Guildford parking review 2024: Statement of reasons for proposals in Guildford town outside the 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 in the town of Guildford outside the town centre controlled parking zone, as part of our Guildford parking review 2024. The proposals are listed in electoral county division and then by area. There are also details of proposed new parking places for e-bikes and an electric vehicle charging point.

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 re
online parking restrictions maps.

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COUNTY COUNCIL

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Guildford East division proposals

The county councillor for this division is George Potter.

Burpham

Burpham Lane

This proposal is shown on drawing GFD 4.

Extend the existing double yellow lines to the School Keep Clear markings. Requests for more restrictions in this area to prevent congestion at school times. As there are unrestricted sections on the Northern side of the road, No Waiting restrictions are proposed to prevent parking on both sides to allow for safe access and egress. This also protects opposite the junction.

Bowers Farm Drive

This proposal is shown on drawing GFD 4.

Extend the existing double yellow lines to opposite the bus stop. Restrictions were introduced here in 2023 and since then feedback has been received that parking now takes place opposite the bus stop. This causes a build-up of traffic when the bus stops as no vehicles can pass on either side of the road. Whilst only a momentary issue, at peak times this can cause congestion.

Levylsdene

This proposal is shown on drawing GFD 5.

Introduce double yellow lines around the junction with Epsom Road. Parking can occur at the beginning of this road which is a junction with a busy category B road. Restrictions should push parking back to a safe distance to improve access and safety for motorists entering and exiting the road.

Merrow

Merrow Common Road

This proposal is shown on drawing GFD 6.

Introduce double yellow lines from the roundabout and around the bend of Merrow Common Road. Parking here is believed to be taking place by visitors to nearby industrial estates and this hinders visibility for residents which regularly enter and exit the road. Restrictions will push parking to a safe distance from the roundabout and bend.

Guildford North

The county councillor for this division is Julia McShane.

Stoughton North

Johnston Walk

This proposal is shown on drawing GFD 7.

Introduce various No Waiting at Any Time Double Yellow lines around the junction with Worplesdon Road, its service road and into Johnston Walk.

Parking at the entrance of Johnston walk is creating congestion, visibility and access issues. There is some demand for on street parking for residents, so the proposals have been designed to accommodate some parking but prevent double parking whilst protecting the junctions and crossings.

Stoughton South

Ardmore Avenue

This proposal is shown on drawing GFD 8.

Implement Double Yellow Lines around the outside of both bends in Ardmore Avenue. A number of residents have raised concerns that parking takes place on these bends and therefore reduces visibility and increases the chance of a collision.

Bellfields & Slyfield

Cypress Road

This proposal is shown on drawing GFD 9.

Introduce Double Yellow Lines around it's junction with Stoughton Road and on the eastern side up to the bus stop. On street parking takes place all along this road, often both sides. As a bus route on to a busy road, this hinders access, visibility and causes congestion. By introducing no waiting around the junction, this ensures that visibility is clear for those entering and exiting the road. Continuing the No Waiting restriction up to the bus stop should direct parking on one side of the road which will at least mean busses don't have to weave through tight spaces of parked cars. This should still accommodate some on street parking for residents.

Bellfields Road, Woodlands Road, Slyfield Green, Old Farm Road

These proposals are shown on the following drawings:

Bellfields Road – drawing WUV1
Woodlands Road – drawings WUV2 and WUV3
Slyfield Green and Old Farm Road – drawing WUV4.

These proposals are all connected to the Weyside Urban Village development, which will provide 1500 high quality houses. Part of the scheme includes highway improvements in the surrounding area. The purpose of the highway works is to improve conditions for pedestrians, cyclists and motorists and to provide an overall better quality built environment.

These highway improvements consist of waiting restrictions in the form of single and double yellow lines. The single yellow lines cover parts of Bellfield Road outside number 28 and numbers 12 to 18 and the double yellow lines cover various lengths of Bellfields Road, and

various lengths of Woodlands Road, and extend from Old Farm Road, east along Slyfield Green north and south part of the road, approximately 140m where it meets the Slyfield Site Access scheme. A new mini roundabout is proposed to assist in vehicle movements and provide motorist a more formal junction at this location. The scheme is also changing the existing two-way system into a one-way route around the plot 9 Slyfield Green. The improvements will maintain traffic flow and prevent obstruction. The highway improvements have been assessed and agreed with Surrey County Council's Road Safety Audit team.

Guildford South East division proposals

The county councillor for this division is Catherine Houston.

Castle

One Tree Hill Road

This proposal is shown on drawing GFD 14.

This is to extend the no waiting at any time double yellow lines. Parking just beyond this bend has been reported taking place which is reducing visibility and safety. Extending the no waiting restrictions is therefore proposed to push any parking further out of the bend and just beyond the driveway accesses to protect visibility for residents emerging from the properties.

Merrow

Cunningham Avenue

This proposal is shown on drawing GFD 17.

Install double yellow lines around the junctions and opposite. Issues reported here are predominantly around school time and include double parking and around the junctions and bends. This causes access and visibility issues, so no waiting restrictions are recommended to improve safety here. As many properties have off street parking, it is not thought that this will impact residents.f/

Guildford West division proposals

The county councillor for this division is Fiona White.

Westborough

Vernon Way

This proposal is shown on drawing GFD 24.

The proposals are to introduce a no waiting at any time restriction around the turning area at the end of Vernon Way. When parking occurs in this area, it prevents cars from turning effectively at the end of a dead-end road. Whilst speed of traffic is likely to be low, due to significant parking on both sides of the road there is an increased chance of a collision especially if vehicles are forced to manoeuvre out in a reverse gear.

Southway

This proposal is shown on drawing GFD 25.

The proposal is to extend the No waiting double yellow lines to the bus stop. Parking up to the entrance of the church is hindering access and visibility on to a busy road. Restrictions here will improve safety for those accessing a public amenity.

Parkhurst Road

This proposal is shown on drawing GFD 26.

The proposal is to place no waiting restrictions down one side of the road. Parking on this road is believed to be predominantly visitors to the area as there are many driveways. Due to the various accesses, parking occurs both sides of the road which creates significant congestion and can be disruptive to waste collections and prevent emergency access. These controls will assist with traffic flow and safety as frequently cars are forced into tight spaces in order to navigate through the parking.

Bridgehill Close

This proposal is shown on drawing GFD 27.

Extend the double yellow lines down the west side of the road and around the bend. Reports of parking on both sides of this road is forcing pedestrians to walk in the road. At the same time the parking reduces traffic to just one lane so whilst there is some junction protection, this causes both congestion and increases the risk of a collision. The no waiting restrictions around the bend are included to prevent displacement to the corner of the road.

Greville Close

This proposal is shown on drawing GFD 28.

This is the removal of a blue badge bay and the implementation of another opposite number 16. This is following a request by the original user of the bay stating that they no longer require it. Another blue badge holder requires an accessible bay but naturally their needs require it to be located in a different part of Greville Close. The removal and implementation of 1 space means there should balance out and mean there is no impact on available space.

Worplesdon division proposals

The county councillor for this division is Keith Witham.

Rydes Hill

Broadacres / Wood Rise

The proposal is shown on drawing GFD 41.

Double yellow lines are to be implemented around the junction and up to the bend.

This junction is both on a hill and a bend, so visibility is already impacted by the nature of the road. Parking taking place in the proximity of this junction impairs this more and is causing access and congestion issues. Whilst it is a busy area, there are some off street parking provisions for residents and some restrictions should direct on street parking to take place more safely.

E-bike hire spaces

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

Bushy Hill Drive

The proposal is shown on drawing EVC1 – No waiting restrictions are also proposed around the junction opposite to improve visibility, safety and access.

Kingpost Parade

The proposal is shown on drawing EVC4.

Moorfield Road (West)

The proposal is shown on drawing EVC7

Moorfield Road (East)

The proposal is shown on drawing EVC8.

Southway

The proposal is shown on drawing EVC9.

Electric Vehicle Only Rapid Charging Parking Place

This proposal is to facilitate the introduction of fast charging electric vehicle apparatus. This will allow those with Electric Vehicles to re-charge in a quicker time and the restriction is proposed to ensure regular turnover, allowing it to benefit the most amount of Electric Vehicle users.

Moorfield Road

The proposal is shown on drawing EVC7.

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
- 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