



REVIEW OF GUILDFORD TOWN CONTROLLED PARKING ZONE PAY AND DISPLAY & HOURS of CONTROL

12 SEPTEMBER 2012

KEY ISSUE

This report presents the findings of consultations with residents and businesses in three areas of the town centre, the area around Millmead, the area around Woodbridge Road and part of Warwick's Bench. All properties in the areas were sent a questionnaire asking whether the occupiers thought a pay and display system would help deter non residents parking in residential streets. In the case of the Millmead area and the Woodbridge Road area there were also questions on whether the occupiers wanted to see a change in the hours parking restrictions applied.

SUMMARY

Three areas of Guildford town centre controlled parking zone, Millmead area, Woodbridge Road area and part of Warwicks Bench were consulted on potential changes. All three areas were asked whether they would like a pay and display system of control for non resident permit holders. In addition the Millmead and Woodbridge Road areas were consulted on whether they wanted the hours the controlled parking zone operated changed. The response rates were not high, except in Warwick's Bench, and the responses received did not demonstrate a wish for change.

RECOMMENDATIONS

The Guildford Local Committee is requested to note the findings of the consultations and agree;

- (i) no further action is required with regard to the introduction of pay and display in the Millmead area, Woodbridge Road area or part of Warwicks Bench between Castle Hill and Fort Road and,
- (ii) no further action is required with regard to changing the hours of control in the Millmead and Woodbridge Road areas.

1. INTRODUCTION AND BACKGROUND

- 1.1 In the very centre of the town visitors can park on street using pay and display. Just outside the centre, in mainly residential areas, parking places are provided for permit holders without time limit and for non permit holders subject only to a maximum stay. This maximum stay is usually two hours but further from the centre it increases to four hours.
- 1.2 Observations show that some visitors park in the limited waiting parking places and walk to the shops and other attractions in the town to take advantage of the free parking they provide. The presence of these visitors reduces the amount of space available for residents and their visitors.
- 1.3 The introduction of pay and display parking would take away the benefit of parking for free in residential streets and is likely to deter people from parking and walking into the centre. It also provides a more efficient and effective way of regulating the time motorists park in a parking space. However pay and display charges would also apply to visitors and trades people visiting residential and other properties.
- 1.3 The controlled parking zone currently operates between 8.30am to 6.00pm Monday to Saturday. This means that parking places are restricted and vehicles can not wait on areas marked with a single yellow line during these times. Outside of these controlled hours, including the whole of Sunday, restrictions only apply on double yellow lines and on disabled parking places.
- 1.3 At its meeting in September 2011 the Guildford Local Committee agreed to a review programme for the controlled parking zone (CPZ). The programme included consulting with properties in the three areas, Millmead area, Woodbridge Road area and Warwick's Bench (between Castle Hill and Fort Road) on the introduction of pay and display to ease parking problems and in two of the areas, Millmead and Woodbridge Road on whether the hours of control should be changed.

2. Analysis

Overall results from the consultations

Area	No. Properties	No of Responses	Percentage Response rate	Percentage wanting pay and display	Percentage wanting a change in hours
Warwick's Bench	23	11	48%	36%	N/A
Millmead Area	491	51	10%	24%	33%
Woodbridge Road Area	1,129	265	24%	29%	49%

- 2.1 More detailed results are presented in **Annexe 1** which also shows the streets included in the survey and the number of properties surveyed in each road. The results show that none of the roads favoured a change to pay and display.
- 2.2 The percentage of respondents wanting a change in the hours of control in the Millmead area was 33 per cent and in the Woodbridge Road area 49 percent. However some of those roads where the respondents wanted change there was a wish for a reduction in the hours rather than an increase.
- 2.3 There are neighbouring roads where respondents favoured a change but in one road they wanted longer hours and an adjacent road wanted shorter hours. For example in Leas Road the average of the times suggested by respondents wanting change on Monday to Friday was approximately 9.00am to 8.00pm, but in neighbouring Margaret Road the average of the times suggested by those who wanted change was 9.30am to 5.00pm.
- 2.4 In addition there are some roads which showed support for a change but neighbouring roads were opposed to change.
- 2.5 In both areas less than half the respondents favoured change and of those who wanted change there is no clear consensus for change and no significant grouping of roads with a sustainable majority that want a similar change.

3. CONSULTATIONS

- 3.1 On 18 May 2012 around 1,700 letters and questionnaires were sent to all properties in the areas. The letters explained the advantages and disadvantages of potential changes. Sample letters and questionnaires are attached as **Annexes 2 to 5**. The documents sent to the Millmead area were the same as those sent to the Woodbridge Road area but with the location changed.

4. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

4.1 Pay and display controls are easier to enforce and therefore provide a more effective use of enforcement resources. There is no value for money implications coming from the recommendations.

5. SUSTAINABLE DEVELOPMENT IMPLICATIONS

5.1 There are no sustainable development implications.

6. CRIME AND DISORDER IMPLICATIONS

6.1 There are no crime and disorder implications.

7. EQUALITY AND DIVERSITY IMPLICATIONS

7.1 There are no equality and diversity implications.

8. CONCLUSION AND REASONS FOR RECOMMENDATIONS

8.1 The introduction pay and display or an alteration in the controlled hours would be a long term change in the restrictions. When considering public support for such a change it is recommended to look for a high response rate with at least 60 per cent support to show that there is a sustainable majority in favour. With lower response rates and lower proportions in favour, opinions are more likely to change with time or as people move.

8.2 It is clear that the respondents to the consultation were not convinced the advantages of pay and display outweighed the disadvantages and it is recommended that no changes are made.

8.3 There was no clear majority from the surveys in favour of changing the hours of control. The views of those who wanted change varied considerably. In view of the lack of support for a particular change it is recommended that there is no change to the existing hours of control.

9. WHAT HAPPENS NEXT

9.1 These consultations were part of a programme of works which make up the current review of the controlled parking zone. Work will continue with the other elements which include:

- (i) Consulting and developing proposals for part of Onslow Village.
- (ii) Developing a proposal for the St Luke Square part of the St Lukes development.
- (iii) Developing proposals for changes to the yellow lines to improve traffic flow and extending the hours of control around Dene Road.
- (iv) Consulting on changes to the loading restrictions on Bridge Street.
- (v) Consulting on the potential for changes to the bays in Cranley Road.
- (vi) Advertising a proposal for introducing restrictions in Rivermount Gardens.

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(vii) Introduce ad hoc changes to restrictions that have become necessary since the last review, for example, where driveways have been created.

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