

Woodbridge Road Parking Survey Analysis for Guildford Quality Bus Corridor Project



Context

For Woodbridge Road, the surveys were commissioned to determine the parking patterns and occupancy in the three parking bay sections on the western side of Woodbridge Road, alongside the cricket ground. The surveys were undertaken to provide evidence as to whether the bays could be relocated / changed to accommodate additional sections of bus lane on the eastern side of Woodbridge Road (i.e. for buses approaching Guildford town centre).

The parking surveys were carried out on Saturday 29 June, Tuesday 2 July, Wednesday 3 July and Thursday 4 July 2019. Additional observational surveys were also undertaken on Monday 9 and Thursday 12 September 2019 to provide further analysis for the single yellow line on the eastern side under the Rail Bridge and right hand turning vehicles into Gardner Road.

The three sections of parking bays do not provide individual bay markings but can accommodate approximately 18 cars.

The parking bays currently operate with the following restrictions

- For general traffic, the bays are in operation between Monday to Saturday 8:30am to 6pm. Between these times, 2 hour parking is permitted (no return within 1 hour).
- Outside of these times, the bays operate unrestricted.
- Permit Holders for Guildford Zone A can park in these bays at any time, with no time limits.

The Woodbridge Road Quality Bus Corridor Scheme proposes the following parking changes, see reference diagram:

- The parking bay sections 1 and 2 (either side of Gardner Road junction, four vehicles each) to remain
- Bay 3 (by railway bridge, nine vehicles) to be removed
- A new bay to be provided opposite Gardner Road between Bays 1 and 2. This new bay would accommodate six vehicles
- Therefore, net loss of three formal parking bay spaces for vehicles



July 2019 parking survey: three bay sections on Woodbridge Road

Of the three existing parking bay sections, the bay section by the railway bridge and fronting the Woodbridge Café (bay 3) shows the highest occupancy levels. However, the two formal bays further south have sufficient spare capacity to cater for the loss during the peak parking time of 7am-8am.

The Woodbridge café is the main reason for vehicles parking during the morning peak. The café opens at 6:45am every morning seven days a week and closes at 2:30pm Monday to Friday and 1:00pm on Saturday and Sunday. After the café closes in the early afternoon, the general occupancy of the bays, particularly the bay nearest the café, significantly reduces.

Much of the parking in bay section 1 is by people heading to destinations to the south/towards the town centre, and this also occurs to a lesser extent in bay section 2. This is probably seen as a cheap and convenient option for drivers approaching the town centre from the north, although this demand could be accommodated within town centre car parks.

The parking survey for the existing parking bays on the eastern side fronting Woodbridge Cafe on a Tuesday and a Thursday between 7am-8.30am, shows the number of “spare bays” never reduces below six for more than any five minute period of time.

The information obtained from the survey data shows that the same vehicles are never parked before 7am on any given day of the survey. This shows that the bays are not used by regularly by nearby residents.

There is sufficient capacity within the existing formal parking bays between 7.00am-8.00am, which is the peak time of parking impact, to cater for the loss of the formal parking bays as well as the loss of the single yellow line. Formal parking spaces on the eastern side of Woodbridge Road are being re-provided opposite Gardner Road

Further analysis was requested by Guildford Borough Council to assess the occupancy of the single yellow line on the eastern side of Woodbridge Road under the rail bridge and the level of right hand turning vehicles into Gardner Road.

July 2019 parking survey: single yellow line under the railway bridge

For the single yellow line restricted parking on the eastern side of Woodbridge Road under the railway bridge

- Vehicles parked on the single yellow line affect buses travelling along Woodbridge Road.
- No vehicles were recorded on the surveys parking in the afternoon and vehicles can legally park after 6pm.
- No vehicles were observed parked on the single yellow line after 8am, vehicles can legally park up to 8.30am
- In the morning only three cars were observed at any one time between 7am-8am for an extended period. Vehicles park primarily opposite the café south of the rail bridge
- Fourteen vehicles in total parked over the four surveyed days parked on the single yellow line in total between 7am and 8am

- Eleven of the 14 parked between 7am and 8am over the four surveyed days were related to the café with five of these staying less than five mins on the single yellow line.
- Thursday was the peak day for single yellow line parking and only three vehicles parked for longer than five minutes (30-60mins) at any one time between 7:15am and 8:15am and all related to the café.
- The single yellow line is busiest on a Thursday, whereas the parking bays on the western side of the Woodbridge Road are busiest on a Tuesday based on the surveyed days.

September 2019 observation surveys: right hand turn into Gardner Road from Woodbridge Road

There are very few right hand turn vehicles which cause queuing on Woodbridge Road as assessed from the surveys. The highest mid-week level of right turners into Gardner Road was recorded between 4pm-7pm on a Wednesday with five vehicles turning right. The major reason for queuing along Woodbridge Road was observed to be traffic congestion which highlights the impact on buses along the major corridor.

The survey data shows that there are very few northbound vehicles which currently manoeuvre around a vehicles waiting to turn right into Gardner Road. By extending the parking bays and “filling in the gap” this would not exacerbate any queuing as very few vehicles use the existing gap to overtake. Only one bus was affected by a right hand turning vehicle. Most buses are affected by the existing congestion and queuing. The Woodbridge Road Quality Bus Corridor scheme would reduce bus journey times and improve punctuality.