

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (GUILDFORD).

DATE: WEDNESDAY 22 JUNE 2016



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

SUBJECT: PARKING STRATEGY for GUILDFORD

DIVISION(S): ALL

SUMMARY OF ISSUE:

This report presents a draft parking strategy which is written to support other strategies and plans and to assist in the development of Guildford town centre. The strategy restates the need to promote access by means other than the car, sets out ways of developing and encouraging greater use of park and ride and proposes to rearrange the car parks in the town centre to reduce traffic in the centre and encourage a “drive to, not through” policy. The Committee is asked to consider the contents strategy and agree the principles

RECOMMENDATIONS:

The Local Committee (Guildford) is asked to agree:

- (i) the principles set out in bold in the draft parking strategy attached as Annexe 1 and,
- (ii) delegate any changes to details within the strategy to the Parking Services Manager in consultation with the Chairman and Vice Chairman of the Committee.

REASONS FOR RECOMMENDATIONS:

To provide a strategic framework for parking to guide and to assist decisions and help meet the wider policy aims of Surrey County Council and Guildford Borough Council.

1. INTRODUCTION AND BACKGROUND:

- 1.1 Parking provision and control can have a significant effect on car journeys and congestion. Careful consideration needs to be given to the right balance between providing access for residents and businesses and the effects this can cause.
- 1.2 In the Borough of Guildford responsibility for parking is split between Surrey County Council as the Highways Authority and Guildford Borough Council which provides most of the public car parks in Guildford town centre. There needs to be agreement at a strategic level on how parking is managed.

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- 1.3 In Guildford the ability to control and co-ordinate parking is assisted by the well-developed joint working arrangements which already exist between Surrey County Council (SCC) and Guildford Borough Council (GBC). GBC manages on-street parking on behalf of SCC through an agency agreement. GBC also conducts reviews of on-street parking restrictions, working with SCC. A joint Parking Business Plan has been considered by this Committee and GBC's Executive for the last two years.
- 1.4 Guildford Borough Council also currently provides the majority of public parking provision in the town and this also enables policy for off-street parking to be set across the town. In other towns and cities where there is greater private ownership of parking it is far harder to achieve a co-ordinated strategy as each operators will have their own considerations.
- 1.5 The draft Parking Strategy is an important document to provide a high level strategic framework for how the service can be delivered in the coming years.

2. ANALYSIS:

- 2.1. The draft Parking Strategy, attached as Annexe 1, looks at the plans to develop Guildford town centre and sets out how parking can be provided to meet the potentially conflicting demands for greater access and less congestion.
- 2.2 In particular, the Town Centre Masterplan looks at the development of the town as a whole and provides the unique opportunity to reassess parking provision on a town-wide basis.
- 2.3 As the town develops there will be greater demands for access. It is key that non-car modes of access are encouraged and grow to meet this increasing demand. We also need to develop park and ride by increasing use of existing sites and planning for new sites to intercept as many car-bound journeys as possible before they reach the town centre.
- 2.4 One of the key issues with park and ride is finding the revenue to fund the running costs and this needs to be carefully considered when planning new sites. The existing sites are funded from the surplus made from on-street parking, which is achieved mainly through the charges for on-street pay and display.
- 2.5 The strategy sets out recommendations for running existing sites and developing new sites. It also describes ways of ensuring the sites are as effective as possible.
- 2.6 Off-street car parks are provided to reduce congestion and in order to do this effectively they need to be in the right place. The Town Centre Masterplan presents aspirations for developing nearly all of the surface car parks in the town centre and providing interceptor car parks on or near the main routes into the town. These need to be close enough for the town to be accessible on foot but in the right position to absorb traffic before it reaches more congested parts of the town centre.
- 2.7 The draft Parking Strategy presents analysis of where the current demand for off-street parking originates and compares this to the current and supply.

It also considers where demand is likely to grow in the future. It uses this information to highlight the best locations to develop interceptor car parks.

- 2.8 The analysis also shows that a considerable amount of traffic using the car parks goes round the gyratory to get to the driver's preferred car park. Shoppers and other visitors make up the majority of car park users and so this occurs mainly off peak times. The analysis highlights that by encouraging drivers to use the first convenient car park on their route into the town traffic in the centre and particularly around the gyratory can be reduced. This approach can be described as "drive to, not through".
- 2.9 The draft Parking Strategy sets out ways of encouraging a "drive to, not through approach". It should be noted that there will always be cases where drivers do drive to the most convenient car park, but the aim is to reduce this and the analysis shows that reductions will have significant benefits to traffic flow and congestion.
- 2.10 The draft Parking Strategy also looks at on-street parking and changes needed to protect and control residents parking. It considers encouraging greater use of car clubs and electric cars and the need for provision to be made for disabled drivers.

3. OPTIONS:

- 3.1 There are many options and the Committee's views are welcomed on the approach taken in the strategy.
- 3.2 The draft Parking Strategy needs people to change their habits regarding how they travel and where they park, and sets out ways to encouraging this. The draft strategy is written on the basis that we should make more attractive the options we want people to make more attractive. An alternative approach would be to make unattractive those options people currently choose to try to force change. This could have the negative effect of encouraging people to go elsewhere.

4. CONSULTATIONS:

- 4.1 Officers from the Guildford Borough Council and Surrey County Council have been consulted. The draft Parking Strategy has also been considered by the Local Committee's Transportation Task Group.
- 4.2 The draft Parking Strategy looks at how to deliver the ideas and concepts in the Town Centre Master Plan which has been subject to widespread consultation.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 There will be considerable financial implications when the items in the strategy are implemented and these need to be considered on a case-by-case basis as schemes come forward.

- 5.2 There are no direct financial implications from agreeing the principles in the strategy. The issues that have a financial bearing will be subject to separate reports before being implemented.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 The draft Parking Strategy stresses the need for provision for disabled drivers and makes no changes to the support given for carers and medical staff.

7. LOCALISM:

- 7.1 Changes to parking orders require consultation or notification to local users and the community can respond to proposals.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report.
Sustainability (including Climate Change and Carbon Emissions)	The strategy sets out to provide access to the town in a way which reduces congestion and should improve air quality.
Corporate Parenting/Looked After Children	No implications arising from this report.
Safeguarding responsibilities for vulnerable children and adults	No 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 The objectives set out in the draft Parking Strategy are intended to reduce congestion in the centre of Guildford and support the Town Centre Master Plan’s vision of a centre that is less dominated by cars.

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 The draft Parking Strategy sets out principles but also tries to provide details of how these principles can be put into practice. The problem with any long-term strategy which provides specific details is that circumstances can change and this can lead to the need to review the actions necessary.
- 9.2 The draft Parking Strategy will also be considered by Guildford Borough Council’s Executive.

- 9.3 For these reasons, the Committee is asked to agree the principles outlined in the strategy, but allow for amendments in detail to be agreed by officers in consultation with the Chairman and the Vice Chairman.
- 9.4 It is recommended the Committee agree
- (i) the principles set out in bold in the draft Parking Strategy and
 - (ii) delegate any changes to details within the Parking Strategy to the Parking Services Manager in consultation with the Chairman and Vice Chairman of the Committee

10. WHAT HAPPENS NEXT:

- 10.1 Guildford Borough Council's Executive will consider the draft Parking Strategy in September 2016.
- 10.2 If both the Guildford Local Committee and GBC's Executive agree the draft Parking Strategy a wider consultation will be held.

Contact Officer:

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Consulted:

Guildford Local Committee – Transportation Task Group
 SCC – Travel and Transport
 SCC – Transport Planning
 SCC – Transport Policy
 SCC – Parking and Implementation
 SCC – Highways
 GBC – Planning
 GBC – Transport Planning
 GBC – Major Projects

Annexes:

Annex 1 – Draft Parking Strategy

Sources/background papers:

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