

ANNEXE B

West Guildford on-street parking review Draft proposals

Introduction

- 1 We always recommend that new parking controls are problem-led and this is the basis of our approach in West Guildford. We also acknowledge that Onslow Village is a Conservation Area and that signs and lines can be visually intrusive. There is thus a trade-off between the visual impact of signs and lines and the need to introduce on-street controls.
- 2 The household questionnaire (see spreadsheet analysis, October 2002) indicated that those streets south of the A3 and within close proximity of the current CPZ boundary experience long-stay parking pressure, largely attributed to University students and staff, rail commuters and town centre workers. There is a strong demand from residents in streets closest to the CPZ boundary for extension of the CPZ to include their roads. This strength of feeling diminishes with distance, beyond which there is a strong majority of residents against CPZ extension into their roads. However, residents recognise that some degree of displacement parking may occur as a result of any future CPZ extension and there is a strong feeling that CPZ extension should be on a comprehensive rather than piecemeal basis. Short-term school-related parking at delivery and collection times is the other main problem reported by residents.
- 3 Problems related to these parking pressures include:
 - reduced access for buses, emergency vehicles and services
 - blocked access to drives and garages
 - reduced visibility at junctions
 - footway obstruction, particularly affecting those with pushchairs.
- 4 A few respondents from those streets north of the A3 do mention parking problems caused by the University and Hospital, but the majority of residents are against the idea of extending the CPZ north of the A3.

Proposals

Shape of CPZ

- 5 We propose that the CPZ should only be extended south of the A3 and should exclude those roads in the western part of the Study Area: High View Road, Manor Way and Abbot's Close.

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- 6 The CPZ boundary should thus be:
- southern: up to but not including Farnham Road
 - western: The Drive and Wilderness Road inclusive (also including Powell Close and Windsor Close)
 - northern: south of A3, excluding Egerton Road.

- 7 CPZ entry signs would be required at:
- junction of Friar's Gate/Farnham Road
 - junction of The Drive/Farnham Road
 - junction of Manor Way/Wilderness Road
 - junction of Egerton Road/The Chase

Additional CPZ entry signs would be required at the existing points of entry in the west if the hours/days of operation were different to that of the existing CPZ. If the extended scheme were identical in this respect, the existing entry signs in this part of town could be removed.

- 8 The area to be included in the CPZ extension should be a new parking area with its own letter (presumably "J") rather than simply combined with the adjacent CPZ area. This should discourage residents from using their cars to make short car journeys into the adjacent area.

Hours/days of operation

- 9 We propose that the hours of CPZ operation should be the same as those in the rest of Guildford (8.30am to 6.00pm including public holidays) although some consideration should be given to excluding Saturdays (as well as Sundays) as the problems experienced by residents in West Guildford are largely confined to weekdays. Exclusion of Saturdays (and Sundays) would mean that residents who use their car for work during the conventional working week would be unlikely to require a residents' permit for that car. Disadvantages are that there would no longer be a consistent operating regime throughout Guildford (currently Monday to Saturday). This could hinder driver comprehension and would necessitate additional rather than less signs at the existing CPZ entry points in this part of town.

Curfew parking

- 10 Curfew parking is the description applied to parking prohibitions that last a short period of time. For example, prohibiting parking for the period 1100 to 1200 would typically exclude long-stay commuter parking. Local residents would be offered a permit to allow them to park during this period. Such a permit would typically be very low cost e.g. around £10. This may make the approach more appealing than a conventional CPZ to residents and other potential permit holders.

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- 11 There are a number of examples of curfew parking in Surrey. Woking Borough Council has applied curfew parking in Brookwood. In this case, parking conflicts were caused by rail commuters using Brookwood Station. Parking on weekdays in this small CPZ between the hours of 1300 and 1400 is permitted only in marked bays by displaying a valid residents' or visitors' permit. It is understood that similar arrangements apply in Elmbridge in connection with Walton, Hersham and Hampton Court Stations. There are no doubt other examples.
- 12 It has been suggested that it is difficult for such schemes to be self-financing as permit costs have to be low, relatively few residents may be affected (because they tend to be in central locations) and enforcement is very effective because it can be concentrated. Very effective enforcement creates little income because the number of offences is low. This concentrated enforcement can also distort the overall allocation of enforcement resources and reduce flexibility. This could partially be overcome by a package of adjacent curfew schemes with staggered times.
- 13 For the reasons above, it is not obvious that curfew parking controls are the most appropriate solution in West Guildford. The regime would be different to that of the existing CPZ. This could confuse drivers and require more signage. As an isolated scheme, it would tend to reduce enforcement flexibility.

Limited waiting

- 14 We propose a dual-use residents' scheme in those parts of the CPZ extension area where greatest parking pressure has been identified, plus a buffer of about one or two blocks to allow for displacement effects. We suggest that this area should comprise those streets where the majority of respondents were in favour of CPZ inclusion and those streets bordering these where there was no real majority in favour or against. Four exceptions to this rationale are suggested:
- the length of Ellis Avenue between West Meads and East Meads should be included to achieve a cohesive scheme, even though the majority of respondents from Ellis Avenue were against inclusion
 - Farm Walk should be excluded to achieve a cohesive scheme, even though this was one of the streets where there was no real majority
 - Vicarage Gate should be excluded for the same reasons as Farm Walk (we note that the church at the end of this cul-de-sac may result in some parking overspill although this is most likely to be on Sundays when the limited waiting controls will not apply)
 - The Drive will be excluded by default as limited waiting would be inappropriate here.

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- 15 We suggest that either two or four hours' limited waiting could be appropriate and that these two options should be offered at public consultation. Four hours would provide greater flexibility to residents meaning that some might not require residents' permits and the need for visitors' permits would be reduced. The potential disadvantage of four hours is that it may not be a sufficient deterrent, especially for University students.
- 16 Parking in the remaining streets would be unlimited, although CPZ inclusion would allow these streets to benefit from the greater on-street control that comes with CPZ implementation, including single yellow lines to protect cross-overs and double yellow lines to maintain sightlines at junctions. Although the Council will not be able to enforce these measures until decriminalised parking enforcement (dpe) has been introduced, yellow lines are to some extent self-enforcing and help to rationalise the use of on-street space.

Conservation Area issues

- 17 The above proposals are intended to restrict the visual intrusion of parking-related signs and lines to those parts of the Study Area where existing problems justify the need for them. While limited waiting restrictions require both signs and lines, areas of unlimited parking could remain unmarked as at present. Although double yellow lines within a CPZ have to be accompanied by corresponding plates, single yellow lines do not if the CPZ hours of operation are intended to apply.
- 18 We suggest that further consideration should be given to ways of minimising impact on the Conservation Area in terms of signage styles and road markings e.g. the use of Primrose paint for yellow lines and yellow lines of reduced width.

Other issues

School-related parking

- 19 School-related parking problems are cited by many respondents that live within the vicinity of Queen Eleanor's Road School and the School off Powell Close. Queen Eleanor's Road School also submitted its own response to the questionnaire stating that they do not have enough on-site parking to satisfy staff requirements.
- 20 The proposed introduction of single and double yellow lines on junction corners and across driveways should go a long way to addressing the "inconsiderate and dangerous" parking cited by respondents at school delivery and collection times. In the case of the school off Powell Close, these measures may also encourage those delivering and collecting children to park in the Village Hall car park which one respondent claims is available for such parking. Additionally, the CPZ extension may provide the opportunity for the Council to work more closely with these schools in respect of staff and student travel. Presumably a limited number of business permits could be made available to the schools if they can demonstrate operational needs.

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Footway parking

- 21 Footway parking currently occurs in the main part of The Chase, largely because residents here cannot park on-street. Consideration should be given to the formalisation of this arrangement by creating some lay-bys. Footway parking in other streets has also been cited by residents in connection with school collection and delivery times.

Bus routes

- 22 Particular consideration should be given to maintaining clear routes for buses as several respondents have remarked that this is a significant problem at present within the area concerned.

Traffic calming requirements

- 23 Concern about traffic speeds is cited by some respondents, although there is greater concern about dangerous parking on junction corners. Traffic calming measures are suggested by respondents for Queen Eleanor's Road and at the junction of East Meads/Bannister's Road. The need for traffic calming measures should be given further consideration, particularly as the introduction of on-street controls may provide the opportunity for cars to travel faster through the area than at present. On the other hand, alternate blocks of parking can slow traffic down.

Farnham Road

- 24 While Farnham Road is not included within our proposals for CPZ inclusion, the household questionnaire identified that some properties in Farnham Road are accessed via Henley Bank and a track off Abbot's Close. While these properties appear to have off-street parking, residents may require residents' or visitor permits for additional cars to park on-street within the CPZ. This requirement will need to be met within the scheme design.

Park and Ride

- 25 Parking controls should be applied as packages to help avoid discrepancies, distortions and displacement. Thus on-street controls should be compatible with off-street controls if a parking strategy is to work most effectively.
- 26 There are proposals for a Park and Ride scheme based at Manor Farm in West Guildford. Less than 400 spaces are envisaged so this is a relatively small scheme. It is understood it will be funded by further development of the University. It is also understood that it will be designed and operated so as to prevent its use as overflow parking for RSCH and the University staff. Regardless of the equity aspects of this (why should such essential workers be effectively penalised in comparison with town centre workers?), there is clearly a need to ensure that an extended CPZ and Park and Ride work harmoniously. We recommend that this is specifically addressed during scheme design. Is it possible, for example, that the Park and Ride scheme could obviate the need for a CPZ?