



**PARKING IN ST OMER ROAD &
TANGIER ROAD, GUILDFORD**

**SURREY COUNTY COUNCIL
LOCAL COMMITTEE (GUILDFORD)**

14th DECEMBER 2006

KEY ISSUE

The extension of the Controlled Parking Zone in April 2006 has led to increased parking in St Omer and Tangier Roads. This report considers when this issue should be addressed.

SUMMARY

The Executive of the Borough Council has requested that the Local Committee consider the results of a survey carried out by the Downsedge Residents Association of residents in St Omer Road and Tangier Road and if there is a clear preference for extending the Controlled Parking Zone (CPZ) to consider this as a priority. The report presents the work programme for parking reviews and estimated time scales for resolving these issues.

Report by

JOINT REPORT BY GBC PARKING
SERVICES MANAGER & SCC LOCAL
TRANSPORTATION MANAGER

Surrey Atlas Ref.

Page 131, A8

GUILDFORD B.C. WARD(S)

CHRISTCHURCH

COUNTY ELECTORAL DIVISION(S)

GUILDFORD SOUTH-EAST

OFFICER RECOMMENDATIONS

The Committee is asked to agree:

- (i) that the need for review of the parking situation in Tangier Road and St. Omer Road be accepted.
- (ii) that for the reasons set out in the report the previously agreed programme of parking reviews across the borough be adhered to.
- (iii) that Guildford Borough Council be informed that the Committee, while recognising the concerns of the residents and the Downsedge Residents Association, regretfully cannot agree to greater priority being given to a review of parking controls in this area in preference to those in other parts of the borough.

CURRENT PROCESS FOR REVIEWING RESTRICTIONS

- 1 The Borough Council administers parking restrictions on behalf of the County Council. This work originally consisted of restrictions within the town centre Controlled Parking Zone (CPZ). To assist with the process the Borough employs an On-street Co-ordinator. One of the roles of this post is to review parking restrictions and co-ordinate the implementation of new restrictions or changes to existing restrictions. The post is funded from the On Street CPZ account and should be part of the cost covered by the permit charge made to residents buying permits in the CPZ.
- 2 In June 2004 Decriminalised Parking Enforcement (DPE) was introduced and this increased the power to enforce waiting restrictions (yellow lines) and other restrictions outside the CPZ. DPE resulted in a large number of requests for additional parking restrictions. It was therefore important to develop a system which looked at areas on a systematic basis and enabled the limited resources available to review restrictions to be used as effectively as possible. In December 2004 the Local Committee considered a report which set out a framework for reviews alternating between reviewing the CPZ and reviewing areas outside the CPZ. A copy of the outline plan for reviews is attached as **ANNEXE A**.
- 3 To introduce a parking restriction on the highway requires the making or amending of a Traffic Regulation Order. The legal process for doing this requires the proposal to be advertised and objections invited. All objections need to be considered and if possible resolved before the order is made. When an objection cannot be resolved the Local Committee must consider the comments and either override the objection or amend the scheme. All but the most minor of amendments will result in the scheme being re-advertised to give those affected by the change an opportunity to comment on the change.
- 4 In effect this means that once a formal advertisement has been placed the Local Committee is in a position to either overrule any objections or decide to re-advertise an amended scheme.

- 5 For this reason it is necessary when extending the Controlled Parking Zone to conduct informal consultation before advertising a proposal so that any likely objections can be considered.
- 6 In cases where the Controlled Parking Zone is to be extended the residents in the areas both within and adjacent to the proposed extension are consulted. It is important that the area consulted is wider than the area into which the restrictions are expected to apply so that those who will be on the uncontrolled side of the boundary are given an opportunity to consider the position. During the consultation households are first asked whether they believe in principle that the CPZ should be extended to include their road. The responses to this question are used to help determine the boundary of any extension. The roads within the proposed area are then consulted on the detailed design showing where parking bays and yellow lines will be placed. Both areas of consultation normally produce strong views and care needs to be taken to ensure that as many concerns are addressed during the informal consultation to reduce the level of dissatisfaction with the scheme.
- 7 The effects of changes are normally reviewed after around 12 months of operations.
- 8 There have been three reviews in this area, in 1999, 2002, and 2005 when residents in St Omer Road and Tangier Road have been consulted and the above procedure has been followed.

CURRENT CPZ REVIEW POSITION

- 9 Following the new review cycle being introduced the first review of the CPZ has been completed but one area is still being implemented. The review included:
 - Surveying over 4,000 residents in the town centre on their views on parking pressures and what should be done. The criteria for issuing permits has been made tighter
 - Creating over 150 new parking bays and increasing the amount of permit only parking in the town centre
 - Surveying Onslow Village and Dennisville on whether the limited waiting period should be reduced and whether Saturday restrictions were wanted.
 - Extending the Controlled Parking Zone to the East of Guildford further into the Christchurch Ward.
 - Looking at the boundaries between catchment areas in Wodeland Avenue and at Pewley Way/Addison Road boundary. The proposals agreed by Committee are still to be implemented and will be actioned shortly.
 - At the end of the implementation of the CPZ changes the CPZ order needs to be consolidated and technical amendments made to clarify some of the requirements.

- 10 There are already a large number of issues to be considered as part of the next CPZ review and the scoping report will highlight these and ask the Local Committee to agree to the work programme. The issues already identified include:
- Review of the effect of the East Guildford extension including considering whether Saturdays can/should be unrestricted and the effects of displacement caused in St Omer and Tangier Roads.
 - Review of the effect of the changes made to parking in the town centre and further consideration of other measures needed to address pressure on parking.
 - Consider whether Sundays should be controlled in the town centre. The Borough Council's Executive has asked for this issue to be looked at as part of the review in connection with pressure on the car parks and residents on Sundays.
 - Investigate the potential to develop car clubs using on-street parking
 - Controls in the St Luke's development – the roads in phase 2 of the development have been adopted and those in phase 1 will be adopted subject to a wayleave. There have been complaints that these under controlled roads suffer from uncontrolled parking particularly at the entrance to the development.

CURRENT REVIEW POSITION OF AREAS OUTSIDE THE CPZ

- 11 At its meeting on 28th September the Local Committee considered proposed changes to parking restrictions in Ripley and Ash which had been developed and discussed with local Members. The Local Committee agreed to consult on these proposals. The informal (prior to an advertisement) and formal (after an advertisement) consultation period is scheduled to end with a report to the Local Committee around June 2007. It is also intended that a scoping report for the next CPZ review should be submitted to this meeting. Both reports will be compiled in May 2007.
- 12 This timetable assumes that the review of outer areas concludes with the changes made in Ripley and Ash. However the report in September also informed members that "With regard to Stoughton there are on going discussions about traffic control measures and parking restrictions need to be considered in conjunction with these wider proposals to ensure that they are complementary. It is therefore proposed to review the parking restrictions once a solution to the wider issue of controlling traffic emerges." Once there is a solution to the wider issues Members will need to consider whether the changes should be introduced ahead of the rest of the programme or wait for the next review of the outer areas.
- 13 There are also further areas where parking reviews have been sought including:
- Egerton Road, Park Barn, where some residents would like to see a change to the existing restrictions, possibly including residents parking measures.
 - Southway where some residents would like to see the introduction of restrictions, possibly including residents parking measures.

ST OMER ROAD & TANGIER ROAD

- 14 In April 2006 the Controlled Parking Zone was extended further to the East of the Borough as part of the CPZ review. One of the main reasons for extending the zone was the problems caused by commuter parking in Aldersey, Hillier and Pit Farm Roads.
- 15 Members of the Committee will recall that there was considerable pressure to put in the scheme quickly. Officers asked for more time to try to resolve comments received at the informal consultation before the formal advertisement was placed. However conscious of the problems faced by residents the Committee asked for a report within days of the deadline for comments that gave very little time to try to resolve some of the concerns raised. Following the formal advertisement there were a number of formal objections and concern was expressed that the objections had not been resolved. There was also a threat that the process could be challenged at Judicial Review as a result of a resident who felt his comments had not been considered. This situation underlines the importance of meaningful consultation at the informal stage in order to discuss and resolve objections at a formative stage in the process.
- 16 The implementation of the extension of the CPZ has resulted in commuters' cars which were parked in the newly controlled area moving into roads without controls. St Omer Road is particularly badly affected and to a lesser extent Tangier Road.
- 17 Both the households in St Omer Road and Tangier Road were consulted prior to advertising the extension to the Controlled Parking Zone. In response to the question "do you want to be included in the Controlled Parking Zone?" 75% of residents who responded in Tangier Road said they did not. In St Omer Road 53% initially said they did want to be included. There was also 1 response from St Omer's Ridge which opposed the extension of the CPZ. To introduce controls has a major impact and a minimum of 60% support in roads affected has been considered to show support and anything between 60 and 40% is considered undecided as opinions can change during the process or as residents move. It should also be noted normally in the areas where there are problems the percentage in support is normally very high, for example in Aldersey and Hillier Roads support was 100% and 93% respectively when the CPZ was last extended and this support tends to decline as you move away from the problem.

RESULTS OF SURVEY IN 2005

Road	CPZ Yes	CPZ No	% Yes	% Response
Tangier Road	6	18	25	67
St Omer Road	9	8	53	55

- 19 When considering these results the Local Committee agreed with officers that there was the potential for displacement parking into St Omer and Tangier Roads and despite the lack of clear support agreed that detailed designs should be produced for these two roads and the issue highlighted. Following this decision all residents were sent a leaflet explaining that designs had been produced for St Omer Road and Tangier Road because of concern about displacement. Residents were invited to view the proposals either on the website or at a number of exhibitions that had been arranged and to consider the position.
- 20 After the exhibitions and the consultation on the detailed design had been completed support from St Omer Road had dropped to only 50% and Tangier Road remained resolutely against the scheme. It was also clear from discussions with residents at the exhibitions and subsequent written comments that residents understood the potential for displacement. A number of residents said they would welcome parked cars as they saw speeding vehicles as a major safety issue and thought that parked cars would reduce traffic speeds. Other residents objected to the imposition of controls on a Saturday or the fact that they would have to pay for permits. Some were against the idea of any parking controls in the road they lived in.
- 21 As a result the extension was advertised without controls in St Omer Road or Tangier Road but with double yellow lines to stop people parking on key junctions.

REPRESENTATIONS TO AND BY THE BOROUGH COUNCIL'S EXECUTIVE

- 22 On 2 November 2006 the Executive of the Borough Council considered a report on the parking situation in St Omer and Tangier Roads with particular reference to when the Local Committee could consider the implementation of controls. The report offered two options:
- (a) To note the work on reviewing parking restrictions currently in progress and accept that the work load would not allow time to review the parking issues in St Omer Road and Tangier Road without delaying the rest of the programme. To ask the Guildford Local Committee to consider giving the creation of restrictions in these two roads priority in the next CPZ review.
 - (b) To ask the Guildford Local Committee to consider redirecting officers time to look at implementing controls in St Omer Road and Tangier Road straightaway and as a result to delay the rest of the work programme.

The report recommended approval of option (a).

- 23 The GBC Executive considered the issues and the legal advice and agreed the following resolution:
- (i) That the Council notes the work currently being progressed in respect of the review of parking restrictions in the Borough and agrees that it does not wish to delay the existing work programme.
 - (ii) That the offer by Downsedge Residents' Association to undertake a survey of residents of St Omer and Tangier Road, Guildford in respect of the scheme of existing proposals for the extension of the Controlled Parking Zone into those roads which had been the subject of a consultation undertaken by the Council last year, be welcomed.
 - (iii) That, if the results of the survey indicate no significant change in residents' views on the scheme since last year's consultation, no further action be taken until the next review of the Controlled Parking Zone and that the Guildford Local Committee be requested to consider giving the creation of restrictions in St Omer and Tangier Road priority in the next CPZ review.
 - (iv) That, if the results of the survey indicate a clear preference for the scheme, Guildford Local Committee be requested to consider giving priority to the introduction of waiting restrictions in St Omer and Tangier Road.

- 24 The Downsedge Residents Association (DRA) has now completed its survey. The following documents are included as **ANNEXES** to this report:

ANNEXE B	Letter to residents from DRA
ANNEXE C	Attachment to the above letter
ANNEXE D	Survey form
ANNEXE E	DRA Report on the Survey outcomes

The results of the survey were not known at the time the GBC Executive passed its resolution. There are two issues relating to the Executive's resolution:

- (a) Would implementing controls to deal with the problem in St Omer Road and Tangier Road impact on current work?
 - (b) Is there a clear preference for restrictions in Tangier Road and St Omer Road?
- 25 The process previously adopted for extending the CPZ has been outlined in paragraphs 1 to 8. It has been suggested that this process could be shortened by relying on the Downsedge Residents Association survey as informal consultation. The Borough has taken legal advice on this point. Such a procedure would be against County Council procedures and against that legal advice.

- 26 The advice provided falls within the exempt information provisions of Schedule 12A to the Local Government Act 1972 (paragraph 5) on the basis that it is advice that would attract legal professional privilege in any proceedings arising out of the proposed controlled parking zone. As a result, this information has been distributed to only the members of this Committee (see **Confidential ANNEXE F**). The key part of the advice, however, is that a legitimate expectation has been established that informal consultation is carried out by officers as part of our parking reviews. If the committee is minded to expedite the review of these two roads, it is advised that informal consultation be carried out prior to the statutory consultation on whether (a) the scheme was acceptable in principle and (b) the detail of the scheme.

THE PROCEDURE NEEDED TO IMPLEMENT AN EXTENSION TO THE CPZ

- 27 It is clear that to comply with legal advice and the County Councils guidelines an extension of the CPZ would require:
- The effects of potential displacement into surrounding roads to be considered and residents of any area which might suffer displacement to be consulted.
 - A survey carried out by Council officers to establish levels of support and an area selected for controls
 - Meaningful informal consultation in this area, where there is an opportunity the officers to consider and address issues raised before a formal advertisement
 - Formal advertisement and consideration of objections received
 - Changes made to the Traffic Regulation Order and procuring a contractor to carryout the implementation.
- 28 Carrying out the work necessary to implement an extension to the CPZ now will delay the current reviews in Ash and Ripley by around 6 to 9 months. There is a real danger that in this event, the consultative work already carried out in these two areas would need to be repeated. It would also delay the start of the next CPZ review by the same period, and the reviews of parking in Stoughton and Park Barn would also be deferred. It is also not an effective use of time as Officers will have to return to look at other issues arising from the extension to the CPZ during the next review. It would be far more efficient to look at all the issues at one time.

THE DOWNSEDGE RESIDENTS ASSOCIATION'S SURVEY

- 29 The residents survey does indicate a change in attitude in both roads and particularly St Omer Road where support was recorded as 80%. However in Tangier Road only 46% of respondents favoured an extension to the CPZ. This figure rises to 67% if controls are to be implemented in St Omer Road. Overall unprompted response for a CPZ extension in the two roads was 66%. In other areas where a CPZ extension has been considered, support in the area affected by parking problems has been much higher, for example in Aldersey and Hillier Roads when the extension was proposed support was 100% and 93% respectively. It should also be noted the findings of the Downsedge Residents Association survey indicate that residents in Tangier Road want a redesign of the original proposals in their road. References have also been in both roads to the Monday-Saturday/Monday-Friday issue. At the upper end of Tangier Road a new development has been created and so the previous proposals are no longer relevant to this area. It should also be noted that addressing these issues would certainly have further impact on officers' time.

STAFFING IMPLICATIONS

- 30 The Local Committee has discussed previously the level of resources required to conduct reviews. It was recognised that resources to conduct reviews are limited but it was not recommended to increase the resources available to conduct reviews because of this would have a direct impact on the price of a residents permit. However if members do wish to have the flexibility to increase the programme of works and take issues out of sequence then further resources would assist and the Parking Manager can produce proposals.

FINANCIAL IMPLICATIONS

- 31 It should be noted that carrying out work, particularly the implementation of the new restrictions, on a relatively small scale will be considerably more expensive than if changes were made in conjunction with others which come out of the next CPZ review. Furthermore it would be more efficient to look at all the affects of the extension of the CPZ at the same time. Any decision to increase the officer and other resources available for the review of parking arrangements may impact on the agency agreement between the two authorities covering Decriminalised Parking Enforcement, and may reduce the funds available for the financial support of the Committee's park and ride strategy.

SUSTAINABLE DEVELOPMENT IMPLICATIONS

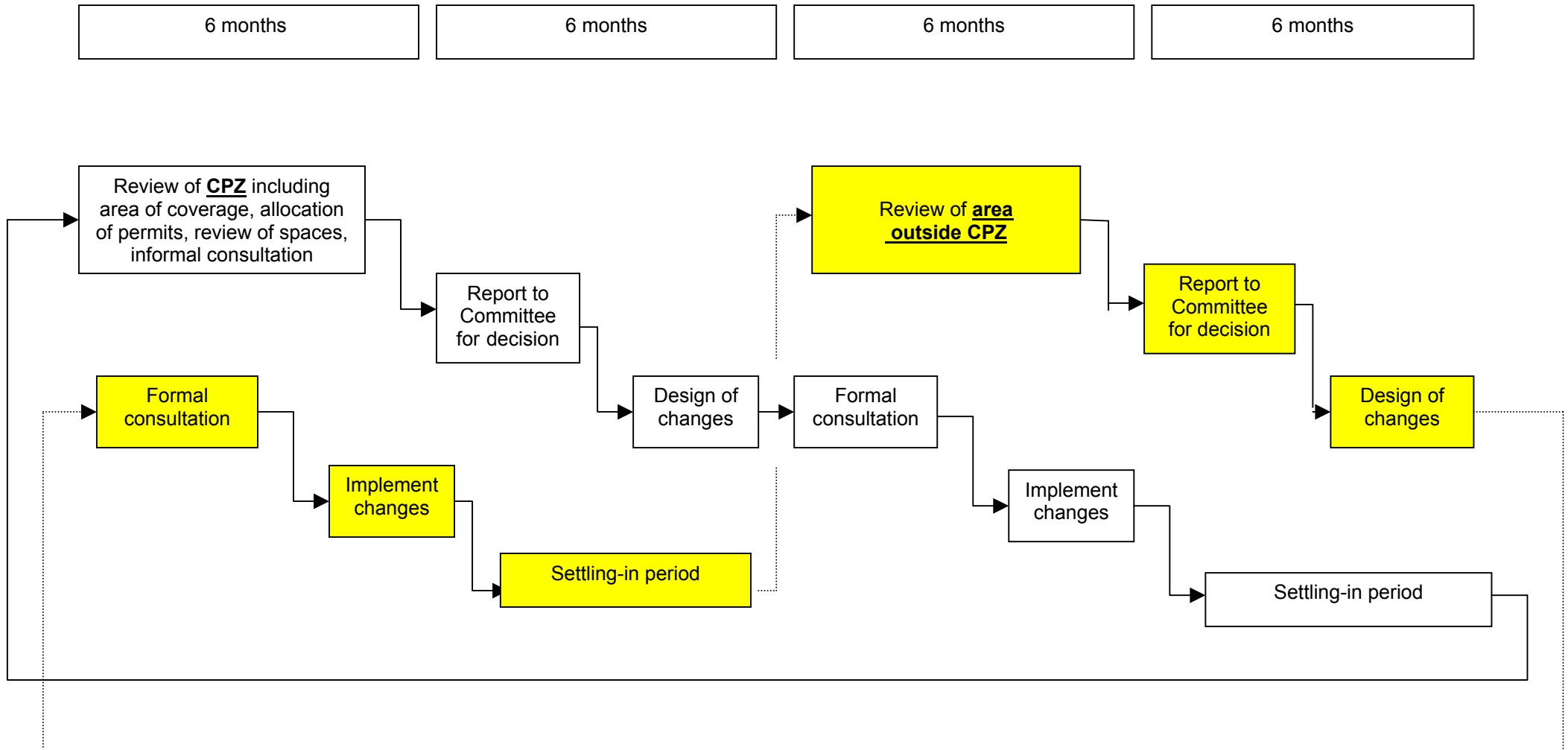
- 32 Control of parking helps to reduce congestion, and can improve traffic flow and road safety. It impacts on the quality of life of residents as well as the availability of parking for employees and shoppers, and thereby on the economic vitality of the town centre. The design of the CPZ seeks to find an appropriate balance between all of these factors.

CONCLUSIONS AND REASONS FOR RECOMMENDATIONS

- 33 Reviews of the CPZ were carried out in 1999, 2002 and 2005. The Tangier Road and St. Omer Road issue is one of a large number of issues to be considered when the CPZ is next reviewed.
- 34 Outside the CPZ, two areas (Ripley and Ash) are currently subject to consultation about revised parking arrangements and two further areas (Stoughton and Park Barn) are currently waiting their turn.
- 35 In the 2005 review, 53% of St Omer Road residents were in favour of an extension of the CPZ. This has risen in the recent Downsedge Residents Association survey to 80%. The equivalent figures for Tangier Road are 25% and 46% respectively, although if St Omer Road was to be included, the figure for Tangier Road rises to 67%. The degree of support for the CPZ in other similar roads in the past has often been between 90 and 100%. It is also clear that Tangier Road residents are not happy with the previous design of the parking layout and wish to see this revisited.
- 36 It is clear that the extension of the CPZ finds greater favour with residents now than in 2005. Members must consider whether or not these increases are considered significant in terms of the GBC Executive's resolution as set out in paragraph 23 and if so, whether the Committee wishes the review of parking in this area to take precedence over those of other parts of the CPZ and those outside the CPZ.
- 37 Unequivocal legal advice is that informal consultation should be carried out by officers in the event that a review of these two roads is to be brought forward. In addition this should consider not solely whether or not the CPZ should be extended, but the design of the proposed parking arrangements. Officer advice is that this consultation should be extended beyond the two roads in question to deal with any question of further displacement.
- 38 In this event, not only will the other reviews (both inside and outside the CPZ) be delayed, but it is likely that the consultations already undertaken in Ripley and Ash will have to be repeated.
- 39 For all of the above reasons, and with the overall objectives of fairness and equity together with the reputations of both the Borough and County Councils across the entire borough, officers' recommendation is that the need for review of parking in Tangier Road and St. Omer Road be accepted, but that they should be carried out according to the previously agreed timetable.

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TELEPHONE NUMBER	01483 444530
BACKGROUND PAPERS:	None

REVIEW PROGRAMME FLOWCHART



TEXT OF LETTER TO RESIDENTS FROM THE DOWNSEDGE RESIDENTS ASSOCIATION

Dear Householder

At its meeting on 2 November the Executive of Guildford Borough Council discussed a report highlighting **concerns by local residents about parking in St Omer and Tangier Roads**, and made a decision on the following lines: *While not wanting to delay other work in progress, if the survey by the Downsedge Residents' Association showed substantial support for controlled parking in these two roads (on the basis of the detailed scheme consulted on in 2005 but not implemented), the Guildford Local Committee should be asked to progress the early extension of the Controlled Parking Zone to these roads.* (The Local Committee makes decisions on traffic and on street parking and is a committee of the County Council with Borough Councillors as additional members). This letter explains the background to, and implications of, the Executive's decision.

Background

Last year there was a proposal to extend the Controlled Parking Zone (CPZ) in the east of Guildford. This extension had been requested by the Cranley Road Area Residents Association (CRARA) whose members were suffering from uncontrolled parking in the residential roads north of the Epsom Road, but the proposal also covered some roads in the Downsedge area.

The legal process requires CPZ proposals to be advertised and objections invited. The Local Committee then considers whether to overrule the objections or amend the scheme. Unless the amendments are very minor the scheme is readvertised. As this prolongs the process the normal practice in Guildford is for there to be informal consultations with those residents who are affected to identify the boundaries of any extension and to obtain views on the detailed design (eg the location of parking bays and yellow lines). The procedures are carried out by officers of Guildford Borough Council acting on behalf of Surrey County Council.

Last year officers undertook informal surveys of households in the roads affected by the proposed extension of the CPZ. Residents of all the roads in the CRARA area were in favour of the extension but in the Downsedge area only the residents of Broadwater Rise were substantially in favour. In St Omer Road just over half of the 17 respondents were in favour of their road being included in the CPZ extension, whereas the officers look for at least 60% (but we should be wary of using percentages when the base number is as low as 17). In Tangier Road there was a clear majority against. So in the Downsedge area only Broadwater Rise was included in the CPZ extension but all roads in the CRARA area were included. However, in anticipation of problems caused by displacement parking, the officers were authorised to develop detailed plans for St Omer and Tangier Roads, and residents were invited to view the proposals on the Council's website or at a number of exhibitions. In the officers' view the opinions of the residents did not change and, because of the lack of support, the proposals for St Omer Road and Tangier Road were not formally advertised, except for double yellow lines at junctions.

At the time it was believed by some residents that there would be a major Review of Parking Controls throughout the town within about a year, so there could be early remedies if the situation deteriorated. It did indeed deteriorate when the new CPZ scheme was implemented in April 2006. Staff of offices in Upper Edgeborough Road, Cross Lanes and DEFRA, and of some of the schools, could no longer conveniently park in the CRARA area, and instead parked in St Omer Road and to a slightly lesser extent in Tangier Road.

Meanwhile the County Council, under financial pressure, reduced the resources for the Review of Parking Controls and the number of meetings of the Guildford Local Committee was cut from six in 2005 to four in 2007. These cuts, and an extension of the scope of the Review, mean that there has been considerable slippage in the timing of the Review; for example a decision was made at the meeting of the Local Committee on 28 September to consult on parking controls in Ripley and Ash. The results of those consultations will not be reported to the Local Committee until its meeting in June 2007. A report on what the Review of Parking Controls will cover is also scheduled to be submitted to the Local Committee at that June meeting.

The Downsedge area is not the only part of Guildford with parking problems. In view of the results of the informal consultations last year councillors representing other wards, and officers, are reluctant to let our area 'queue jump' for special consideration if that would mean further delays for solutions to parking problems elsewhere. The decision of the Borough Executive treats the Downsedge Survey as an extension of the informal consultation procedures already held, thus hopefully cutting out a stage in the overall process, while the use of the detailed scheme previously proposed for Tangier and St Omer Roads should reduce the resources needed for the formal advertisement stage. But this approach depends on there being substantial support for the details of the previous proposals with the only room for manoeuvre being the exact position of driveways. These details are set out on the attached sheet headed 'Controlled Parking Proposals for St Omer Road and Tangier Road'. This attachment has been checked for accuracy by Guildford Borough Council officers who have allowed us to use the map illustrating the proposals. Please read the attachment carefully.

Pros and cons

The argument **in favour** of extending the CPZ is that parkers from outside the area are causing inconvenience, and often hazards, to residents in St Omer and Tangier Roads, and that this has got seriously worse since the extension of the CPZ in April this year, while parking in the CRARA roads now causes few problems.

The argument **against** extending the CPZ is that it represents unnecessary urbanisation of an attractive suburb, the times of operation are inconvenient and the fees for residents' permits are a form of 'stealth tax'.

Other considerations

Over the next few years there are likely to be housing developments along the Epsom Road (eg on the Clavadel Hotel and DEFRA sites). At present the parking standard for new housing (imposed on Guildford) is 1.5 spaces per dwelling. Experience in this part of Guildford suggests that this does not reflect the realities of car ownership and use and that there is likely to be parking overspill onto neighbouring residential roads. But these possible developments are in the future and changes in policy may occur in the meantime.

The geography of St Omer and Tangier Roads means that if the CPZ were extended to just one road (or even a part of it) some of those who have become used to parking in that road would then park and cause problems in the next uncontrolled area. This interdependence of the two roads is reflected in the response form.

The Downsedge Survey

When the previous proposals for extending the CPZ were made our membership was divided. So as an association we remained neutral but encouraged our members to respond to the informal consultation by the officers. Because of the increase in parking in St Omer and Tangier Roads since April we are now conducting our own survey of all households in these roads (not just our members) to check whether opinions have changed. For our survey to be taken seriously we must remain neutral in its conduct. Its status will be to provide evidence to the Borough Council and to the Local Committee for its meeting on 14 December. We are taking advice on the best method of reporting the result of the survey, and would not rule out submitting a petition (eg to request the bringing forward of the report on the scope of the Review) if that seemed an effective way forward.

A survey response form is attached; apart from boxes to tick there is room for your comments. If you can return it by 11 November we would hope to analyse responses received by then and provide an interim report to our meeting at Lanesborough School Hall on 14 November (see below). But we realise that some residents might wish to have a chance to ask questions or listen to views at that meeting before completing the response form. An analysis of responses received up to 17 November will be included in our reports to the Borough Council and to the Local Committee. The responses will be analysed by a sub-committee which (for credibility) will not include members from St Omer and Tangier Roads. The responses and the analysis will be open to inspection by Borough and County officers and Councillors to ensure our credibility; the responses may be used to collect signatures for a petition (if that option is chosen) but otherwise will be treated as confidential.

The meeting on 14 November

In our recent Newsletter we gave advance publicity of a meeting at 7.30 pm on Tuesday 14 November at Lanesborough School Hall, Cranley Road, to discuss Parking and Speeding in St Omer Road and Tangier Road. We are treating Parking and Speeding (and other road safety matters) as separate issues; when the Community Association in Stoughton wanted to treat them as linked, officers warned that this would delay consideration. On Parking we will try to answer questions and hear views. On Speeding we will report on the monitoring of the new electronic signs in Tangier Road and hope to stimulate ideas on long term solutions.

Our local Councillors will be there as will a Community Police representative. We hope to see you there.

What next?

If there is widespread support for an extension of the CPZ to both roads we should press the Local Committee to agree to the Borough Council's request. But the Local Committee might not agree, and might at best adopt the officers' preferred approach of giving priority in the next Review to the consideration of extending the CPZ to these roads. We should then need to consider what action we could take.

If too few households favoured a CPZ extension we should need to look at the reasons for this. If the lack of support was mainly on points of detail we should need to see if these could be cleared up so that the proposals could be formally advertised; if on points of principle then the extension of the CPZ would be dead until the next Review and we would have to look to see if there were other ways of providing ameliorative measures for residents affected by parking.

In any case be prepared for a long haul.

John Twining
Chairman, Downsedge Residents' Association

4 November 2006

CONTROLLED PARKING PROPOSALS FOR ST OMER ROAD AND TANGIER ROAD (attachment to the Downsedge Residents' Association's letter dated 4 November 2006)

Introduction

The map overleaf has been reproduced with permission of Guildford Borough Council. It shows the detailed proposals for controlled parking in St Omer and Tangier Roads, prepared in 2005 but (except for double yellow lines at some junctions) neither advertised nor implemented.

Boundaries

The map shows the boundaries of the proposed extension to the Controlled Parking Zone. This extension would **not** include The Ridgeway (except no 1), St Omer Ridge nor any part of Warren Road (except for the double yellow lines already in place).

Parking bays

The map shows the location of the unrestricted and 4 hour parking bays. Residents (and others) can park without a permit in the unrestricted bays and in the 4 hour bays within the time period. Residents with a permit can park in any of the bays for an unlimited period.

Period of operation

The proposals are for controlled parking to be effective from 8.30am to 6pm, Monday to Saturday. It is understood that the planned Parking Review would in due course consider whether there should be a Monday to Friday controlled parking scheme in east Guildford. If it were decided to introduce such a scheme then it would be for consideration whether to include St Omer Road and Tangier Road in it.

Driveways

The driveways shown on the map are those surveyed in 2005, but account would have to be taken of any changes since then. Officers visiting the roads have not seen any driveway blocked by parked cars but have noted that many cars are parking closer to the driveway than would be permitted if there were parking controls. If parking controls were introduced each parking bay would be set back from the driveway by at least 1.8 metres (2 kerbstones, measured to include the angled kerbstone and one other).

Permits

Residents in the extended Controlled Parking Zone would be eligible to buy one permit for an annual fee of £35. A maximum of two permits per dwelling is allowed, but residents can only buy a second permit (which itself costs £65) if they have no off street parking space. A resident with three cars and one off street parking space would only be allowed to buy one permit.

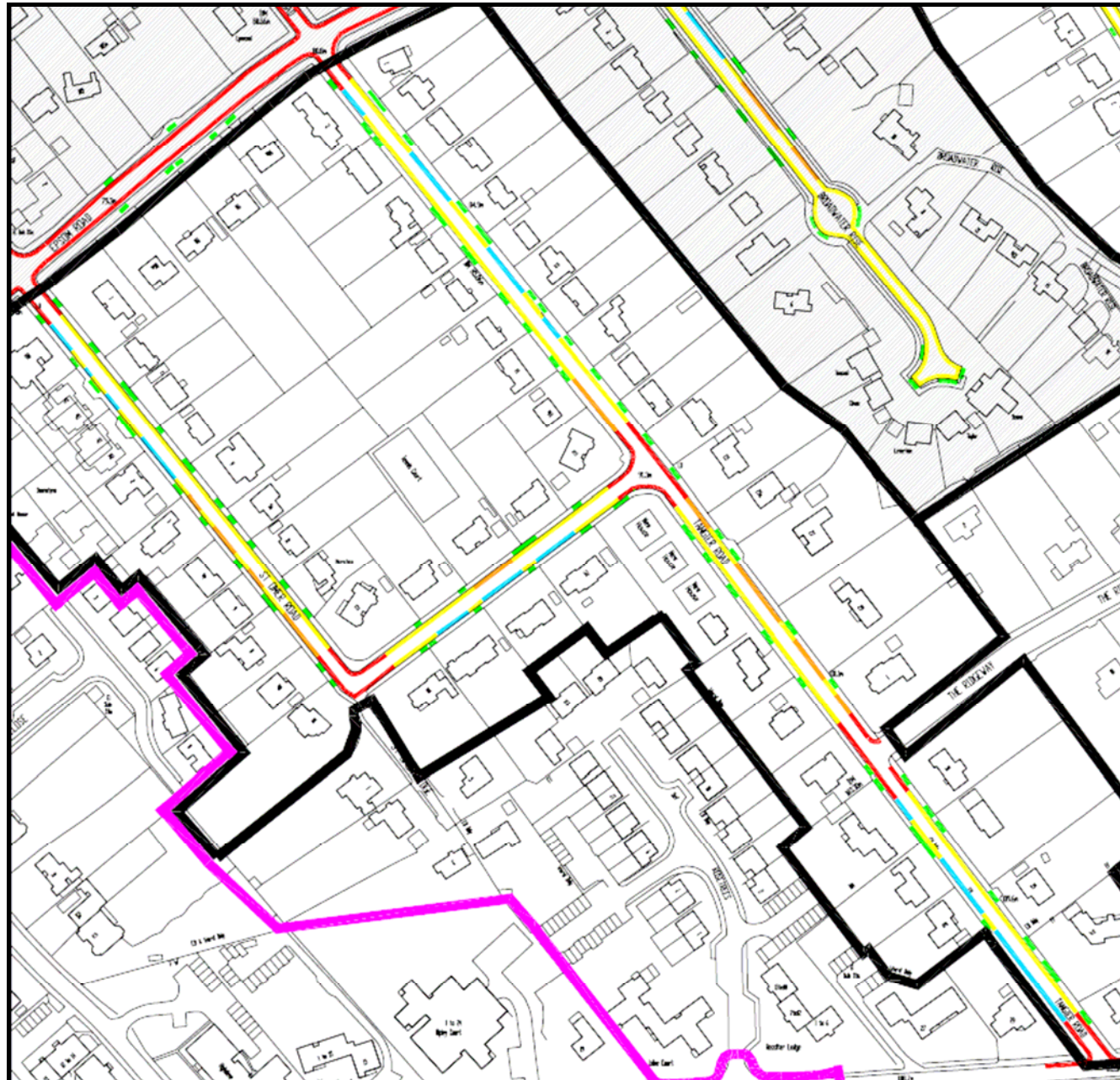
ITEM 16 : ANNEXE C

A permit is issued in respect of a particular car and contains a registration number which must match the car it is displayed on. Proof of ownership of the car is required before the permit is issued.

A permit allows the holder to park within a zone or catchment area. If controlled parking is introduced in St Omer and Tangier Roads it is likely that the catchment area will extend to Cross Lanes.

Very few permits have been applied for in Controlled Parking Zones in this part of Guildford, presumably because most residents can rely on off street parking or unrestricted bays.

Residents can buy visitors' permits (valid for a day) for £1 each, but there is a limit of 30 a year, although more can be issued if there are special circumstances (eg major building work).



KEY

- Existing CPZ boundary
- Boundary of proposals
- Proposed waiting restrictions (Mon-Sat 8.30am-6pm/Single Yellow Line)
- Proposed waiting restrictions (At Any Time/ Double Yellow Line)
- Proposed dual use parking places limited to 4 hours (Mon-Sat 8,30am-6pm) no return within a further period of 1 hour (except for vehicles displaying a valid parking permit)
- Proposed long stay parking (Unlimited bays)
- Driveway crossovers
- Existing double yellow line
- Existing Disabled Bay
- Bus Stop

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SURVEY FORM

Possible extension of the Controlled Parking Zone to St Omer Road

Please return this response form to John Pettett, 21 St Omer Road or John Twining, 3 The Ridgeway, not later than Friday 17 November if your response is to be included in the analysis of evidence to be reported to the Guildford Borough Council and the Local Committee.

House number:

1. Would you be in favour of the extension of the Controlled Parking Zone (CPZ) to St Omer Road as detailed in the attachment to the letter of 4 November 2006 from the Downsedge Residents' Association? Please tick one box only.

YES, Strongly in favour Go to Question 3

YES, In favour Go to Question 3

UNCERTAIN Go to Question 2

NO, Against Go to Question 2

NO, Strongly against Go to Question 2

2. Although you ticked UNCERTAIN or one of the NO boxes in Question 1, if the CPZ was extended to Tangier Road (with the probability of more parking being displaced to St Omer Road), would your response be different?

YES, in those circumstances I/we would accept
an extension of the CPZ to St Omer Road Go to Question 3

NO, I/we would still be against extending the CPZ
to St Omer Road

I/we would still be UNCERTAIN

3. If you ticked YES (In favour or Strongly in favour) in Question 1 or YES in Question 2, would you be prepared to sign a petition to the Guildford Local Committee if that was found to be the most effective way of proceeding?

YES

NO

4. If you have any comments on the parking proposals or on this survey, please write them on the back of this form and tick this box

Signature

Name

.....

PARKING IN ST OMER ROAD AND TANGIER ROAD: NOVEMBER 2006

SURVEY REPORT BY THE DOWNSEDGE RESIDENTS' ASSOCIATION

The roads

St Omer Road and Tangier Road lie to the south of the Epsom Road. St Omer Road is L-shaped with the longer arm of the L running North/South uphill from its junction with Epsom Road, while the flat short arm runs west/east from the top of the other arm to the junction with Tangier Road. Tangier Road is straight and runs uphill from the Epsom Road to Warren Road on the ridge of the Downs.

St Omer Road (formerly known as St Petersburg Road), the Upper part of Tangier Road and The Ridgeway (a private road) were initially developed over a period of time in the first half of the 20th Century. Until the 1950s the lower part of Tangier Road was open fields, but in the 1950s houses were built on a downhill extension of the road from the junction with St Omer Road to the Epsom Road. There has been some replacement building and infilling in both roads and there is a new development of 14 dwellings in five blocks at the top of Tangier Road. But the roads still mostly contain detached houses on good sized plots. Indeed consultants to GBC for the Guildford Landscape Character Assessment have shown both roads as lying within a 'Garden Suburb'.

As the roads were developed as residential areas at times when car ownership and use was low the corner radius of the junctions with the Epsom Road and Warren Road appear to be much tighter than would be the case now, thus forcing incoming vehicles to swing wide into the middle of the road. Also the junction of Tangier Road with Warren Road is angled making the turn into Tangier from the west more difficult. The growth in car ownership, the cumulative effects of housing developments in southeast Guildford and congestion in Guildford town centre (which encourages motorists to seek routes by-passing the town centre) have turned Tangier Road into an important feeder of the Epsom Road and one of the access routes to the schools to the north of the Epsom Road. At times there is severe congestion at the Tangier Road/Epsom Road junction, leading some drivers to use St Omer Road as an alternative route to reach the Epsom Road.

Downsedge residents recorded the traffic flow in Tangier Road with a number of observations in late October and the first half of November this year. Their findings were as follows:

Downhill (15 observations of 5-20 minutes duration) average of 1.9 vehicles per minute. Peak 4.5 per minute. Lowest 1.3 per minute.

Uphill (7 observations of 5-60 minutes duration) average of 1.5 vehicles per minute. Peak 2.0 per minute. Lowest 0.7 per minute.

This shows that Tangier Road is often very busy, depending on the day of the week and the time of day

Background to the Survey.

In 2005 Officers of Guildford Borough Council, on the authority of the Guildford Local Committee, consulted informally the households in St Omer and Tangier Roads on the simple question whether they wanted to be included in the Controlled Parking Zone (CPZ). As its membership was divided on this issue the Downsedge Residents' Association (DRA), which covers both roads, remained neutral but urged its members to express an opinion. Although the level of support was below the normal threshold for considering a CPZ extension (quoted by officers as at least 60% of respondents), because of fears of displaced parking when the roads north of Epsom Road came into the CPZ, the Local Committee authorised the officers to develop a scheme for the two roads. Further consultation took place on this scheme through exhibitions and the GBC website, but the opinions of the residents of the two roads were virtually unchanged. Therefore, except for the addition of double yellow lines at junctions, the part of the CPZ extension covering St Omer and Tangier Roads was not advertised.

When the extensions to the CPZ were implemented in April this year there was soon a very substantial displacement of parked cars to St Omer Road and, to a lesser extent, to Tangier Road. The DRA arranged a meeting in early June to discuss the problem but, because of double booking at the venue, this meeting had to be cancelled at the last minute. At the Local Committee meeting in June John Pettett of the DRA asked if the next CPZ Review could be brought forward but the response of the officers was that they needed to stick to their timetable of starting the Review in Spring 2007. In response to a further question to the Local Committee at its September meeting by Councillor Sarah Di Caprio it appeared that the Review would not start until 'Late Spring', with a scoping report being presented at the June 2007 meeting of the Local Committee.

The DRA arranged another meeting for 14 November (after half term to ensure a reasonable attendance); this was publicised in the DRA's Newsletter distributed to all residents (not just members of the DRA) in the Downsedge area in early October. It was stated in the Newsletter that the date of the meeting gave plenty of time for its outcome to be reported to the Local Committee at its meeting on 14 December, but there was no reference to the Survey. By now there was so much anecdotal evidence that opinions had changed in favour of extending the CPZ to these two roads that the DRA decided to conduct its own Survey to find out the true position.

While the Survey documents were being prepared the Chairman of the DRA learned that an item had been put on the Agenda for the meeting of GBC's Executive on 2 November to highlight concerns of local residents about parking in the two roads. A paper by the officers recommended that the Guildford Local Committee should be asked to consider giving "the creation of restrictions in these two roads priority in the next Controlled Parking Zone Review". The paper suggested that the officers' work load would not allow time to consider these roads in advance without delaying the rest of the review programme.

The Chairman of the DRA attended the Executive meeting, briefly described the way in which the Survey would be conducted, emphasising that the DRA itself remained neutral in its conduct of the Survey, and answered questions. The Executive's decision was recorded as follows:

- (I) *That the Council notes the work currently being progressed in respect of the review of parking restrictions in the Borough and agrees that it does not want to delay the existing work programme.*
- (II) *That the offer by Downsedge Residents' Association to undertake a survey of residents of St Omer and Tangier Road, Guildford in respect of the scheme of existing proposals for the extension of the Controlled Parking Zone into those roads which had been the subject of a consultation undertaken by the Council last year, be welcomed.*
- (III) *That, if the results of the residents' survey indicate no significant change in residents' views on the scheme since last year's consultation, no further action be taken until the next review of the Controlled Parking Zone and that the Guildford Local Committee be then requested to consider giving the creation of restrictions in St Omer and Tangier Road priority in the next CPZ review.*
- (IV) *That, if the results of the residents' survey indicate a clear preference for the scheme, Guildford Local Committee be requested to consider giving priority to the introduction of waiting restrictions in St Omer and Tangier Road.*

The Survey

The Survey comprised the following documents:

- A two page covering letter explaining the background, emphasising the DRA's neutrality, explaining that residents were being asked their views on the extension of the CPZ on the basis of the scheme produced in 2005, suggesting that the meeting on 14 November would enable them to ask questions and hear arguments for and against, and asking for responses by 17 November.
- A description of the scheme, verified for accuracy by the GBC officers, with a map of the scheme on the reverse, printed from a good quality master provided by the officers.
- A response form with boxes to tick to show if the respondent was 'Strongly in Favour', 'In Favour', 'Uncertain', 'Against' or 'Strongly Against' an extension of the CPZ to that road, and if 'Uncertain', 'Against' or 'Strongly Against' whether the response would be different if the other road was in favour of an extension of the CPZ, with the consequence of displaced parking. The reverse of the response form was blank for comments.

The DRA's thanks are due to the GBC officers responsible for parking who were very helpful, not only in providing the map of the scheme and verifying its description but also in providing in depth information on such issues as private roads, driveways, residents' permits and Monday-Saturday operation.

Following the Executive meeting on 2 November the covering letter for the Survey was amended to reflect the meeting's outcome. The Survey documents were printed and delivered to all households in St Omer and Tangier Roads. Copies of the documents (minus the response form) with a covering letter explaining that they were for information only were delivered to the residents of the private roads: St Omer Ridge and The Ridgeway. The documents were also delivered to the residents of the new development of Kyngeshene Gardens, with a different covering letter explaining that it was uncertain whether Kyngeshene Gardens had the status of a private road or would be considered part of Tangier Road, but

suggesting that they completed the response form which would be analysed separately.

In the Survey covering letter residents were told that responses and analysis would be open to inspection by officers and councillors of the Borough and County Councils but would otherwise be confidential.

The Survey responses were verified and analysed by a sub-committee of three of the DRA's Committee members who do not live in either St Omer Road or Tangier Road. Comments on the response forms were transcribed. Although one should be wary of using percentages when the base is low, they were used by the officers in 2005 to see if the threshold of at least 60% support was reached and the sub-committee has followed their example.

An interim result was reported to the meeting on 14 November, following which additional responses were received. The meeting, attended by over 20 residents, also dealt with the issue of speeding. Comments made at the meeting reinforced and clarified comments made on the response forms.

Survey results: St Omer Road

The results from St Omer Road are clear. There are 28 households in St Omer Road, but one household was on a prolonged trip abroad at the time of the Survey, so only 27 were available to respond. It is possible to make a comparison with the informal consultation by the officers in 2005 (as reported in the paper to the GBC Executive), although the officers appear to have been working on the basis of 31 houses, using the Post Office list of postal addresses. It is not important in this road that the Downsedge Survey included a box for 'Uncertain' while the officers' consultation did not. The comparison can be presented in tabular form:

	<u>Downsedge Survey 2006</u>	<u>Officers' Consultation 2005</u>	
Total responses	20	17	
Response rate (%)	74%	55%	(But see above)
In favour of CPZ	18	9	
% of respondents In favour	90%	53%	
Uncertain	0	n/a	
Against CPZ	2	8	
% of respondents Against	10%	47%	

The two 2006 respondents who were against the extension of the CPZ both live in the North/South arm of St Omer Road. Neither would change their response if the CPZ were extended to Tangier Road. One gave cogent reasons for his position in the comments on the back of his response form, including describing restrictions on Saturday as "the most ridiculous aspect of the CPZ".

In terms of paragraph IV of the decision of the GBC Executive quoted above, in St Omer Road there is 'a clear preference for the scheme'.

Survey results: Tangier Road

The results for Tangier Road are less clear and need a more detailed analysis.

The officers' consultation seems to have been based on 36 houses; that of the DRA is based on 40, the difference probably being that four new dwellings at the top of Tangier Road were still under construction when the officers' consultation took place. The DRA analysis omits 1 The Ridgeway although its driveway is on Tangier Road, as officers have expressed doubt as to its status. The same applies to the one response received from Kyngeshene Gardens.

The results for the whole road can be presented in tabular form as with St Omer Road:

	<u>Downsedge Survey 2006</u>	<u>Officers' Consultation 2005</u>
Total responses	24	24
Response rate (%)	60%	67%
In favour of CPZ	11	6
% of respondents in favour	46%	25%
Uncertain	5	n/a
% of respondents Uncertain	21%	n/a
Against CPZ	8	18
% of respondents Against	33%	75%

Overall, a reduction from 75% Against inclusion in the CPZ in 2005 to 33% in 2006 would arguably be a 'significant change in residents' views' in terms of paragraph III of the GBC's Executive decision. Moreover, if the CPZ were extended to include St Omer Road the five who responded Uncertain would then be in favour of extending the CPZ to Tangier Road also, bringing the total in favour to 16 or 67%, slightly above the threshold for the introduction of controls.

Three of the respondents strongly favoured Monday-Friday, not Monday-Saturday, operation.

However the analysis has revealed patterns that are hidden in the overall results. One pattern relates to the historic division between Upper and Lower Tangier Road, with the junction with St Omer Road dividing the two parts. There are 20 houses in each part. The differences between the two parts in 2006 are shown in the table below.

	<u>Upper Tangier</u>	<u>Lower Tangier</u>
Total responses	12	12
Response rate (%)	60%	60%
In favour of CPZ	4	7
% of respondents in favour	33%	58%
Uncertain	2	3
% of respondents uncertain	17%	25%
Against	6	2
% of respondents Against	50%	17%

If the CPZ were to be extended to St Omer Road, those responding 'Uncertain' would change to 'In favour' and the proportion of respondents 'In favour' would rise to 50% in Upper Tangier and 83% in Lower Tangier. But these percentages, given such low bases, could be misleading.

So it is worth looking further at the individual responses:

In Upper Tangier four of the responses (2 in favour and 2 Against) came from the houses with odd numbers (east), but 7 residents did not respond; three of these were from the new development. Eight of the responses (2 in favour, 2 Uncertain and 4 Against) came from the houses with even numbers (west); only two of these households did not respond. Comments pointed out the inaccuracy of the map in not showing the new development and its consequences: as there is insufficient off-street parking in the new development car owners park their cars in the street by the development and on the east side of Tangier Road. The scheme shown on the map shows unlimited parking on the west side of the road and a single yellow line on the east side; this would mean that residents of the new development would have to cross the road, near a dangerous junction, to reach their cars. This issue was reinforced by comments made at the meeting on 14 November. **The conclusion is that in Upper Tangier Road the scheme designed last year is no longer valid because of the completion of the new development.**

In Lower Tangier Road nine of the 12 respondents added comments, and eight of the nine expressed considerable concern about there being parking bays close to the junction with Epsom Road. Similar comments about this junction were made by two of the respondents from Upper Tangier Road and by several people at the meeting on 14 November. There seems to be a consensus among residents (whether or not they are in favour of extending the CPZ to Tangier Road) that, given the current flow of traffic, **the scheme designed last year would exacerbate rather than cure the road safety problems at the Tangier/Epsom Road junction.**

At the meeting on 14 November a fear was expressed, and seemed to be generally held, that any extension of the CPZ, particularly in Tangier Road, would be implemented on the basis of a 'one size fits all' formula and would not reflect the special circumstances of the road.

November 2006

Sub-Committee

Brian Kethero (Gateways)

Richard Sinker (The Ridgeway)

John Twining (The Ridgeway)