

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (GUILDFORD).

DATE: WEDNESDAY 17 JUNE 2015



LEAD OFFICER: KEVIN MCKEE, PARKING SERVICES MANAGER, GUILDFORD BOROUGH COUNCIL

SUBJECT: GUILDFORD ON-STREET PARKING REVIEW – PROPOSALS FOR AD HOC CONTROLS

DIVISION(S): ALL

SUMMARY OF ISSUE:

The report presents proposals for new and amended parking controls in various locations across the borough, which are shown in Annexe 2. It also identifies locations where formalised disabled only parking bays are required for both new and existing facilities, which are listed in Annexe 3. Changes required to accommodate new and revised vehicle crossovers and new developments are also highlighted in Annexe 4.

RECOMMENDATIONS:

The Local Committee (Guildford) is asked to agree:

- (i) to formally advertise the proposals for various Ad Hoc locations, shown in ANNEXE 2, and should any representations be received they be reported to a future meeting of the Committee for consideration, or if no representations are received, the Traffic Regulation Order (TRO) will be made to give effect to the proposals.
- (ii) that further informal discussions take place with the local ward and divisional councillors, and other interested parties, in respect to proposals for Dorking Road (Chilworth), Lower Road (Effingham) and Ockham Road North (East Horsley), and that these are reported to a future meeting of the Committee, to seek authority to formally advertise them.
- (iii) to formally advertise proposals for various disabled parking bay requests, listed in ANNEXE 3, and should any representations be received they be reported to a future meeting of the Committee for consideration, or if no representations are received, the Traffic Regulation Order (TRO) will be made to give effect to the proposals.
- (iv) to formally advertise proposals to accommodate various vehicle crossovers and developments, listed in ANNEXE 4, and should any representations be received they be reported to a future meeting of the Committee for consideration, or if no representations are received, the Traffic Regulation Order (TRO) will be made to give effect to the proposals.

REASONS FOR RECOMMENDATIONS:

To assist with safety, access, traffic movements, increase the availability of space and its prioritisation for various user-groups in various localities, and to make local improvements.

1. INTRODUCTION AND BACKGROUND:

- 1.1 The scope of the present parking review includes looking at parking restrictions in six geographic area and a number of ad hoc locations around the borough.
- 1.2 The Committee agreed to undertake informal consultations in six geographic areas. These were the Avondale Estate and the area around Ash Vale and North Camp stations, Burpham shopping parade area and including Burpham Lane, Effingham Junction, Fairlands estate, Merrow shopping parade area and Shalford. A report presenting the outcomes of these consultations and making recommendations appears as Item 15 in this meeting's agenda.
- 1.3 At its 24 September 2014, the Committee agreed to undertake further investigation in a number of the locations, and where appropriate, develop proposals. This report focuses on these changes.
- 1.4 The report also highlights a number of requests to consider changes to parking restrictions to accommodate disabled bays, new vehicle crossovers and developments which have been received during the course of the review. These requests have already arisen during the course of the present review and are highlighted in ANNEXE 3 and 4.
- 1.5 If subsequent requests for disabled bays, new vehicle crossovers and developments are received, prior to concluding the proposals they will be included in a future report so they can be implemented as part of this review.
- 1.6 Where possible we will also assist colleagues to affect changes in respect to car clubs, road safety around schools and bus corridors, and any other initiatives or situations, which may arise.

2. ANALYSIS:

Ad Hoc locations

- 2.1 Although the number of ad-hoc requests for controls has more than doubled since the last non-CPZ review, there remains the need for only a manageable number of these issues to be progressed.
- 2.2 The Committee previously agreed that those locations which score 25 or more are progressed and proposals for parking restrictions developed in consultation with local ward and divisional councillors.
- 2.3 Adopting a score of 25 resulted in 18 locations being progressed (see ANNEXE 1).

- 2.4 Additionally, Councillors highlighted a small number of locations that did not score 25, or above, as meriting progression. Since the September 2014 meeting, Councillors have highlighted a small number of additional locations that they would like to see progressed.
- 2.5 As part of the County Council's bus corridor improvement programme, a number of engineering changes have been made to the highway layout in various locations. One such change involves the area of carriageway outside Francis Court, Worplesdon Road. This has resulted in the introduction of a parking bay. There is a desire for this parking bay to be time limited to improve turnover and its availability for visitors to various nearby businesses. These include a bank, estate agents, hairdressers and café.
- 2.6 Therefore, officers have developed proposals in the following locations:
- Aldershot Road, Guildford
 - Ash Church Road, Ash
 - Ash Hill Road and College Road, Ash
 - Ash Street and Star Lane, Ash
 - Cabell Road and Pond Meadow, Guildford
 - Dorking Road, Chilworth
 - Down Road, Daryngton Drive, Holford Road and Parklands Place, Guildford
 - Lower Road, Effingham
 - Middle Street & Gomshall Lane, Shere
 - Oak Hill, Wood Street Village
 - Ockham Road North, East Horsley
 - Poyle Road, Tongham
 - Prospect Road, Elleray Court and Gorseland Close, Ash Vale
 - School Lane, Pirbright
 - Send Road, Send
 - Worplesdon Road, Guildford
 - Vale Road, Ash Vale
- 2.7 However, following initial discussions with the local ward and divisional councillors, it is recommended that the proposals for Dorking Road (Chilworth), Lower Road (Effingham) and Ockham Road North (East Horsley), are not advertised at this time. Instead, it is recommended that in these cases, further informal discussions take place with the local ward and divisional councillors, and other interested parties, and that these are reported to a future meeting of the Committee, to seek authority to formally advertise them.
- 2.8 Additionally, at its last meeting, the Committee considered a report from County Council officers about road safety around a number of schools in Merrow. The Committee agreed to advertise any required statutory notices associated with various highway interventions, including parking restrictions. It was agreed that consultation on all the interventions will take place and it is appropriate for the parking controls to be looked at as part of the consultation on all the measures, to assist the traffic management around the schools. Local ward and divisional councillors and officers managing the interventions around the schools have already had draft parking proposals for Boxgrove Lane, Horseshoe Lane East, Horseshoe Lane West and some of the adjacent

roads. However, there is no need for further Committee authority to be acquired to allow them to be formally advertised following the consultation.

- 2.9 Therefore, the proposals that we are seeking authority to advertise at the present time are shown in ANNEXE 2.

Disabled bays

- 2.10 The County Council considers applications from blue badge holders for the introduction of advisory disabled parking spaces outside their homes. Where a proposed space conflicts with existing formalised parking controls, there is a need for a TRO to be made, to allow the space to be introduced. Similarly, if an existing advisory disabled space is regularly misused, it is necessary for a TRO to be made to allow it to be enforced. To remove redundant formalised disabled spaces, it is also necessary for a TRO to be made, to effect the change.
- 2.11 Parking Services considers the need for formalised disabled parking spaces that primarily serve the needs of the general public. This can include disabled bays in shopping parades, close to health centres and other public facilities.
- 2.12 Parking Services processes the TRO changes and implements both types formalised disabled bay as part of its parking reviews.
- 2.13 Proposals for various disabled parking bay requests are listed in ANNEXE 3.
- 2.14 Should we receive any further request for disabled parking bays while proposals are being finalised for the present review, then these will be included in a future report.

Vehicle crossovers / developments / access

- 2.15 The County Council considers applications for new and amended vehicle crossovers. Where a proposed crossover conflicts with a formalised parking bay, there is a need for a TRO to be made, to remove the conflict caused by the on-street bay.
- 2.16 Parking Services processes the TRO changes and implementation as part of its parking reviews.
- 2.17 Developments sometimes require changes to parking restrictions and larger ones, which are subject to a section 278 agreement, are usually dealt with centrally by the County Council's Cabinet Member for Highways, Transport and Flooding. For developments that are not subject to such an agreement, Surrey County Council offer developers the opportunity to introduce a temporary TRO as a stop gap, until it is possible for permanent changes to be made the parking controls.
- 2.18 Parking Services processes the permanent TRO changes and implementation as part of its parking reviews.
- 2.19 From time to time, Parking Services receives requests from residents for parking bays adjacent to their crossovers to be set-back further to improve accessibility. Whilst in many cases the concerns raised are unfounded, on occasions, issues do arise.

- 2.20 Proposals for various crossover, developments and access requests are listed in ANNEXE 4.
- 2.21 Also included within ANNEXE 4 is a proposal to introduce an “at any time” HGV and Coach waiting restriction in a service road which serves Dolphin House, Tythe Barn and Fairway, off the A246 Guildford Road, Effingham.
- 2.22 The service road has served as an access to these three residential properties for around 30 years. Heavy Goods Vehicles have been parking and this cause disturbance to residents, blocks access and site lines for other vehicles using the access road. The access road is also used by the 408 bus three times a day as a turning point and for a 10 minute lay over. The large vehicles in the access road also obstruct the bus. Surrey County Council’s Parking Strategy & Implementation Team Manager has been looking at this matter and recommends implementing a “24/7” HGV and coach restriction on the whole length of the service road. The restriction would allow access for cars and have an exemption for service vehicles and local buses, allowing the 408 service to continue using this facility.

3. OPTIONS:

- 3.1 The Committee needs to decide whether to advertise the proposals as recommended, make changes, or not to progress some, or all of the proposals. After a proposal is advertised any comments or objections received would be report to the Committee and a decision taken whether to implement the proposals, or implement less restrictive proposals. If there was a wish to increase the amount of restriction as a result of comments received, the proposals would have to be advertised again.
- 3.2 If the Committee accepts the recommendations, it is likely that the formal advertisement will take place in early autumn 2015, after the school summer holidays. The intention would be to report any subsequently received representations to the December 2015 meeting of the Committee. The implementation of any subsequently agreed changes is anticipated in mid-2016.
- 3.3 In respect to the locations highlighted in recommendation (ii), another round of informal consultation adds time to the process and delays the implementation of any resulting proposals. Nevertheless, it is likely that further informal discussions with ward and divisional councillors, parish councils and other interested parties would occur over summer 2015. The intention would be to report proposals to the December 2015 meeting of the Committee. If the Committee agreed to formally advertise proposals, this would take place in early 2016. It is anticipated that any representations subsequently received would be reported to the June 2016 meeting of the Committee. If any controls are subsequently implemented, this is expected to take place in mid-to-late 2016. Many of the locations being consulted upon informally are associated with schools. It is anticipated that much of the period between the first and second implementation phases will fall during the school summer holidays. Therefore, in practical terms, the impact of the slight delay should be minimal.

- 3.4 The Committee could choose not to formally advertise the proposals. However, the issues that have been raised, and in many cases confirmed by the informal consultation, would remain unresolved.

4. CONSULTATIONS:

- 4.1 Prior to the September 2014 meeting, Surrey Police, Parish Councils and local ward and divisional councillors were consulted about the various Ad Hoc locations that were already due to be assessed. They were also asked to add any other locations that they thought merited assessment and further investigation.
- 4.2 The proposals subsequently developed have been circulated to the relevant local ward and divisional councillors.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 We anticipate that the overall cost of the current review will not be more than £50,000 and this can be met from on-street parking surplus. This figure covers both the Ad Hoc of the review, which forms the topic of this item, and also the Geographic element of the review. The precise amount will ultimately depend on the number of locations where we subsequently introduce controls.
- 5.2 Existing resources will be used to conduct the consultations and the only additional expenditure will be postage.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 Blue badge holders can park in disabled parking bays without time limit or on yellow lines, not subject to loading restrictions, for up to three hours and are exempt from charges for parking on-street. They can also park for an unlimited period in residents only, shared-use or limited waiting parking places.

7. LOCALISM:

- 7.1 The proposals will affect all road users in the areas where amendments are proposed and particularly residents. The proposals will be publicised and any comments received will be carefully considered.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report.

Sustainability (including Climate Change and Carbon Emissions)	Set out below.
Corporate Parenting/Looked After Children	No significant implications arising from this report.
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report.
Public Health	No significant implications arising from this report

Sustainability implications

- 8.1 Parking sits alongside Climate Change and Air Quality within the strategies that feed into the Surrey Transport Plan. Therefore, in many respects, these strategies and sustainability are inter-dependant.
- 8.2 Preventing parking in locations where it would otherwise cause safety and access issues, and in particular, impede traffic, helps reduce congestion, the resultant journey times and pollution. This can be particularly important on bus routes and where large vehicles utilise relatively narrow roads.

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 We have carefully considered the representation received and recommend the Committee implemented the proposals as follows:
- (i) to formally advertise the proposals for various Ad Hoc locations, shown in ANNEXE 2, and should any representations be received they be reported to a future meeting of the Committee for consideration, or if no representations are received, the Traffic Regulation Order (TRO) will be made to give effect to the proposals.
 - (ii) that further informal discussions take place with the local ward and divisional councillors, and other interested parties, in respect to proposals for Dorking Road (Chilworth), Lower Road (Effingham) and Ockham Road North (East Horsley), and that these are reported to a future meeting of the Committee, to seek authority to formally advertise them.
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10. WHAT HAPPENS NEXT:

www.surreycc.gov.uk/guildford.

- 10.1 If the Committee agrees to formally advertise the proposals shown in ANNEXES 2, 3 and 4, it is likely that the formal advertisement will take place in early autumn 2015, after the school summer holidays. This would involve publishing a public notice, erecting street notices, placing documentation on deposit and writing to all frontages directly affected. The intention would be to report any subsequently received representations to the December 2015 meeting of the Committee. If any controls are subsequently implemented, this is expected to take place in mid-2016
- 10.2 In the case of the Dorking Road (Chilworth), Lower Road (Effingham) and Ockham Road North (East Horsley), if the Committee agrees that further informal discussions take place with the local ward and divisional councillors, and other interested parties, this is likely to take place during summer 2015. The intention would be to report the feedback received to the December 2015 meeting of the Committee. If the Committee agreed to formally advertise proposals, this would take place in early 2016. It is anticipated that any representations subsequently received would be reported to the June 2016 meeting of the Committee. If any controls are subsequently implemented, this is expected to take place in mid-to-late 2016.

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Consulted:

Surrey Police
Parish Councils
Local Ward and Divisional Councillors

Annexes:

- 1 – Preliminary assessment of requests for controls in ad-hoc locations
- 2 – Draft proposals for ad-hoc locations
- 3 – List of locations for formalised disabled parking bays
- 4 – List of locations and changes to accommodate new and amended vehicle crossovers, new developments and to improve access

Sources/background papers:

- Item 9, Guildford Local Committee, 11 December 2013
 - Item 13, Guildford Local Committee, 24 September 2014
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