should be installed on the ground during the autumn of 2022, 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 the Parking Surplus account and Parking Team budgets. It is recommended that Parking Surplus allocate £5,000 towards the cost of implementing the proposals in Annex A, 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)	Set out below
Corporate Parenting/Looked After Children	No significant implications arising from this report.
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report.
Public Health	No significant implications arising from this report.

9.1 Crime and Disorder implications

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

9.2 Sustainability implications

The introduction of parking restrictions 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

The continued introduction of Electric Vehicle Charging Points will encourage more drivers to switch from petrol/ diesel powered vehicles, reducing harmful emissions on the streets of Woking borough.

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 noted 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. 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 autumn 2022.

Contact Officers:

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

Consulted:

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

All petitions received have been considered by the members of the Parking Task Group

County Council Cabinet Member

Mr Matt Furniss.
Tel: 0300 200 1003

Annexes:

Annex A

Sources/background papers:

None
