

# **Guildford parking review 2024: Statement of reasons for proposals within the Guildford town controlled parking zone**

A document explaining our parking proposals and reasons for introducing them

This document sets out our proposals for new parking controls and restrictions within the controlled parking zone in Guildford town centre as part of our Guildford 2024 parking review. The proposals are listed in electoral county division and then by area.

At this stage, we are intending to introduce the controls and restrictions described in this document and shown in the associated drawings but are inviting representations (both for and against) to be made by the public before the final decisions are taken.

Once we have considered any representations, we can introduce the proposals unchanged, make minor modifications to them before introducing them, or cancel them entirely. Any comments that lead to a requirement for major changes would usually mean cancellation of the proposal and subsequent reconsideration of it in a future parking review. This approach means that we can progress the parking review in the most efficient way thereby maximising value for our residents.

If you wish to comment on, object to, or express support for any of the proposals you must do so either online or by letter by the date given. This information is available on our Guildford parking review and Guildford parking review 2024 webpages.

If you are unsure of the meaning or effect of a parking restriction or control that we have proposed, please refer to [Annex 1 – Explanation of restriction types](#), found towards the back of this document.

[Annex 2 – Legal and policy information](#) provides some background information about the legal and policy aspects of our work in this area.

Please do not make any comments that are not directly in response to these proposals. See [Annex 3 – General enquiries](#) for guidance.

If you would like to know the existing parking restrictions in a given area, please refer to our online [parking restrictions maps](#).



# Table of Contents

Guildford South East division proposals.....	4
Castle .....	4
Addison Road / Cline Road.....	4
South Hill .....	4
Lancaster Avenue .....	4
Queens Road.....	4
London Road .....	4
St Catherine's Park .....	5
Guildford South West division proposals.....	6
Stoke .....	6
Bedford Road (1) .....	6
Bedford Road (2) .....	6
Recreation Road .....	6
Walnut Tree Close .....	6
Onslow .....	6
Queen Eleanors Road .....	6
Poltimore Road .....	6
Alresford Road .....	7
E-bike hire spaces.....	8
Guildford.....	8
London Road .....	8
High Street.....	8
Guildford Park Road .....	8
Millmead .....	8
Upper Edgeborough Road .....	8
Walnut Tree Close .....	8
Wilderness Road.....	8
Annex 1 – Explanation of restriction types .....	9
No waiting at any time .....	9
No waiting (at a time non-continuous throughout the year) .....	9
No loading .....	9
Controlled Parking Zone.....	9
Restricted Parking Zone .....	9
Permit parking schemes .....	9
Traffic signs and road markings.....	10

On-street electric vehicle charge points.....	10
Annex 2 – Legal and policy information .....	11
Policy and Strategy.....	11
Surrey Transport Plan.....	11
Parking Strategy .....	11
Parking Reviews .....	12
Legislation .....	12
Annex 3 – General enquiries.....	13
Speed limits, traffic calming, and speed enforcement .....	13
Road safety and sustainable travel for schools .....	13
Creation of additional parking space on verges or grassed areas.....	13
Requests for permit parking schemes .....	13
Requests for additional parking controls.....	13
Enforcement .....	14
General enquiries .....	14

# **Guildford South East division proposals**

The county councillor for this division is Fiona Davidson.

## **Castle**

### **Addison Road / Cline Road**

This proposal is shown on drawing GFD 10.

Convert existing Monday-Saturday 8.30am-6pm 2hrs No Return 1hr or Permit Holders C to Permit C holders only parking place. Availability of space has been raised as an issue in these roads. Considering recent changes to the vicinity and increasing pressures in the roads, it is proposed to convert some more of the shared used space into permit only to further prioritise resident permit holders.

### **South Hill**

This proposal is shown on drawing GFD 11.

Convert part of existing paid for parking maximum 2hrs or Permit Holder D to no waiting at any time. This is a historic request to accommodate a Vehicle Crossover. Whilst these are no longer considered within Controlled Parking Zones, this request was submitted before the policy came into effect and therefore should be considered.

### **Lancaster Avenue**

This proposal is shown on drawing GFD 12.

Introduce no waiting at any time restrictions from the roundabout. Parking occurs around the entrance of this estate which effects access. There is also a crossing here, so restrictions protect visibility and access for both vehicles and pedestrians.

### **Queens Road**

This proposal is shown on drawing GFD 13.

This proposal is to introduce No Waiting At Any Time double yellow lines and a shared use parking bay. Due to a recent development at the end of Queens Road, part of this road was recently adopted by the County Council and now forms part of the public highway. As there are no parking restrictions, parking has been taking place on the bend and at the end of the road. The space at the end of the road can be utilised for parking and to balance the needs of residents and visitors its proposed to make this a shared use parking place. No waiting restrictions are recommended around the bend to improve safety, visibility and access.

### **London Road**

This proposal is shown on drawing GFD 15 and 16.

The proposals are to Convert Free Parking At any time No time limit to Monday-Saturday 8.30am-6pm 4hrs No Return 1hr or Permit Holders I parking place. Following a number of reports of these bays being used to park vehicles for months on end as well as caravans misusing the bays. Whilst other tools can be used to deal with abandoned vehicles and the misuse of the bays, it is thought that introducing a time limited restriction will allow for greater turnover of the spaces and ensure that parking facilities can be utilised by more residents and visitors. Due to nearby facilities this should be balanced with the need for long term parking, so a 4-hour restriction has been proposed which is consistent with the rest of the bays on the road.

## **St Catherine's Park**

This proposal is shown on drawing GFD 46.

Update our traffic regulations order (TRO) to include all the double yellow lines at the end of the road, next to the bollards, outside number 15. These have been in place on the ground for many years but for some reason do not appear on the TRO plans. We are therefore correcting that anomaly.

# **Guildford South West division proposals**

The county councillor for this division is Angela Goodwin.

## **Stoke**

### **Bedford Road (1)**

This proposal is shown on drawing GFD 18.

The proposal is to convert part of the existing No Waiting At Any Time restriction opposite the Crown Court to a Permit D holders only parking place. This would accommodate more on-street parking and as this is a one-way road with two lanes would not impact traffic flow.

### **Bedford Road (2)**

This drawing is shown on drawing GFD 47

Change the existing eight disabled bays on the northern side of the Bedford Road spur, near the cinema, to six wider bays, in order to make vehicle access easier for users.

## **Recreation Road**

This drawing is shown on drawing GFD 19.

Enterprise have withdrawn the car club vehicles from this bay due to low use. It is therefore recommended to revoke Car Club Bay and convert it into spaces that will operate everyday 8.30am to 6pm, 2 hrs No Return 1 hr or permit holders E, to allow residents to park.

## **Walnut Tree Close**

This proposal is shown on drawing GFD 20.

The proposal is to convert an existing shared use parking place into permit holders only parking place. This is based on receiving a number of requests asking for more space for residents in Walnut Tree Close. Having reviewed the situation, there is no opportunities to create more spaces safely, so the only option is to convert some. Whilst we need to balance the needs of different user groups, converting some of the shared use space to permit holders only seems proportional considering its distance from the town centre.

## **Onslow**

### **Queen Eleanors Road**

This proposal is shown on drawing GFD 21.

The proposals are to convert part of the existing parking place to No Waiting At Any Time restrictions. Whilst the current restrictions are the advised 10m distance from the junction, due to the sharpness of the junction and the proximity to the school, pushing parking back approximately one parking space will improve visibility, access and overall safety.

### **Poltimore Road**

This proposal is shown on drawing GFD 22.

The proposals are to convert part of the Permit Holders F Only bay to 8.30 – 9pm Electric Vehicle Charging only. As the bay now has access to an Electric Vehicle charging point from the adjacent car club bay, a request has been made to make this an Electric Vehicle bay so that it is prioritised for EVs to charge. Vehicles can only be parked in the bay whilst the vehicle is actively charging so the bay will ensure a regular turnover for any EV owners in the area. After the hours of operation, the restriction would not apply so there is no

concern the bay will be empty overnight, therefore balances the needs of both EV owners and pressure on parking in this area.

## **Alresford Road**

This proposal is shown on drawing GFD 23.

This is to convert a disable parking place outside number 15 to No Waiting 8.30 – 6pm Monday to Saturday single yellow lines. This is as the bay is no longer required due to an off-street parking place accommodating the access needs.

# **E-bike hire spaces**

Convert existing restrictions to Electric Bike Hire Parking only in order to help promote more sustainable travel options.

## **Guildford**

### **London Road**

The proposal is shown on drawing EVC2.

### **High Street**

The proposal is shown on drawing EVC3.

### **Guildford Park Road**

The proposal is shown on drawing EVC4.

### **Millmead**

The proposal is shown on drawing EVC 6.

### **Upper Edgeborough Road**

The proposal is shown on drawing EVC10.

### **Walnut Tree Close**

The proposal is shown on drawing EVC12.

### **Wilderness Road**

The proposal is shown on drawing EVC13.

# Annex 1 – Explanation of restriction types

## No waiting at any time

This means that parking is not allowed at any time. This restriction is always indicated by double yellow lines marked on the ground; no signs are needed (or indeed permitted) in this case. The only exception to this would be a restriction that applied within a 'restricted parking zone', or 'pedestrian / pedestrian or cycle zone', in which no road markings are needed but upright signs are required.

There are standard exemptions for loading and unloading, picking up and dropping off of passengers, and parking by blue badge holders for up to three hours (provided it's safe).

## No waiting (at a time non-continuous throughout the year)

An example may be 'No waiting Monday – Friday 8am – 6pm'. These restrictions are the same as those above, with the same exemptions, the only difference is the times at which they operate. This restriction is usually indicated by a single yellow line marked on the road, which must be accompanied by upright signing showing the times of operation. The only exemption to this would be within a controlled parking zone (see below).

## No loading

A loading restriction is indicated through small yellow marks on the kerb at right angles to the road and repeated approximately every 3 metres. A single kerb blip means that loading is prohibited at specific times/days, a double kerb blip means loading is prohibited at any time. They are always accompanied by an upright sign showing the times of operation.

Loading restrictions would always be in addition to waiting restrictions. Stopping to allow passengers to board and alight is allowed even where loading restrictions apply. There are no exemptions for parking by blue badge holders.

'Loading / unloading' generally refers to items too large or bulky to be easily moved very far, such as a refrigerator.

## Controlled Parking Zone

This is simply an alternative way of signing waiting restrictions. In a controlled parking zone, the times at which the single yellow lines are in operation (i.e., when parking is prohibited), are displayed on zone entry signs (unless signed otherwise locally). The main benefit of a controlled parking zone is to reduce sign clutter within the zone. Any type of parking bays – signed and marked in the normal way - may or may not be provided within the zone.

Further information about [controlled parking zones is available on our website](#).

## Restricted Parking Zone

This is where waiting restrictions (and loading restrictions if applicable) are indicated on zone entry signs, and on frequent upright repeater signs within the zone. There are no road markings to indicate the restriction. Any type of parking bays may be provided within the zone, which would need to be individually marked and signed.

## Permit parking schemes

Permit parking may be provided as 'normal' marked parking bays with accompanying upright signing. These may or may not comprise part of a controlled parking zone or a restricted parking zone.

Permit parking areas are schemes where there are no road markings to indicate the parking controls, only signs which read, "Permit holders only past this point", at the entry points to the area. Repeater signs are provided within the area. Waiting restrictions (single or double yellow lines) can be included within a permit parking area.

Further information about [permit parking schemes](#) is available on our website.

## **Traffic signs and road markings**

Further background information on common road markings and traffic signs may be found on the Department for Transport webpage [Know your traffic signs](#).

## **On-street electric vehicle charge points**

Further information on the introduction of electric vehicle charge points in Surrey can be found on our [webpage](#).

# Annex 2 – Legal and policy information

## Policy and Strategy

There is a framework of policies and strategies which help steer our decisions around parking schemes.

### Surrey Transport Plan

The [Surrey Transport Plan](#) is a statutory document that sets out our strategy to help people to meet their transport and travel needs effectively, reliably, safely and sustainably within Surrey, in order to promote economic vibrancy, protect and enhance the environment, improve the quality of life, and reduce carbon emissions.

Based on this vision there are four objectives for the Surrey Transport Plan:

- **Effective transport** - to facilitate end-to-end journeys for residents, business and visitors by maintaining the road network, delivering public transport services and, where appropriate, providing enhancements.
- **Reliable transport** - to improve the journey time reliability of travel in Surrey.
- **Safe transport** - to improve road safety and the security of the travelling public in Surrey.
- **Sustainable transport** - to provide an integrated transport system that protects the environment, keeps people healthy and provides for lower carbon transport choices.

There are 13 strategies that form the Surrey Transport Plan, one of which is the Parking Strategy.

### Parking Strategy

The [Parking Strategy](#) is designed to help shape, manage and deliver the county council's vision for parking, "Provide parking where appropriate, control parking where necessary".

The objectives of the Parking Strategy are:

- Reduce congestion caused by parked vehicles
- Help enable greener and more sustainable travel choices
- Make best use of the parking space available
- Enforce parking regulations fairly and efficiently
- Provide appropriate parking where needed

To achieve these objectives and realise the vision for parking, work will be channelled through three main areas:

- Manage on street parking space to ensure optimum use through our parking review process.
- Operation of civil parking enforcement – fair and cost effective with greater use of technology to achieve compliance.
- Promotion of parking controls that can help improve sustainable and greener transport and communities. At the same time, the policies are intended to help achieve other objectives of the council, such as improving journey times, sustaining and enhancing the vitality of town centres and contributing to a reduction in carbon emissions.

## Parking Reviews

We receive hundreds of requests for new parking restrictions within our boroughs and districts every year. We use the [parking review process](#) to efficiently prioritise requests and manage the implementation of those requests following prioritisation and approval.

Engineers consider a number of factors when assessing those requests, including, but not limited to:

- road safety
- accessibility
- congestion
- the possibility of just displacing a problem, and
- how many people support the request.

## Legislation

The list below provides the most relevant pieces of legislation to our work around parking restrictions and controls. It is not an exhaustive list.

- [Highways Act 1980](#) - this is the primary legislation that governs local authorities' powers and duties relating to the public highway.
- [Road Traffic Regulation Act 1984](#) – this is the legislation that provides the power for local authorities to regulate or restrict traffic on the public highway.
- [The Local Authorities' Traffic Orders \(Procedure\) \(England and Wales\) Regulations 1996](#) – this dictates the procedures which authorities must follow in order to lawfully make a traffic regulation order.
- [Traffic Management Act 2004](#) – this legislation provides powers and duties in relation to managing traffic on the public highway network and provides the power for enforcement of a number of parking related contraventions.
- [The Traffic Signs Regulations and General Directions 2016](#) – this is a Statutory Instrument that provides instruction to authorities as to the road markings and traffic signs that may / must be installed on the public highway.

As defined by the Road Traffic Regulation Act 1984, the reasons for which authorities may introduce a traffic order for waiting, loading and stopping restrictions are:

- Avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising.
- Preventing damage to the road or to any building on or near the road.
- Facilitating the passage on the road or any other road of any class of traffic (including pedestrians).
- Preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property.
- Preserving the character of the road in a case where it is especially suitable for use by persons on horseback or on foot.
- Preserving or improving the amenities of the area through which the road runs.
- Any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995, relating to air quality.

No such explicit list exists for the creation of parking controls, e.g., parking bays, permit schemes etc.

## **Annex 3 – General enquiries**

This annex contains information about topics that are quite often raised by people when making comments in response to parking proposals but are generally things that are not considered within a parking review, or not possible to consider at that time.

### **Speed limits, traffic calming, and speed enforcement**

Speed limits are introduced by the county council provided Surrey Police agree with the limit proposed. Further information about speed limits can be found on our website at:

[Speed limits](#)

Speed limits and traffic calming measures are considered by our local area highway team, and you can raise queries regarding these subjects using the contact details below on the next page. The police are the only authority with powers to enforce speed limits.

### **Road safety and sustainable travel for schools**

Surrey County Council provides a range of services to help schools on this matter, more information can be found at:

[Road safety and sustainable travel for schools](#)

### **Creation of additional parking space on verges or grassed areas**

This is not something that is considered by the parking team or within a parking review. Unfortunately, the council has little to no funding to carry out this type of work at the current time, but any requests for these types of schemes would need to be considered by the local area highway team, who can be reached via the contact details on the next page.

### **Requests for permit parking schemes**

We can consider introducing permit parking schemes under appropriate circumstances. However, such significant changes cannot be considered based on only one or two requests. Anyone wanting to find out more about permit parking should first look at our webpage which explains where, why, and how a scheme could be introduced, and how they work, at:

[Permit parking schemes](#)

Having read that information, any customers interested in pursuing the idea of permit parking further, should consider raising a parking scheme request form, as explained online at:

[The parking review process](#)

### **Requests for additional parking controls**

Due to the legal processes involved, we cannot generally consider further parking restrictions over and above those already 'advertised'. The best way to put forward any ideas for new parking controls is to raise them to be considered as part of the next parking review in the area. Information about parking reviews, including how and why we do them, and how to raise any further requests, is available on our website at:

[The parking review process](#)

## Enforcement

Parking controls on street in Guildford Borough are administered by Surrey County Council and enforced by NSL on our behalf. If you have any queries about this, you may reach the County Council by visiting this [website](#).

## General enquiries

Any other enquiries regarding highways can be raised via the electronic forms on our website:

[Contact our roads and transport service](#)

Or using the contact details below:

- **Telephone:** 0300 200 1003 (9am to 5pm, Monday to Friday, excluding bank holidays. Emergencies only at all other times)
- **Email:** [contact.centre@surreycc.gov.uk](mailto:contact.centre@surreycc.gov.uk)
- Textphone (via Text Relay): 18001 0300 200 1003
- **SMS:** 07860 053 465
- **Fax:** 020 8541 9575
- **Address:** Contact Centre, 1st Floor, Dakota, De Havilland Drive, Weybridge, Surrey, KT13 0YP