



**OFFICER REPORT TO LOCAL COMMITTEE
(GUILDFORD)**

**GUILDFORD TOWN CENTRE CONTROLLED PARKING ZONE
REVIEW**

22 SEPTEMBER 2011

KEY ISSUE

This report presents proposals for improving the regulation of parking in a number of areas both within and in the vicinity of the Guildford town centre controlled parking zone (CPZ).

SUMMARY

As part of the cyclical review of parking issues, it is the turn of issues within the CPZ to be considered. This report presents initial proposals outlining the scope of this review. It is recommended that these proposals be subject to consultation.

OFFICER RECOMMENDATIONS

The Local Committee (Guildford) is asked to agree :

- (i) to consult with properties in the area of Onslow village on further parking restrictions,
- (ii) that if additional parking facilities are to be introduced in The Mount during the course of this review, that consultation is undertaken to introduce dual use parking for permit holders and visitors subject to a maximum time limit,
- (iii) to consult with properties in Warwicks Bench between Fort Road and Castle Hill, and area D residents with an H permit, on the proposal in ANNEX 6 to introduce pay and display parking to create a greater availability of space for residents,

- (iv) to consult with properties in the Millmead area highlighted in **ANNEXE 7** on the introduction of pay and display parking to increase the availability of space for residents and for those attending the clinics in the area,
- (v) to consult with properties in the Woodbridge Road area highlighted in ANNEX 8 on the introduction of pay and display parking to increase the availability of space for residents and for local shops,
- (vi) to consult with properties in and around G-Live on extending parking controls to 9.00pm and on Sunday,
- (vii) to consult with properties in and around the schools in the Cranley Road area about rearrangement of the limited waiting and unrestricted parking bays, and the shortening of the limited waiting period of those bays in the immediate vicinity of the schools to 2-hours,
- (viii) develop proposals in a number of other locations to make essential changes to the bays and restrictions for safety, access and traffic movement reasons, and technical changes, so that the order reflects changes in the highway infrastructure and the restrictions on the ground.

1 INTRODUCTION AND BACKGROUND

- 1.1 In December 2004 the Committee agreed a cycle of reviews alternating between the Guildford town centre controlled parking zone (CPZ) and the areas outside the CPZ. It was envisaged that each cycle would take 18 months with implementation of the changes from one review being implemented during the last six months and coinciding as the design phase for the next review (see **ANNEXE 1**).
- 1.2 The last review concerning issues within the CPZ was completed in May 2010. The most recent review, dealing with issues outside the CPZ, is nearing completion, with changes either having, or in the process of being implemented.
- 1.3 During the last review of the CPZ the zone was extended to the east of the town centre to include St Omer, Tangier and Warren Roads. Various boundary changes were also introduced to increase the opportunities for those living in particularly heavily parked areas to find a space.
- 1.4 Residents and businesses within the central CPZ were also consulted about the possibility of the controls and prioritisation measures being extended to include Sundays. While there was not sufficient support to progress proposals, a number of amendments were introduced to bolster the restrictions where parking on Sundays caused safety, access and traffic flow issues.
- 1.5 A number of other amendments were made to deal with recently created vehicle crossovers and to accommodate the introduction of disabled only parking places outside residential properties.
- 1.6 An ongoing feature of the correspondence received from residents about the permit scheme is that, in some locations, permit eligibility is too restrictive (Area D), whilst in others, it is too relaxed (Areas A, B & C). Generally, in the zones surrounding the town centre, the ratio of permits to spaces is around 1.0-1.3. In a restricted area where controls operate during the day a certain number of residents are likely to be away from their home at any one time and these ratios are not excessive. The ratio of permits to spaces has remained fairly constant over the last 5 years. The proposals later in the report to consult on the introduction of pay and display in certain areas where residents parking is under pressure will help to create more space for permit holders in these areas.
- 1.7 Some residents also suggest the controlled hours of the scheme should be altered, some wanting extended hours, whilst others want a shorter period of restriction. Previous reviews have considered these issues, and consultation has suggested that (Dene Road aside in respect to the operational hours) there is not a clear desire amongst residents to see changes to either control hours or permit eligibility.

- 1.8 This report highlights significant issues which have been raised with officers since the last review and looks at potential benefits from pay and display parking for visitors in some areas.

2 ANALYSIS

- 2.1 A summary of possible issues for consideration during this review appears below:

- Commuter parking in Onslow Village,
- Possible engineering changes to The Mount,
- Review of Pay & Display parking controls,
- Extension of the control hours / amendment of restrictions in the vicinity of G-Live,
- Review of controls around the schools in Cranley Road,
- Controls / possible extension of CPZ into Rivermount Gardens,
- Controls / possible extension of CPZ into in St Lukes Square development,
- Various other essential changes to parking bays and waiting restrictions.

Onslow Village consultation

- 2.2 Residents in the uncontrolled part of Onslow Village have complained about growing levels of commuter parking. It is recommended to write to all properties in the area shown in **ANNEXE 2** asking whether they would consider they need new parking restrictions in their area. Those who do will be asked whether they would like to see waiting restrictions around junctions and traffic sensitive areas, or a full extension of the Controlled Parking Zone.
- 2.3 We will also establish on what days they feel restrictions are required. It will be highlighted that if some streets have restrictions it is likely to displace parking into those that currently do not have a problem.

Changes to the Mount

- 2.4 A local councillor has raised the possibility of the area beyond the turning circle being re-engineered to create additional parking for residents and recreational users of area.
- 2.5 If such measures are developed and introduced during the course of this review, it is recommended that the adjacent CPZ is extended very slightly to ensure that the additional parking facilities that might be created are restricted to permit holders and visitors subject to a maximum stay.

Review of Pay & Display Parking Controls

- 2.6 The attached plan **ANNEXE 3** shows the parking zones in Guildford. In the most central zone, area D, there are 500 short stay pay and display spaces on street and a further 3,000 short stay spaces in car parks to accommodate visitors to the town. In the parts of areas A,B,C and H closest to the town there are a further 880 spaces which can be used by residents and visitors.

Parking for short stay visitors is free but limited by time, normally to a maximum of 2 hours.

- 2.7 The current scheme was introduced in 1997 and since then parking charges have increased. In some areas people intending on visiting the town are parking in the free time limited bays to avoid parking charges. This limits the space in these areas for residents and for those visiting local businesses and facilities.
- 2.8 In a report to the Committee in June a number of areas were identified where pay and display could be introduced. Since June, County and Borough officers have discussed the proposals, collected more information and identified areas where pay and display would be most beneficial. Spot occupancy surveys have been carried out to obtain an indication of the demand for parking in these areas. The results are summarised in **ANNEXE 4**.
- 2.9 The report also suggested consulting on pay and display in Kingpost Parade and Woodbridge Hill. Assessments of both areas have been undertaken and are attached as **ANNEXE 5**. Neither are considered viable for pay and display but further work on introducing restrictions in Kingspost Parade to help improve 'churn' can be done during the next review of the out of town areas. At the Committee in June, a request was received to review the situation around Merrow Parade, Epsom Road and this could also be considered. There is a good turn over of space in Woodbridge Hill and no further action is recommended.
- 2.10 County and Borough officers recommend consulting with properties in Warwicks Bench between Fort Road and Castle Hill on the proposal in ANNEX 6 to introduce pay and display parking in the dual use spaces. In addition, those residents of area D who have a permit for area H should also be consulted. Permit holders would still be able to park without restriction, but visitors would need to pay to park. This will increase the space available for permit holders.
- 2.11 County and Borough officers recommend consulting with properties in the Millmead area highlighted in **ANNEXE 7** to introduce pay and display parking in dual use spaces. Permit holders would still be able to park without restriction, but visitors would need to pay to park. This will increase the space available for permit holders and those visiting the clinics and other facilities.
- 2.12 County and Borough officers recommend consulting with properties in the area Woodbridge Road area highlighted in ANNEX 8 on the introduction of pay and display parking in dual use spaces. Permit holders would still be able to park without restriction, but visitors would need to pay to park. This will increase the space available for permit holders and those visiting businesses and other facilities.

- 2.13 Those affected by the proposals will be offered the opportunity to discuss the proposals at public exhibitions.

Extension of the control hours / amendment of restrictions in the vicinity of G-Live

- 2.14 A petition has been received from 52 properties in Dene Road, Denmark Road and Eastgate Gardens requesting an extension of parking controls to 9.00pm, and the introduction of controls on Sunday, because of concern about the impact of G- Live. At a meeting with some residents to discuss the petition and concerns it was suggested that the Sunday controls run from 8.00am to 9.00pm to help cope with the impact of church goers in the morning.
- 2.15 There are also areas of single yellow line that need to be reviewed so parking does not occur after 6.00pm in areas that would cause problems for residents and other motorists.
- 2.16 It is recommended to consult on the proposals, and particularly, on suitable controls on Sunday. It is recommended the consultation includes properties in Dene Road, Denmark Road and Eastgate Gardens which are likely to be directly impacted by any changes. Additionally, it is recommended to consult with Eastgate House, St Josephs Church, properties on the south side of York Road between Denmark Road and London Road, and properties in London Road between York Road and Epsom Road, who may be indirectly affected.
- 2.17 Extending controls in this area would also extend the charging period and result in additional income which could be used to fund the additional enforcement necessary.

Review of controls in vicinity of the schools around Cranley Road

- 2.18 At the end of the last CPZ review over 100 comments were received in support of swapping some unrestricted bays in and around Cranley Road with time limited bays to bring the time limited bays closer to the schools to create space for parents dropping off and picking up children. The comments were from parents, teachers and residents and they wanted the changes to go further. The Committee agreed to implement the proposed change and consider further alterations during the next review of the CPZ.
- 2.19 It is recommended to consult on changing the 4-hour limited waiting spaces in Aldersey, Cranley, Hillier and Maori Roads to 2 hours to increase availability. It is also proposed to swap some of the unrestricted bays closest to the schools with time limited bays elsewhere. The proposals are illustrated in **ANNEXE 9**. It is intended to consult with properties in Aldersey, Cranley, Hillier and Maori Roads.
- 2.20 Even so, care needs to be taken not to encourage an increase in the number of journeys made on the school runs, or to increase congestion in Cranley Road by concentrating too much parking in the immediate vicinity of the schools.

Controls / possible extension of CPZ into Rivermount Gardens

- 2.21 Correspondence has been received from some residents asking for controls in Rivermount Gardens and possibly an extension of the CPZ to include the road. However, other residents have in the past been opposed to controls. It is hoped to have a meeting with residents to assess the strength of feeling, and if it is considered there is a significant demand, it is recommended to consult with all residents.
- 2.22 It is proposed that a consultation will ask residents whether they consider yellow lines, or a full permit scheme would be appropriate.

Controls / possible extension of CPZ into St Luke Square development

- 2.23 A resident from St Lukes Square has presented a summary of a petition from 24 households which indicated over 90% wanted some form of parking control. The 24 households represent about 20% of the total households within this section of the development.
- 2.24 However, there is another group of residents, who it is suggested, are opposed to the introduction of restrictions, and the St Lukes Management Company are conducting their own survey.
- 2.25 In addition to the St Lukes part of the development, representatives of those living in the Lancaster Avenue section of the development have previously indicated informally that residents there would generally be against any formal restrictions of parking in their road. The introduction of restrictions in the St Lukes Square section of the development could possibly lead to the displacement of parking into the Lancaster Avenue section.
- 2.26 Further information is awaited from the St Lukes Management Company, and it is hoped to report this verbally to the Committee at the meeting. If there is considered to be a significant demand for controls, it is recommended to consult with all residents, both within the St Lukes Square and Lancaster Avenue sections of the development.

Various other essential changes to bays and restrictions

- 2.27 Bridge Street Gyratory - There are currently loading restrictions on the gyratory which prohibit loading or unloading of vehicles between 8.30am to 6pm, Monday-Saturday. Prior to 8.30am and after 6pm, vehicles can load or unload. The morning and evening peaks start before 8.30 and end after 6.00pm and vehicles unloading during these times can cause considerable congestion.
- 2.28 The opening of an express supermarket on Bridge Street has increased the number of deliveries. There has been an increase in the number of incidences where unloading has disrupted traffic, particularly during the morning peak.
- 2.29 Officers from Parking Services, Surrey County Council and Surrey Police met with representatives of the supermarket shortly after the issues first arose.

The supermarket was keen not to cause issues and informally agreed not to undertake deliveries between 7am-7.30pm, Monday-Saturday. However, third-party suppliers and those servicing other premises in the vicinity can still cause issues. Therefore, it is recommended to informally consult on a proposal to extend the hours the loading restrictions apply to 7am-7.30pm, Monday-Saturday.

- 2.30 The ability to load or unload and accommodate deliveries is recognised as an important right in the regulations and implementing loading restrictions of the duration proposed could be subject to a public enquiry if an objection was received. Careful consultation is required to understand the needs of the businesses and to try to accommodate them while ensuring the traffic flows.
- 2.31 Commercial Road – Vehicles parked on the bend between Commercial Road and North Street, beside Burger King cause issues, particularly for buses making their way towards the bus station. It is proposed to informally consult on the introduction of loading restrictions around the bend from 7.00am to 7.30pm. Although the actual physical length of such controls is likely to be relatively short, as highlighted above, loading restrictions of this duration require detailed discussion.
- 2.32 Epsom Road – It is recommended to develop proposals to change areas of single yellow line, in the section between Jenner Road and the Warren Road traffic signal junction, to double yellow lines, to avoid parking impacting on traffic flow in the evenings and mornings.
- 2.33 Recreation Road – It is recommended to develop proposals to change single yellow lines at the Woodbridge Road end of the road to double yellow lines to deal with issues associated with the various fast food outlets in the vicinity. Whilst the issues associated with fast food outlets, cash machines and the like are notoriously difficult to enforce against effectively, the bolstering of the restrictions may increase the deterrent effect and Parking Services' ability to react to inconsiderate parking.
- 2.34 The conversion of single to double yellow lines would also prevent residents and their visitors from parking on the current restrictions, outside operational hours, as they are presently able to do. Therefore, it is recommended that developed proposals are consulted upon with the various concerns within the area.
- 2.35 Guildford Park Road - a pedestrian refuge has been created and the bus stops and taxi rank relocated in the vicinity of the pedestrian access to Guildford Railway Station. As a result, vehicles parked on the existing single yellow lines on the west side of the road in the vicinity of the refuge can cause issues, particularly at peak times when there is often queuing on the east side of the carriageway. Therefore it is recommended that proposals be developed to replace a length of the existing single yellow line on the west side of the road with a double yellow line to offer greater protection in the area around the pedestrian refuge.

2.36 Josephs Road – the driveway at No.11 and the adjacent vehicle crossover do not line up exactly. Therefore it is proposed to make a minor amendment to extents of parking bay to the east of the crossover so that set-back distance to the bay is increased from one to two kerbs. This will improve vehicular access to and from the property, whilst not reducing the overall availability of parking. The creation of a pocket park also means that minor amendments need to be made to the order to reflect the changes made. It is recommended to advertise these changes at the first opportunity.

3 OPTIONS

- 3.1 There is a considerable amount of work in the above proposals. It is not possible to say how much, because this depends on the outcome of consultations, but it is likely to take longer than the normal cycle to complete.
- 3.2 The Committee could decide to drop items and therefore shorten the review and enable the next review of the outer areas to start sooner, but this is not recommended.

4 CONSULTATIONS

- 4.1 A large number of consultations are proposed. The majority will be carried out by letter, but it is recommended that the pay and display proposal include exhibitions where members of the public can discuss the proposals with officers.
- 4.2 The results of the consultation will be analysed, discussed with ward and divisional members, and where appropriate, schemes proposed and presented to the Committee.

5 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 5.1 Existing resources will be used to conduct the consultations and the only additional expenditure will be postage.

6 EQUALITIES AND DIVERSITY IMPLICATIONS

- 6.1 The creation of disabled parking places outside Buryfields Clinic, as part of the pay and display proposals for the Millmead area, will improve access to this facility for those with mobility issues.

7 CRIME AND DISORDER IMPLICATIONS

- 7.1 There are no crime and disorder implications.

8 CONCLUSION AND RECOMMENDATIONS

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- 8.1 To consult in the areas highlighted in the report to address parking issues in these areas, and depending on the outcome, to use the results to develop formal proposals to be advertised.

9 REASONS FOR RECOMMENDATIONS

- 9.1 The proposed controls will ensure easier traffic flow, particularly around junctions and promote a better balance in the use of kerbside space.

10 WHAT HAPPENS NEXT

- 10.1 The various consultations will be undertaken, and where appropriate, the results used to develop proposals in consultation with Ward and Divisional Councillors to be presented to the Committee at a later meeting.

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BACKGROUND PAPERS:

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