

**SURREY COUNTY COUNCIL**

**LOCAL COMMITTEE (GUILDFORD).**



**SURREY**

**DATE: WEDNESDAY 22 MARCH 2017**

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

**SUBJECT: GUILDFORD ON-STREET PARKING REVIEW – DEVELOPED PROPOSALS REPORT**

**DIVISION(S): ALL**

**SUMMARY OF ISSUE:**

This report presents recommendations for proposed changes to the formalised parking controls, to address various ‘Local’ issues raised, primarily within the Guildford town centre controlled parking zone (CPZ).

**RECOMMENDATIONS:**

**The Local Committee (Guildford) is asked to agree:**

- (i) to formally advertise Surrey County Council’s intention to make an order to give effect to the proposals shown in ANNEXE 2. If any representations are 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.

**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 At its meeting held on 13 December 2016 the Committee agreed to amend the way that Parking Services conducts its reviews and streamline the process. When considering the scope of the current review the Committee agreed to advertise a number of necessary changes and change where we have received petitions and other strong indications of support. The areas include Annandale Road, Duncan Drive, the Millmead Terrace area, The Oval and Vicarage Gate. The advertisement of these is ongoing.
- 1.2 Additionally, the Committee agreed that officers should discuss around 40 localised changes, “Local” issues, with the relevant borough and county

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councillors and bring proposals for them to the March Committee. This report presents proposals for these issues.

### **2. ANALYSIS:**

- 2.1 The list of the 'Local' issues, predominantly in the CPZ areas, appears in ANNEXE 1. These have been put in order of the catchment area together with a summary of the request. The recommended course of action has also been highlighted.
- 2.2 This list has been circulated to the local borough and county councillors. On the basis of this and the feedback received from them, the proposals shown in ANNEXE 2 have been developed.
- 2.3 In addition to the locations identified in ANNEXE 1, since the December meeting of the Committee a couple of requests have been received to introduce formalised disabled only parking bays in Cline Road and Old Farm Road. These are included within the proposals shown in ANNEXE 2.
- 2.4 Furthermore, a request has been received to increase the availability of on-street parking in Stockton Close near to the Jubilee Social Club.
- 2.5 These proposals have also been circulated to the local borough and county councillors.

### **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 circulated amongst local borough and county councillors before being reported 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 agrees the recommendation (i), the intention would be to report any subsequently received representations to the September or December 2017 meeting of the Committee. The timing depends on the number of objections and comments received and the work required to address them. After considering all comments and objections if it is agreed to introduce controls, it is likely that the implementation will take place by in early-to-mid 2018.
- 3.3 The Committee could choose not to formally advertise the proposals. However, the issues that have been raised, and in a number of cases confirmed by the informal consultation, would not be addressed.

### **4. CONSULTATIONS:**

- 4.1 The list of issues contained within ANNEXE 1, and proposals shown in ANNEXE 2 have been circulated to relevant local borough and county councillors, and the feedback received from them considered.
- 4.2 If the Committee agrees the recommendation (i), the intention would be to formally advertise the proposals. This would involve publishing a public notice, erecting street notices, placing documentation on deposit and writing to those in the immediate vicinity of the proposals. The feedback from this process will be discussed with local borough and county councillors prior to presenting a report to either the September or December 2017 meeting. The timing depends on the number of objections and comments received and the work required to address them.

#### **5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

- 5.1 To undertake an appropriate level of consultation, create orders and implement changes to the signs and lines required to give affect to the proposals we estimate the cost of the whole review will be no more than £50,000. This includes the issues the Committee agreed to be progress at its December 2016 meeting, and the ones recommended for progression within this report. If the Committee agrees to implement the proposals, the money will come from the Guildford on-street parking account.
- 5.2 The proposed change in Quarry Street involves the conversion of a 6-space pay and display only bay to a bay which can be used either for pay and display visitors or by permit holders. This is to create more space for residents. The use of the space by permit-holders could reduce the amount of pay and display use. However, use by permit holders is at a peak in the evenings and mornings and use by visitors paying and displaying is likely to occur during the main part of the day. Furthermore, pay and display visitors unable to park are likely to use other spaces. The pay and display bay currently takes £8,000 per annum in charges, and for the reasons stated, it is likely that most of this will be retained if the change is agreed.
- 5.3 Existing resources will be used to conduct the consultations and the only additional expenditure will be printing and postage. Although public exhibitions are not anticipated, if the need arises, where possible they will be held at Council facilities.

#### **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:**

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- 7.1 The proposals will affect all road users in the areas where amendments are proposed and particularly residents. The proposals will be publicised, local residents and businesses written to directly and any comments received given careful consideration.

### **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 recommend the Committee agrees:
- (i) to formally advertise Surrey County Council's intention to make an order to give effect to the proposals shown in ANNEXE 2. If any representations are 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.

### **10. WHAT HAPPENS NEXT:**

- 10.1 The formal consultation is ongoing for the proposals that the Committee previously agreed to advertise. This is in line with recommendations (v) and (vi) of the report presented to its 13 December 2016 meeting. Officers still anticipate that any representations and recommendations will be reported back to the June 2017 meeting, following discussions with local borough and county councillors.

- 4.3 If the Committee agrees to advertise the proposals set out in recommendation (i) of this report, it is likely that this will take place in mid 2017, with a view to reporting any representations and recommendations back to either the September, or December 2017 meeting. The timing depends on the number of objections and comments received and the work required to address them. This would involve publishing a public notice, erecting street notices, placing documentation on deposit and writing to those in the immediate vicinity of the proposals. The feedback from this process will be discussed with local borough and county councillors prior to presenting the report.

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**Consulted:**

Local Ward and Divisional Councillors

**Annexes:**

- 1 - List of 'Local' issues with recommendations
- 2 - Proposals developed address the 'Local' issues recommended for progression.

**Sources/background papers:**

- Item 9, Guildford Local Committee, 13 December 2016
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