



CONTROLLED PARKING ZONE REVIEW: CONSULTATION ON SUNDAY RESTRICTIONS

SURREY COUNTY COUNCIL LOCAL COMMITTEE (GUILDFORD)

11th MARCH 2009

KEY ISSUE

This report presents the results of a consultation on the extending controls in the town centre to include Sundays.

SUMMARY

A consultation has been carried out with residents and businesses to establish views on extending parking restrictions in the town centre to include Sundays. The results show that businesses oppose a change and residents in the central area are split on the issue. The report recommends further informal discussion with stakeholders to look at reasons for opposing or supporting the change and proposes a limited change in the restrictions in South Hill and Castle Street to improve traffic flow.

Report by

GBC HEAD OF OPERATIONAL
SERVICES

Surrey Atlas Ref.

Pages 109 & 130

GUILDFORD B.C. WARD (S)

FRIARY & ST NICOLAS
HOLY TRINITY

COUNTY ELECTORAL DIVISION (S)

GUILDFORD SOUTHWEST
GUILDFORD SOUTHEAST

OFFICER RECOMMENDATIONS

The Committee is asked to agree:

- (i) that the findings of the consultation on Sunday controls be noted.
- (ii) that the intention to make an amendment order to introduce the changes to restrictions shown in **ANNEXE 4** and to advertise the intended change under the relevant section of the Road Traffic Regulation Act 1984 be approved.
- (iii) that if there are no unresolved objections to the proposal that it should be implemented and that if there are unresolved objections they will be referred to the Committee for determination at a future meeting.

INTRODUCTION AND BACKGROUND

- 1 The Controlled Parking Zone (CPZ) in Guildford town operates Monday to Saturday 8.30am to 6.00pm. During these times parking in designated parking places and on single yellow lines is restricted. Double yellow lines and disabled parking places are controlled at all times. The single yellow line in the pedestrianised section of the High Street is also restricted on Sundays between 11.30am and 5.00pm.
- 2 As part of the Controlled Parking Zone review the Committee agreed that there should be a consultation with residents and businesses in the town centre on whether the controls within the parking bays and all single yellow lines should apply on Sundays.
- 3 On Sundays there is currently no restriction on single yellow lines or in most parking places on street. The Parking Office receives letters from residents near the town centre who do not like to move their car on a Sunday because they perceive there will be no space when they return.
- 4 To encourage people to use the car parks rather than parking for free in residential areas the Borough Council keeps the Sunday charge low; for 2009/10 it will remain at £1 per visit. While on the surface cheap parking seems attractive the turnover of space is reduced. The people who work on a Sunday, mainly shop workers, are the first to arrive and fill the most convenient spaces which are normally occupied for the whole day.
- 5 A number of central short stay car parks are full before 11.00am when the shops open on Sunday. A survey of on street parking was conducted over a weekend in June 2007 and it showed typical parking patterns on street on Sundays in selected areas. A summary of the survey is attached as **ANNEXE 1**. There is very little space in what would be pay and display areas during the rest of the week and gradually there is more parking on areas marked with single and double yellow lines.

- 6 Long stay parkers occupy much of the space in the centre and the shoppers have to compete for what is left and gradually use other areas to park. The number of shoppers and other visitors who can park in town is reduced by a lack of availability and turnover of space. There is increased congestion. Parking in South Hill on the area marked with single yellow lines reduces the road width to single track and causes congestion with vehicles leaving and coming into town. Castle Street is also congested by parking on both sides of the road.
- 7 However controls on a Sunday would mean that parking on single yellow lines and parking spaces would be controlled for all users including residents and their visitors. It was proposed that controls could apply 11.00am to 5.00pm and a small charge for on street pay and display areas would ensure a turnover of space and generate sufficient funds to enforce controls effectively on a Sunday.

ANALYSIS

- 8 In April 2008 a questionnaire was sent to over 7,000 properties in catchment areas A,B,C & D of the controlled parking zone that included the businesses as well as the residents. There was a covering letter and a simple set of three questions. The letter and questionnaire was devised with the assistance of the Borough's communications department. The survey information sent to respondents is attached as **ANNEXE 3**.
- 9 1,339 surveys were returned (20% response), 1,162 from residents (17% of total) and 179 from businesses (3% of total). A summary of the results by catchment area with the business responses separated out is attached as **ANNEXE 2**.
- 10 The results shows that residents are not convinced that changes would be beneficial and the majority of businesses are opposed to the idea. During the period that the survey was being conducted the Surrey Advertiser focused on the fact that on street parking charges would be introduced on Sunday rather than the wider issues associated with the proposal and this may have influenced some responses.
- 11 In addition to the survey the Parking Services Manager spoke to business groups including the Town Centre Management Group and there was an understanding of that controls could assist in improving the turnover of space on a Sunday and increasing access for visitors and shoppers.

OPTIONS

- 12 There are three main options (a) to implement controls in the most central area and review the effect, (b) to abandon proposals in view of the lack of support or (c) to continue to informally discuss with stakeholders the reasons for their concerns to gain a better understanding and re-visit the issue during the next Controlled Parking Zone review.

FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 13 There are no direct financial or value for money implications.

EQUALITIES AND DIVERSITY IMPLICATIONS

14 There are no equalities and diversity implications.

CRIME AND DISORDER IMPLICATIONS

15 There are no crime or disorder implications.

CONCLUSION AND REASONS FOR RECOMMENDATIONS

16 There are problems in the town on Sundays for both residents and businesses that do not exist to the same extent during the rest of the week when parking is controlled. There are two areas where parking on single yellow lines on Sundays impedes traffic flow and cause particular problems; these are South Hill and Castle Street. It is recommended that option (c) is agreed by the Committee but also proposed that some of the single yellow line in South Hill and Castle Street is converted to double yellow line, a no waiting at any time restriction, to allow greater traffic flow on Sundays and on busy evenings. The proposal is set out on the plan in **ANNEXE 4**.

17 Option (c) provides the opportunity to further explore and potentially arrive at a solution that is more acceptable to residents and to businesses or understand why action is not necessary. The conversion of some of the single yellow lines in South Hill and Castle Street to double yellow line will help resolve the traffic flow issues in these two problematic areas by breaking up the lengths of carriageway which are only wide enough for single lane traffic and thereby allowing greater opportunities for vehicles to pass. The proposed solution in South Hill places the double yellow lines in areas where residents have vehicle accesses so it will also deter drivers from parking vehicles across or near driveways.

WHAT HAPPENS NEXT

18 Subject to the Committees agreement informal discussions will take place and the issue will be raised again during the next CPZ review. The proposed changes to the restrictions will be advertised and if there are any objections they will be reported back to the Committee.

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BACKGROUND PAPERS	Reports to the Guildford Local Committee <ul style="list-style-type: none"> ▪ 12 February 2008 Item 10 ▪ 14 June 2007 Item 14

ITEM 10 : ANNEXE 1 :
SUMMARY OF SURVEY SHOWING WEEKEND PARKING PATTERNS

Survey of spaces showing Sunday parking patterns together with peak time on Saturday – June 2007

Area	Day / Time			
	Saturday 14.00 to 15.00	Sunday 9.30 to 10.00	Sunday 11.00 to 11.30	Sunday 14.00
William Rd/Lees Rd	P 2 DU 2	P 5 DU 0 SYL 2 DYL 3	P 4 DU 1 SYL 2 DYL 3	P 4 DU 2 SYL 6
Church/Artillery/George	P 6 DU 2	P 4 DU 0 SYL 2 DYL 8	P 9 DU 1 SYL 4 DYL 5	P 6 DU 3 SYL 9 DYL 12
Markenfield	P 3 DU 3	P 4 DU 0 SYL 3 DYL 4	P 8 DU 0 SYL 4 DYL 4	P 6 DU 2 SYL 1 DYL 3
Haydon Pl/Ward St	P&D 1	P&D 12	P&D 0	P&D 0
South Hill	P&D 1	P&D 12	P&D 0 SYL 3	P&D 0 SYL 14
Millmead Terrace Area	P 6 DU 1	P 5 DU 15	P 0 DU 0 DYL 3 SYL 12	P 4 DU 8 SYL 4 DYL 2
Millmead	P&D 1	P&D 25	P&D 0 SYL 2	P&D 3 SYL 1
Farnham Road	DU 3	DU 5 SYL 4	DU 1 SYL 3	DU 4 SYL 7

Key:

- P&D Spaces designated as Pay & Display Monday to Saturday that are available.
- P Spaces that are designated for permit holders only on Monday to Saturday that are available.
- DU Spaces that are designated for dual use, permit holders or limited waiting, Monday to Saturday.
- SYL Areas designated with single yellow lines, Monday to Saturday waiting restrictions with number of vehicles parked (where there is no entry no vehicles were parked)
- DYL Areas designated with double yellow lines, no waiting at any time restrictions with the number of vehicles parked (where there is no entry no vehicles were parked)

Please note the number after the letter code indicates the number of free spaces for parking places or the number of vehicles parked for a yellow line restriction.

Weather: Intermittent rain throughout the weekend but the last survey on Sunday followed very heavy and continuous rain.

ITEM 10 : ANNEXE 2 : SUMMARY OF CONSULTATION RESULTS

Area	Q1 – Is there a problem?					Q2 - Do you want controls?					Q3. Do you want controls if adjacent roads have them?				
	(%)					(%)					(%)				
	S.A.	A.	Neither	D.	S.D.	S.A.	A.	Neither	D.	S.D.	S.A.	A.	Neither	D.	S.D.
A (residential)	24	20	11	18	26	25	15	8	14	37	38	18	7	7	30
	44		11	44		40		8	51		56		7	37	
B (residential)	27	16	11	21	22	26	14	12	13	31	38	21	10	9	19
	44		11	43		40		12	44		59		10	28	
C (residential)	15	10	9	25	41	13	9	8	19	49	28	19	8	10	35
	25		9	66		22		8	68		47		8	45	
D (residential)	31	15	12	18	23	31	13	9	15	30	42	18	7	6	24
	46		12	41		44		9	45		60		7	30	
Businesses (overall)	9	10	24	16	38	11	12	17	15	41	14	16	18	9	38
	19		24	54		23		17	56		30		18	47	

S.A. Strongly Agree
A. Agree
D. Disagree
S.D. Strongly Disagree

Please note that many of the percentage splits when added together do not equal 100% due to 'rounding' .