



REVIEW of the CONTROLLED PARKING ZONE, GUILDFORD

SURREY COUNTY COUNCIL LOCAL COMMITTEE IN GUILDFORD

26 May 2005

KEY ISSUES

The report updates Members on actions following the initial review of the Controlled Parking Zone and reports on consultations and contains recommendations for improvements.

SUMMARY

This report updates Members on progress following the report on 8th December 2004, which recommended a number of actions as a result of a review of the operation of the Controlled Parking Zone. It includes:

- proposals for creating more parking space in catchment areas A,B,C,D,&E and on converting some dual use bays to permit-only bays,
- proposes local changes to restrictions outside areas A,B,C,D&E,
- a draft survey document for distribution to residents in areas A,B,C,D&E, which is designed to establish where and when parking problems occur and what actions the residents would like considered if the number of permits continues to grow,
- it also contains the findings from a consultation on the possible extension of the Controlled Parking Zone (CPZ) eastwards,
- the results of the consultation in Onslow Village/Dennisville on the length of limited waiting, and whether Saturday controls are needed.
- the results of advertising proposed changes to the CPZ

It also suggests a survey of residents in the St. Lukes Development to assess their views on becoming part of the Controlled Parking Zone if the roads within the development are adopted as highway.

Report by

Surrey Atlas Ref.

PARKING MANAGER, GUILDFORD
BOROUGH COUNCIL

N/A

GUILDFORD B.C. WARD(S)

COUNTY ELECTORAL DIVISION(S)

ALL, but in particular
ONSLow
FRIARY & ST NICOLAS
HOLY TRINITY
CHRISTCHURCH

GUILDFORD NORTH
GUILDFORD WEST
GUILDFORD SOUTH WEST
GUILDFORD SOUTH EAST
GUILDFORD EAST

OFFICER RECOMMENDATIONS

The Committee is asked to agree:

- (i) to formally consult residents on the proposals to create more parking space and to convert some parking bays from dual use to permit holders only and change some waiting restrictions in areas A,B,C,D&E,
- (ii) to advertise proposed local changes to the order highlighted on the plans circulated to Members in areas other than A,B,C,D&E and to advertise changes to the limited waiting period in parking places in Alresford Road and Benbrick Road with the intention of making an Order under Section 1, 2, 4, 32, 35 and 36 of, and Parts III and IV of Schedule 9 to, the Road Traffic Regulation Act 1984 and that if no objections are received that the Order be made,
- (iii) that the draft consultation document attached as Annex 1 is used as a basis for consulting residents in areas A,B,C,D&E,
- (iv) the area and draft layout of a proposed extension to the East of the Controlled Parking Zone and agree that these proposals should be put to consultation,
- (v) that no change be made to Saturday controls in catchment area J (Onslow Village/Dennisville),
- (vi) that an Order be made to reflect the advertised changes detailed in Annex 4, excluding the proposed change outside Mount Alvernia Hospital, and that the agreed changes are consolidated into the Guildford Controlled Parking Zone Order 2004,
- (vii) that a consultation be conducted with the residents of the St. Lukes Development to assess whether they would be in favour of the roads within the development forming part of the Controlled Parking Zone once they are adopted as public highway.

INTRODUCTION

1. In December 2004 the Committee considered a report reviewing the operation of the Controlled Parking Zone. It was resolved that:
 - (i) officers investigate creating more space in catchment areas A,B,C,D&E and look at converting some dual use parking spaces to permit holders only in areas A,B,C&E and report back to the Committee,
 - (ii) all residents in catchment areas A,B,C,D&E be surveyed to assess their views on the times at which parking is difficult and also their opinions relating to options for restricting the increase in permits,
 - (iii) a formal survey of residents to the east of the Controlled Parking Zone was conducted to assess views on a possible extension of restrictions,
 - (iv) a survey of residents in catchment area J (Onslow Village / Dennisville) be undertaken to establish their views on the need for Saturday controls and also whether a 2 or 4 hour limited waiting period in bays for non-permit holders is appropriate,
 - (v) recommended changes be advertised with the intention of making an Order under Section 1, 2, 4, 32, 35 and 36 of, and Parts III and IV of Schedule 9 to, the Road Traffic Regulation Act 1984.

MORE PARKING SPACES FOR RESIDENTS IN AREAS A,B,C,D&E

2. The review highlighted that in the catchment areas closest to the town centre, the greatest concern was the difficulty finding space to park. Officers have reviewed the areas concerned and a number of additional areas where there are parking problems. In addition, Officers have been able to look at other measures to improve parking in outer areas. The suggested changes have been identified on plans and copies of all the plans have been circulated to local ward and divisional Members affected and to Committee members. Further copies will be available at the meeting.

3. The effect of these proposals is to increase the number of parking spaces in Areas A to E by 154 and to convert 389 dual use parking spaces to residents only.

Increase in residents'-only space

Area	New Space	Bays converted from dual use to residents only	Total Increase in Permit Holders Space	With proposed changes		No of Permit Holders
				Permit Only Spaces	Total Spaces	
A	68	108	+178	502	794	1008
B	22	25	+47	246	387	442
C	19	39	+58	189	295	343
D	28	0	+28	139	615	245
E	17	61	+78	187	327	299
Total	154	233	+389	1,263	2,418	2,317

4. The conversion of bays from dual use to residents permit holders only benefits permit holders but may make it more difficult for people to visit residents and local businesses. Each area has been considered on the basis of demand from residents permit holders and known local circumstances. However there maybe issues which officers are not aware of and it is recommended that the proposals for areas A to E which affect a large number of parking bays are put to public consultation before formally advertising the changes to the Traffic Regulation Order.
5. In addition to the changes to parking bays there are proposals to make local changes to a number of waiting restrictions including removing the loading restrictions from the lay-by outside St Saviours Church to enable disabled people to park near the church and to change the loading restrictions in the lay-by outside the Sanofi & CPS office on Onslow Street from an "at any time restriction" to only restrict loading at peak times, 8.30 to 9.30am and 5.00pm to 6.00pm. This is to enable the offices to receive deliveries.
6. The Government Office for the South East (GOSE) have recently approved "conservation markings" for Mill Lane, which mean that instead of yellow lines painted on the road, entry signs can be used. This will enable the character of the road to be maintained and for the restrictions to be enforced. However in order to make such restrictions enforceable a Traffic Regulation Order has to be advertised and made.
7. It is recommended that the substantial changes to the parking bays in A,B, C,D&E are put out to consultation and the consultation is promoted as part of the survey detailed below. By taking this course residents will be aware that there are plans to ease the pressure on permit holders, create new bays and have an opportunity to comment.
8. It is further recommended that the local changes in areas other than A,B,C,D&E are advertised and any objections reported back to the Committee.

SURVEY OF RESIDENTS IN CATCHMENT AREAS A,B,C,D&E

9. In addition to producing proposals for increasing the availability of space for residents permit holders, it was agreed that a survey should be commissioned to identify problems residents had parking and to gauge their attitude to various options if the number of residents permits issued continued to rise. Annex 1 is a draft consultation document for Members comments. It is recommended that this document is used as a basis to distribute with a letter informing residents that additional space is proposed and that changes to convert some dual use bays to permit only are planned, as described above.

POSSIBLE EXTENSION OF THE CONTROLLED PARKING ZONE EASTWARD

10. A consultation document was sent to all properties in the defined area. The table in Annex 2 shows the responses to the consultation on a road-by-road basis. On the basis of these findings draft plans have been prepared showing the layout of bays in the area supporting the extension of controls. It is intended that before the Committee meets the draft design for the scheme will be discussed with local Members.
11. On the basis of these plans, it is recommended that officers conduct detailed consultation including exhibitions so that residents and others affected can express their views. Following the consultation officers will report their findings back to the Committee.

SURVEY OF RESIDENTS IN CATCHMENT AREA J

12. The December report contained a review of the extension of the controls into Onslow Village and Dennisville. Two main issues arose (a) should controls be enforced on Saturdays and (b) should the limited waiting time be reduced from 4 hours to 2 hours. To gauge the true opinion a consultation was conducted across the whole zone.
13. There was a very high response with 46% of properties returning the questionnaire. The table in Annex 4 shows the results in response to the two issues on a street-by-street basis.
14. **Saturdays**
The days and hours controls that apply are sign-posted at the entrance to any controlled area. Currently the same times apply across the whole of the town centre Controlled Parking Zone. This uniformity reduces the possibility for confusion among motorists. The survey was in response to views that Saturday controls were not needed or wanted in the Onslow village/Dennisville area (Catchment Area J). The survey document made it clear that any change needed to be looked at over an area and not on the basis of individual roads.
15. The results show that across the whole area residents were almost evenly split. The majority of roads in favour of removing Saturday restrictions are to the North West of the zone and most of those in favour of keeping the controls are to the South. Overall the responses from Catchment area J do

not support the removal of Saturday controls and it is recommended that no change is made.

16. Changing four hours limited waiting to two hours

Some residents complained that the four-hour period allowed for visitors to park in parking places was too long and that a two-hour period should be introduced. The survey showed that the only roads where there was a significant response which supported a change were Alresford Road and Benbrick Road. It is therefore recommended that a change in the restrictions to reduce the waiting period from 4 hours to 2 hours is advertised in these two roads.

ADVERTISED CHANGES

17. The December 2004 report included a list of proposed changes that had arisen as a result of requests from residents and others. The Committee agreed these should be advertised and attached in Annex 4 is a summary of the changes. Most of the proposed changes have received no objections and it is recommended that the Traffic Regulation Order is changed to reflect these amendments and that the amended order is consolidated to incorporate the changes.

18. With regard to those advertised changes that have received objections the proposal to change the single yellow line outside Mount Alvernia Hospital and Hillside Court to a double yellow line drew widespread objections from residents, the hospital, the Holy Trinity Amenity Group and from the two borough Councillors. It is therefore recommended that this change is not adopted. There were suggestions on how the situation can be improved and officers will consider these further.

19. Two other objections were received both to proposals to put double yellow lines across drive entrances that have experienced persistent blocking by cars parking after the controlled hours over a number of years. The objections related to the proposal to convert the single yellow line to double yellow line outside the garage opposite 3 Mareschal Road and outside the driveway at 8 Foxenden Road. Both objectors are neighbours who complained about the shortage of parking space and the fact that the introduction of further controls will take away parking opportunities. Vehicles should not park in areas that obstruct access to properties and it is recommended that the Traffic Regulation Order be changed to offer the additional protection of double yellow lines despite the objections.

ST LUKES DEVELOPMENT OFF WARREN ROAD

20. The roads within the St. Lukes development are currently not adopted as highway although discussions are ongoing. It takes a considerable time to go through the process of introducing parking restrictions on the highway. If the process is not started until the roads are adopted there could be a long period between them ceasing to be private roads and the introduction of any parking controls. It is therefore suggested that the residents are surveyed to establish whether, once the roads are adopted, they would like parking restrictions introduced and to become part of controlled parking zone.

FINANCIAL IMPLICATIONS

- 21. The cost of making the proposed changes to the parking bays is estimated to be £12,000.
- 22. The cost of implementing parking controls to the East of the Controlled Parking Zone is estimated to be £25,000.
- 23. Both these amounts can be funded from the On-Street Parking Account.

SUSTAINABLE DEVELOPMENT IMPLICATIONS

- 23. Traffic signs and road markings will be used in accordance with the relevant regulations will be used to give effect to these proposals. All signs will be located as sensitively as possible. The further control of parking will enhance the environment for residents.

CONCLUSION AND REASONS FOR RECOMMENDATION

- 24. The above changes and recommendations are made as part of an overall review of the Controlled Parking Zone and are needed in view of increasing pressures on parking space within the zone.

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BACKGROUND PAPERS:	Review of the On-street parking zone, Guildford - December 2004
