Guildford parking review 2024: Statement of reasons for the parished areas within the borough of Guildford

A document explaining our parking proposals and reasons for introducing them

This document sets out our proposals for new parking controls and restrictions across the parished areas within the borough 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.

SURREY
COUNTY COUNCIL

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Ash division proposals

The county councillor for this division is Carla Morson.

Ash Vale

Station Road West

The proposal is shown on drawing GFD 45.

Update our traffic regulations order (TRO) to include double yellow lines on the eastern side of the road just to the north of the entrance to LDL Business Centre, filling in the gap between existing lines. These restrictions prevent obstructive parking and improve safe passage of vehicles. The double yellow lines are already in place and were introduced by a temporary TRO, but we are now seeking to make them permanent.

Ash

Guildford Road

This proposal is shown on drawing GFD 1.

Install double yellow lines and mark out free parking places. This layby is next to a busy road and convenience store, with access to a development part way through the bay. By formalising the areas for parking this should help direct drivers to the appropriate areas to park to avoid blocking access and egress to the development.

Shawfield Road

This proposal is shown on drawing GFD 2.

Extend the double yellow lines further along Shawfield Road, around the bend. Parking can occur just beyond existing restrictions which hinders visibility for vehicles turning right on to a busy road. This will improve visibility, safety and access.

Ash Hill Road, junction with Cross Road

This proposal is shown on drawing GFD 3.

Install double yellow lines across and either side of the access to Cross Road. Whilst this is a private road, it is used by many vehicles as it provides access to other roads. Parking right up to this access hinders visibility for any vehicle trying to egress. Considering the category and speed of this road, restrictions will improve safety and access for all road users.

Horsleys division proposals

The county councillor for this division is Dennis Booth.

Effingham

The Street, Effingham Common Road, Leewood Way, Lower Road, Orestan Lane

The proposal is shown on drawing GFD 29 and 30.

The scheme comprises of various no waiting double yellow lines around the double roundabout and on, opposite and in between junctions in the village centre, as well as along The Street to the junction with Middle Farm Place. It is also formalising and making enforceable the two School Keep Clear markings outside the school.

This is a village location with narrow streets and two schools in the centre as well as popular amenities such as a public house. Development in this area has increased not only the significant traffic flow but the pressure on parking. Despite the need for parking and lack of opportunity off street, there are limited areas in which this can take place without hindering visibility, access or safety. The schemes primary focus is to improve safety and traffic flow, taking into account the nature of the road and the vicinity of the school.

Effingham Junction

Forest Road

This proposal is shown on drawing GFD 31 and GFD 32.

The proposals include extending the existing No Waiting Monday – Friday 7am – 11am Single Yellow Lines and introducing No Waiting at Any time double yellow lines around the junctions and up to The Drift. Several requests were received to introduce more controls here as the current restrictions pushes commuter parking further up the road, causing access and visibility issues near the junctions and eroding the verges. Parking is impacting access, sightlines and causing damage to verges. Time limited restrictions should allow some flexibility for residents to park where appropriate outside of peak times.

East Horsley

St Martins Close

This proposal is shown on drawing GFD 33.

No waiting double yellow lines at the junction with Ockham Road South and on the south side at the start of the road and on both sides round the bend. Parking here is causing access and visibility issues. This is particularly concerning for emergency access as there is a care home.

Ripley

Portsmouth Road

This proposal is shown on drawing GFD 34.

Parking takes place on the verges, particularly on the bend which impacts visibility and safety. Considering the speed and category of the road, No Waiting Double Yellow Lines are proposed here to prevent this.

Shalford division proposals

The county councillor for this division is Matt Furniss.

Shalford

King's Road / Station Road / Weald Close / Mitchells Close / Atherton Close

The proposal is shown on drawing SHAL 1, SHAL 2, SHAL 3 and SHAL 4.

For some time now residents have had difficulty finding space in King's Road and Station Road, Shalford. This is believed to be because of the proximity to a train station as well as visitors to the shops. In order to prioritise residents over visitors a permit scheme has been proposed to cover the two main roads in the village. Due to the nature of the roads and number of accesses, creating marked out bays would dramatically affect the available parking space. Therefore, a zone is proposed where only permit holders can park. As there are already some marked bays in King's Road, the proposals are to leave these in place to accommodate some visitors as there are a number of businesses which would be impacted if there were no provision for visitors. Therefore, signs stating "permit holders parking only past this point – except in signed bays" will be displayed upon entry. This will also allow for enforceable disabled bays to be implemented where necessary. The zone will be in operation on Monday to Saturday from 8.30 am to 6pm.

Properties whose residents will be eligible to apply for permits are all residential properties from 12 to 52 King's Road, all residential properties in Station Road and all residential properties in Weald Close, Mitchells Close and Atherton Close (including those properties that front onto the private parts of these roads as these parts form only a very small part of each road and not their entirety). The number of resident permits a household can have will be capped at two per household if there is no off-street parking space available, one if there is one off-street space, and none if there are two or more off -street spaces, but all households will be entitled to the full provision of visitors, operational, childcare and carers permits, regardless of the amount of off-street space..

The proposals also include the introduction of a formalised Blue Badge Holders Only in Station Road to accommodate the accessibility needs of a resident.

Within the permit parking area, the existing time limited parking bays will still be available for anyone to use, regardless of whether or not they have a permit, with the same restrictions as currently apply.

Ash

Ash Green Lane West

The proposal is shown on drawing GFD 35.

Following the implementation of restrictions here there has been a displacement effect which is causing access issues. Therefore, a small increase in double yellow line is proposed.

Grange Road, Collins Gardens

The proposal is shown on drawing GFD 36.

Parking occurs within the layby near the junction with Collins Gardens. Whilst there is a bus stop here, this no longer serves a bus route. It is therefore recommended that the bus stop markings are replaced with No Waiting at any time double yellow lines around the junction

to assist with visibility when entering or exiting the road. Some parking will still be able to be accommodated in the layby.

Compton

Spiceall

The proposal is shown on drawing GFD 37.

Parking occurs on one side right up to this junction with the B3000 which is a busy category B road. Double yellow lines are recommended around this junction to push parking back to a safe distance to allow for vehicles turning into the road and improve visibility for those exiting.

Lower Eashing

Lower Eashing

The proposal is shown on drawing GFD 44.

Update our traffic regulations order (TRO) to include double yellow lines on both sides of the road from the eastern side of the bridge abutment (east channel) to the southeastern building line of No1 National Trust Cottages. These restrictions prevent obstructive parking and allow safe passage of vehicles. The double yellow lines are already in place and were introduced by a temporary TRO, but we are now seeking to make them permanent.

Tongham

Elm Lane

The proposal is shown on drawing GFD 35.

The no waiting restrictions around the junction cause parking just beyond which hinders visibility and access. Therefore, a small increase in double yellow lines is proposed.

Lambourne Way, The Street

The proposal is shown on drawing GFD 38.

Double yellow lines to be implemented here around the junction with The Street. This is a cul-de-sac and due to new development in the area, parking is increasing. Though residential, the road can be used as a cut through and therefore at peak times can be busy. Protecting this junction will reduce congestion and improve safety for those entering and exiting the road.

A31 Hog’s Back

The proposal is shown on drawing GFD 43.

Update our traffic regulations order (TRO) to include double yellow lines on both sides of the road from just west of the entrance to the property called Ridgeway to just east of the entrance to the Hog’s Back hotel. These restrictions prevent obstructive parking and allow safe passage of vehicles. The double yellow lines are already in place and were introduced by a temporary TRO, but we are now seeking to make them permanent.

Shere division proposals

The county councillor for this division is Robert Hughes.

Send

Potters Lane

The proposal is shown on drawing GFD 39 and 40.

Reports here are that parking is causing congestion at peak times due to the narrow nature of the road. No waiting restrictions are recommended around the junction with Send Road to improve visibility, safety and access. In order to ease the congestion and improve accessibility, no waiting restrictions have been proposed to create designated passing places. Where possible these have been proposed around existing accesses where parking is unlikely to take place anyway which should help balance the need for on-street parking.

Worplesdon division proposals

The county councillor for this division is Keith Witham.

Normandy

School Lane

The proposal is shown on drawing GFD 42.

This is a school in a rural location and whilst there are some parking provisions, at peak times cars can be parked solidly up to the junction. There are advisory School Keep Clear markings but not only are these not observed, they do not sufficiently protect the school entrances. The proposals recommend the School Keep Clear is extended and made enforceable and the No Waiting restrictions (double yellow lines) should direct visitors to park more safely during school pick up and drop off times and ensure that the parking does not take place near the junctions.

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