



# REVIEW OF PARKING WITHIN THE GUILDFORD TOWN CENTRE CONTROLLED PARKING ZONE

SURREY COUNTY COUNCIL  
LOCAL COMMITTEE (GUILDFORD)

10<sup>th</sup> MARCH 2010

## KEY ISSUE

This report considers representations received as a result of publishing formal notices stating the intention to implement amendments to parking restrictions within the Guildford town centre controlled parking zone.

## SUMMARY

The report deals with a small number of outstanding matters to be addressed within the CPZ, including alterations to parking arrangements in Castle Street and South Hill which are necessary following the Committee's decision not to extend parking controls to include Sundays. The report also recommends minor changes to accommodate a number of recently-constructed vehicle crossovers.

## Report by

GBC - PARKING SERVICES

## Surrey Atlas Ref.

Page 113, K4-5, L5, M5 & N5  
Page 114, A5, B4-5

## GUILDFORD B.C. WARD(S)

FRIARY & ST. NICOLAS  
HOLY TRINITY  
ONSLow

## COUNTY ELECTORAL DIVISION(S)

GUILDFORD SOUTH EAST  
GUILDFORD SOUTH WEST

## OFFICER RECOMMENDATIONS

The Committee is asked to agree that:

- (i) the representations detailed in **ANNEXE 3** are not supported, and an Order is made, under sections 1, 2, 3, 32, 35 and 36 and Parts III and IV of Schedule 9 of the Road Traffic Regulation Act 1984, in relation to the formally advertised changes to the parking restrictions in Castle Street, South Hill, and those associated with vehicle crossovers that have recently been constructed, as detailed in **ANNEXE 2** and shown on the plan attached as **ANNEXE 4**.
- (ii) if, prior to the making of the order, the applicant for the vehicle crossover at No.33 Pewley Way places an order for the vehicle crossover to be constructed, or the crossover is constructed, then this particular proposal be included within the made amendment order.

## INTRODUCTION AND BACKGROUND

- 1 In December 2004 the Committee agreed a cycle of reviews alternating between the CPZ and the areas outside the CPZ. A schematic representation is attached as **ANNEXE 1**. It was envisaged that each cycle would take some 18 months, with implementation of the changes from one review being undertaken during the last six months and coinciding as the design phase for the next review.
- 2 In general, this timetable is being met, although there are occasions when issues such as the adoption of the Traffic Management Act, and the need to amend the town centre orders at short notice, have resulted in some delays.
- 3 Although the vast majority of the most recent review of the CPZ has been completed, there are still a small number of issues that needed to be addressed.
- 4 The proposals for Castle Street and South Hill were developed as a result of the Committee deciding not to proceed with the extending the control hours of the CPZ to include Sundays. The proposals are attached in **ANNEXE 4**. Vehicles parked on the existing single yellow line restrictions in these locations can cause traffic flow issues at times when the controls do not presently operate. The proposals aim to address the problems in South Hill on Sundays and the problems in Castle Street which occur both in the evenings and on Sundays.
- 5 A number of vehicle crossovers have been constructed within the CPZ adjacent to formalised parking bays, since the scope of the review was finalised. There is a need to amend the formalised restrictions to remove the conflict caused by vehicles parked within formalised bays blocking recently constructed vehicle crossovers. The proposals are attached in **ANNEXE 2**. See also paragraph 9 below.

**CONSULTATIONS**

- 6 A notice of the intention to make an Order to accommodate these changes was advertised between 27 November 2009 and 18 December 2009. Furthermore, all properties in South Hill were written to directly, to notify them of the proposals.
- 7 The representations received are detailed in **ANNEXE 3**. As a result of the formal notice of intention, two representations were received from residents of South Hill about the proposals in that road.
- 8 No representations were received in respect to any of the other proposals advertised.
- 9 In the case of No. 33 Pewley Way, the resident has over a long period of time suggested that he would like to see a crossover constructed. He has been notified of our intentions but, as yet, has not taken the opportunity to have the crossover constructed, despite applying to do so on two occasions; the second being within the last month. Recommendation (ii) is designed to accommodate his stated intention, but is conditional upon him proceeding with the proposed crossover before the Order is made amending the parking arrangements. It should be noted, however, that the making of the amendment order, and introduction of all the other proposals will not be delayed in order to provide the applicant associated with this particular change more time to decide whether or not to proceed with the introduction of the crossover. If the applicant does not make use of this opportunity, it may be possible to consider the issue again during a future parking review, if the crossover is subsequently constructed.

**OPTIONS**

- 10 The committee may (a) implement the changes as recommended, or (b) defer part or all of them until the next review dealing with the Guildford town centre controlled parking zone review, which is currently scheduled to commence in 2011.

**FINANCIAL AND VALUE FOR MONEY IMPLICATIONS**

- 11 The cost of implementing the changes is estimated at some £2500 and will be funded from the CPZ on-street account.

**EQUALITIES AND DIVERSITY IMPLICATIONS**

- 12 There are no equality or diversity implications.

**CRIME AND DISORDER IMPLICATIONS**

- 13 There are no crime and disorder implications.

**CONCLUSION AND REASONS FOR RECOMMENDATIONS**

- 14 The officers' recommendation is that the objections be overruled and the proposed changes be implemented, with the omission of the amendment outside No.33 Pewley Way detailed in the report. The implementation of the changes in Castle Street and South Hill will assist traffic flow, and those being made in relation to recently constructed vehicle crossovers will reduce the likelihood of private points of access being obstructed.
- 15 The proposed controls will improve traffic flow, and in respect to vehicle crossovers, ensure easier vehicular access to adjacent premises.

**WHAT HAPPENS NEXT**

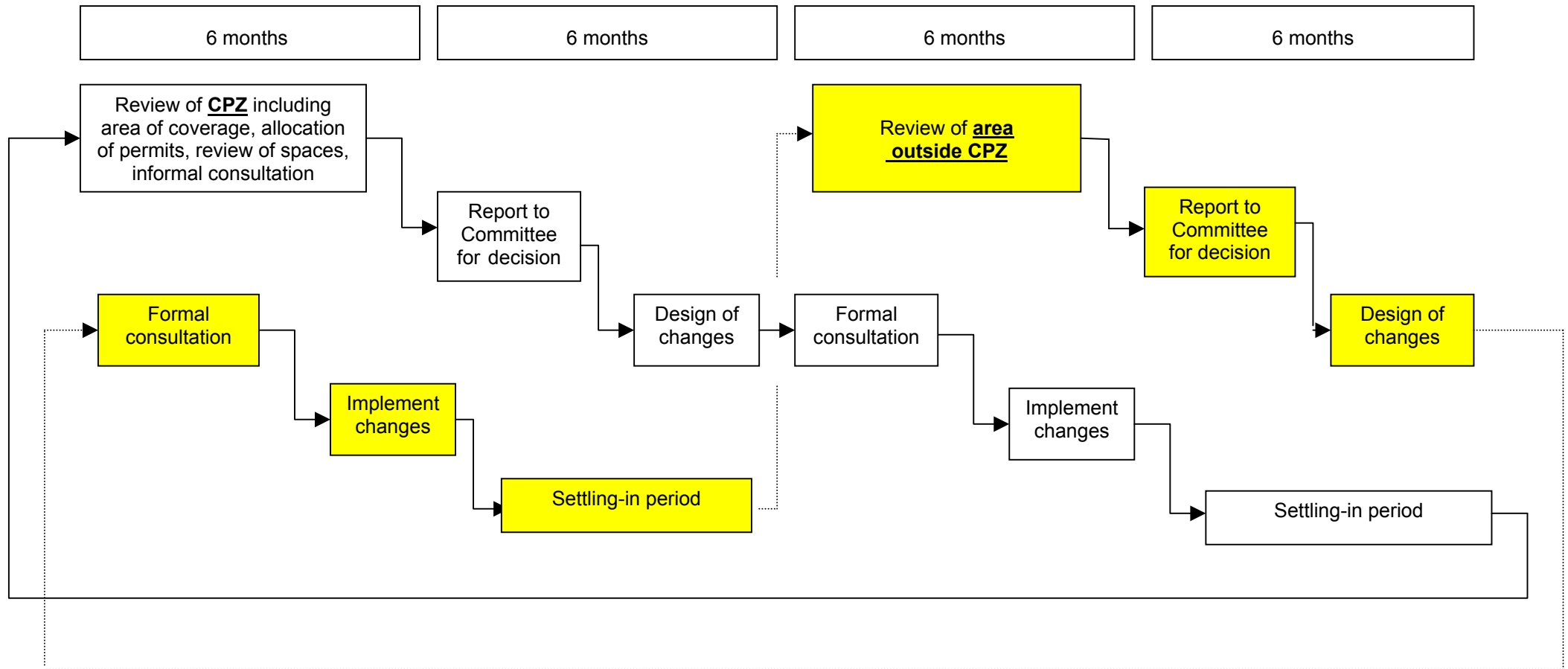
- 16 Subject to the Committee's approval an amendment order will be made and the changes implemented.

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<b>BACKGROUND PAPERS</b>	LOCAL COMMITTEE REPORTS 30 SEPTEMBER 2009    ITEM 10 11 MARCH 2009        ITEM 10

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ITEM 10 : ANNEXE 1 : FLOWCHART OF PROPOSED REVIEW PROGRAMME



## ITEM 10 : ANNEXE 2 : OTHER PROPOSED AMENDMENTS

### **Alresford Road (outside No.31-33):**

- to accommodate recently constructed Vehicle Crossover

### **Annandale Road (outside No.7)**

- to accommodate recently constructed Vehicle Crossover

### **Pewley Way (outside No. 33)**

- to accommodate possible Vehicle Crossover  
(see paragraph 6 and recommendation (ii))

### **Thorn Bank (outside Nos.1-3)**

- to accommodate recently constructed Vehicle Crossover

### **Wherwell Road (outside No.2)**

- to accommodate recently constructed Vehicle Crossover

Additionally, there are two minor technical changes to the articles and schedules to the order to reflect the way in which the permit scheme currently operates and the way permits are actually issued in respect of the following parts of roads:

### **Pewley Way**

(part - Area C)

### **Warren Road**

(part - Area I: between Austen Road and Upper Edgeborough Road)

**ITEM 10 : ANNEXE 3 : COMMENTS AND OBJECTIONS RAISED TO ADVERTISED ORDER TOGETHER WITH OFFICER COMMENTS**

Ref. No.	Name & Address	Summary of Comments	Officer Recommendation
<b>Castle Street &amp; South Hill Proposals *</b>			
1	DD Smith, 3 South Hill, GUILDFORD, GU1 3SY	In general agreement with the proposals but believe that allowing vehicles to continue to park on single yellow lines between Nos. 1 & 3 will cause an unnecessary bottleneck on Sundays. The ability to park there is not a valuable amenity to No.3 and the restriction of the road to single lane at this point will cause problems, as it does at present. Would like the full extents of the double yellow lines to be continuous, rather than having a short length of single yellow lines retained within its length.	Whilst the proposals will allow two vehicles to park between Nos.1&3 at times when the single yellow lines do not operate, concerns have been raised previously about the availability of parking, and the impact that the wholesale removal of parking could have on this and vehicle speeds. The proposals attempt to balance all these factors, and the two lengths of double yellow line will facilitate a much improved ability for vehicles to pass.
2	David Ellis, 19 South Hill, GUILDFORD, GU1 3SY	Believes the parking on the existing single yellow lines brings benefits, and that the introduction of at any time restrictions will lead to the unnecessary restriction of parking at times when parking isn't an issue. Suggests that the committee and public have been misled about the need for such restrictions and residents have not been made aware that the proposed at any time restrictions will apply during weekday evenings.	Although some parking may provide benefits, uninterrupted parking over extended lengths causes traffic flow issues. The proposals address this, whilst retaining parking. At times when the pressure on space is not as great, the proposed lengths of double yellow line will not overly restrict parking, and the remaining single yellow lines will accommodate the reduced demand. All residents have been written to as part of the formal process and all plans presented to both them and the committee have indicated that the proposals involve the introduction of at any time waiting restrictions.
<b>All Other Proposals - No representations received</b>			

\* Please note that two other comments were received in and around the formal advertisement period which couldn't be considered as formal representations; one agreeing with the proposals but wanting greater prioritisation of the parking bays on the opposite side of the road for permit holders, and the other raising concerns about the impact that uninterrupted lengths of parked on the north-east side of the road have on traffic flow on Sundays.