

Guildford parking review 2023: Decision report

A document explaining our final decisions on proposed parking schemes following public advertisement and feedback

Introduction

This document sets out our final decisions about which schemes should go ahead, with or without changes, as part of our Guildford parking review 2023.

Our parking proposals were 'advertised' by way of a press notice published in the Surrey Advertiser on 2023, and there then followed a four week 'objection period' which ended on 1st December 2023, to allow for the public to make representations regarding the proposals. To raise awareness of the proposals, in addition to the press notice we also put up site notices where the new restrictions were proposed, and notified people most directly affected by post. This included letters to around 1300 residents at addresses at or close to the remaining proposal locations. Copies of the proposal documents were made available to view in person at Guildford Library, West Horsley Library, Ash Library and Merrow Depot, Guildford. Copies of the proposed documents were made available on our website, where there were also online forms for people to use to let us have their views.

We received a total of 275 responses to the proposals via our online form, letters, and emails, on 22 of the 30 new parking scheme proposals or Traffic Regulation Order amendments.

This report lists all the proposals and presents a summary of the type and number of comments received, our responses where appropriate, and the final decisions and reasons for them for each one. It does not contain a transcript of each objection made, but, as required by the regulations, each comment and objection was read and considered before any final decisions were made.



Only themes considered relevant to the proposals have been mentioned in this summary report. People often raise highway issues that are not part of these proposals, such as:

- Speed limits and enforcement, traffic calming, road safety, road layouts and geometry.
- Creation of additional parking spaces in place of grassed areas or verges.
- Resurfacing, potholes, and highway maintenance.
- Further new or modified parking controls.
- Off street car parks.
- Planning issues.

These are beyond the scope of the parking review and therefore such queries have not been addressed in this analysis. For further information and guidance, please see the [Annex 1 – Explanation of restriction types](#) at the bottom of this document.

Having advertised our intention to introduce the parking proposals, the regulations allow us to make minor modifications to them before their introduction without the need for further advertisement. Of course, we can also cancel a proposal entirely.

At locations where no objections or comments were received there is no analysis and the proposals will - unless otherwise stated - be introduced 'as advertised' i.e. without any changes from the advertised proposal. Where changes have been made, there will usually be a revised drawing in addition to the written description.

These decisions are now final and there is no appeal stage, although customers can ask us to reconsider any parking controls, whether old or new, at any time as part of the next parking review in the area.

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

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

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Shalford division proposals

The county councillor for this division is Matt Furniss. The original drawing on the [Guildford parking reviews](#) are still available on our website for reference.

Shalford

King's Road

Overview:

Drawing numbers: 20

Objections: 3

Other comments: 1

Support: 6

Final decision: Implement as amended

Analysis

Two objections both outlined that parking on King's Road is challenging and therefore any loss of space is going to be impactful. One from a business states they chose the location based on the ability to park nearby and they regularly use the area proposed for parking. They also suggest that the issues are being impacted by construction in the village which is also increasing demand for parking from workers. Another representation states the recently installed restrictions at the top of King's Road has already made an impact on space and they therefore object to any more restrictions.

However, the 6 representations in support of these proposals outline that restrictions are required for safe egress from these residential car parks. A number of them state that they experience near misses trying to exit from the car park between 12 and 13 King's Road. Another representation stated it was in support as they can see the need for restrictions but

From the feedback it was clear that double yellow lines are also required to improve safety around the carpark access between 12 and 13 King's Road. Therefore, additional No Waiting restrictions were advertised by notice from 4th – 29th of April. Following this, one additional representation was received. This objected to any more restrictions on King's Road as they felt the restrictions implemented to facilitate the crossing had already removed enough parking.

It is understood that any loss of space is going to be unpopular because of the pressure on parking but considering the factors, such as the speed and how busy this road is, a lack of visibility increases the risk of a collision. For the safety of both motorists travelling through the village and those residents using the car parks the amended restrictions should be implemented in full. We do however take on board the comments regarding the wider issues here and I know that local discussions are being undertaken in regards to ways to improve availability of space for residents.

Poplar Road

Overview:

Drawing number: 19

Objections: 2

Other comments: 2

Support: 3

Final decision: proceed as advertised.

Analysis

One objection states that as a resident of a local flat that extending the double yellow lines will affect their ability to park as it's the only free parking in the vicinity. Another was in support of the proposals but feels that it will only push the problem further down the road and so the no parking should be extended even further. 3 representations expressed support for the proposals as it will improve sightlines when entering the road. There is also a desire for additional restrictions further up the road towards the bend. The aim of the proposals is to prevent parking near the junction and is only a small extension to the existing restrictions. Though it will reduce available space slightly, its unlikely to cause significant displacement. If further controls are desired this will need to be submitted to the next parking review. Therefore, its recommended to implement in full.

Peasmarsh

Oakdene Road / James' Road

Overview:

Drawing number: 17/18

Objection: 18

Other comments: None

Support: 8

Final decision: Implement as amended.

Analysis

Most of the objections stated how much residents rely on on-street parking here and objected on this basis. Some stated that visitors to the green can impact available space. Other comments included suggestions that implementing restrictions will only push the problem and lead to more dangerous parking.

However, those in support agree that visibility is impacted by parking right up to the junctions. They suggest that there have been several near misses and particularly with the nature of the road being residential and many people using the green space, there is concern is that a collision with a pedestrian or even a child is increasingly likely. One representation outlines that as the management company of Oakdene place they have raised the issue of visibility numerous times and state that the parking is causing residents to emerge "blind".

It is clear most of the properties rely on on-street parking and most of the parking is residents and their visitors. At the same time there is a concern that due to the cul-de-sac location and the green space opposite, children can be playing or crossing the roads. Despite cars unlikely to be traveling at high speeds, visibility is a concern for drivers emerging from junctions. One objection outlines that whilst they have nearly collided with school children, a cyclist and a car exiting Oakdene place, they cannot support the loss parking. Our priority clearly must be safety, but we do also understand that the cumulative loss of space could push the problem to other locations. Therefore, in order to seek a balance, it is recommended that the restrictions be implemented around Oakdene Place only as this seems to be where the most concern for safety is. We will monitor the impact of these restrictions and assess if further controls are required in future.

Guildford East division proposals

The county councillor for this division is George Potter. The original drawing on the [Guildford parking review 2023 web page](#) are still available on our website for reference.

Burpham

Burpham Lane

Overview:

Drawing number: 29

Objections: 0

Other comments: 0

Support: 0

Final decision: No objections have been received therefore it is agreed to proceed as advertised.

Woodruff Avenue

Overview:

Drawing numbers: 28

Objections: 22

Other comments: 2

Support: 1

Final decision: Implement as amended

Analysis

These proposals were developed to prevent pavement parking and congestion around the entrance to Woodruff Avenue, which can be particularly busy at school times. It was also advertised to make the existing restrictions enforceable, including the school keep clear markings. Feedback showed that residents were significantly opposed to additional restrictions here and have liaised with the school on how to improve parking and congestion during the school times. However, one comment which identified as "other comment" suggested the scheme does not go far enough and desired more restrictions. As this was the only one in some sort of support we still must appreciate that the majority of residents do not desire more restrictions, whilst balancing safety. Therefore, it is recommended that the restrictions are reduced to the minimum to improve safety. That being the formalisation of the existing restrictions. A small addition of double yellow line to prevent parking near the roundabout and opposite the school exit.

Weylea Avenue

Overview:

Drawing numbers: 28

Objections: None

Other comments: 1

Support: 3

Final decision: No objections have been received therefore it is agreed to proceed as advertised.

Down Road

Overview:

Drawing numbers: 30
Objections: 1
Other comments: None
Support: 1
Final decision: Not to implement.

Analysis

The restrictions at the bottom of the road were introduced some years ago to prevent parking from blocking access to the green space at the bottom. A small reduction in restrictions was proposed here after it was believed that there was significant support from residents and that it would not inhibit the access to the green. However with only one representation in support and one objection it is hard to justify any reduction in restrictions. Therefore the proposals will be dropped.

Shere division proposals

The county councillor for this division is Robert Hughes. The original drawing on the [Guildford parking review 2023 web page](#) are still available on our website for reference.

Various Roads, Shere

Overview:
Drawing number: 21/22/23
Objections: 21
Other comments: 1
Support: 6
Final decision: it is agreed to proceed as advertised.

Analysis

This scheme was designed in conjunction with the parish council to improve access and safety in Shere village. The village benefits from a public car park and there are also plans to introduce a temporary pedestrian zone in The Square. The two main themes from the objections were in relation to the removal of the disabled bay and that it would hinder the ability for employees to park for free.

The removal of the disabled bay allows for parking to take place down one side of this road safely. Blue badge holders have exemptions that allow them to park on double yellow lines for up to 3 hours. The increased restrictions would allow many more opportunities for blue badge holders to park closer to their destination. In relation to parking having an effect on the local businesses and it's employees, this feedback was to the parish council. They have stated that they have plans to make parking provisions for the employees of local businesses in their car parks and that the aim is not to prevent parking, it is to ensure that it takes place as safely as possible.

Other comments included that the scheme could be reduced in size. Whilst this is possible, it should be appreciated that particularly given the attraction of the village as a tourist destination, any gaps in restrictions are likely to become parking opportunities. Requests for restrictions in Shere have been consistent over the last number of years and without designing a scheme such as this, introducing piecemeal restrictions is only likely to push problems further. It's therefore decided to implement in full.

Guildford North division proposals

The county councillor for this division is Fiona White. The original drawing on the [Guildford parking review 2023 web page](#) are still available on our website for reference.

Westborough

Ashenden Estate

Overview:

Drawing number: 31

Objections: 1

Other comments: 1

Support: 17

Final decision: proceed as advertised.

Analysis

Only one objection was received which stated that this will reduce the available space in the estate. Obviously, this is going to impact the amount of parking however most of the representations in support mention double parking has created significant access issues. There are a number of concerns over whether emergency services would be able to navigate the parking at peak times. Considering the level of support, it is recommended that this is implemented in full.

Foxburrows Avenue

Overview:

Drawing number: 32/33

Objections: 13

Other comments: 3

Support: 3

Final decision: not to be implemented

Analysis

The aim of these proposals was to prevent pavement parking and mitigate the access issues in Foxburrows Avenue. Whilst it is clear there is an issue in this road, the feedback suggests that most residents are reliant on on-street parking here. There are a number of residents in opposition to the implementation of restrictions here and though there is some desire for improvement, our concern is that if the issue is being caused predominantly by residents, then the problem is just going to be pushed into surrounding roads. The feedback has been taken on board and if controls are still desired then it is our view that a wider scheme should be considered to mitigate further problems of displacement.

Guildford South East division proposals

The county councillor for this division is Fiona Davidson. The original drawing on the [Guildford parking review 2023 web page](#) are still available on our website for reference.

Castle

Quarry Street

Overview:

Drawing number: 4

Objections: 0

Other comments: 1

Support: 16

Final decision: No objections have been received therefore it is agreed to proceed as advertised.

St Luke's Square

Overview:

Drawing number: 7/8

Objections: 4

Other comments: None

Support: 4

Final decision: Implement as amended

Analysis

Two of the objections mention that there are no issues around St Luke's Square. One suggests that residents permit would be a better resolution. The proposals were developed following issues largely around access to St Bartholomew's Court. One representation mentions that they were unable to get bins collected due to obstructive parking here. However, it is appreciated that as so many properties here rely on on-street parking, any restrictions are likely to push the problem further. Therefore, it is decided to only implement the restrictions in drawing 8 and not around the square. This should improve access and visibility but also maintain some parking for residents.

Cooper Road

Overview:

Drawing number: 7

Objections: None

Other comments: None

Support: None
Final decision: Proceed as advertised.

West Road

Overview:

Drawing number: 12

Objections: None

Other comments: None

Support: None

Final decision: Proceed as advertised.

Stoke

Falcon / Springfield / Foxenden & Victoria Road

Overview:

Drawing number: 5/6
Objections: 1
Other comments: None
Support: 7
Final decision: Proceed as advertised.

Analysis

One objection was received from someone that uses the free bays to park when going into town. Whilst we do want to balance the need for visitors to the town, it is clear that this comes at a cost to the residents and there are plenty of other opportunities for visitors to park. Significant support for these proposals suggests that this is welcomed by residents and should provide more opportunities for parking near their properties.

Ash division proposals

Ash Vale

Prospect Road, Ash

Overview:

Drawing number: 24/25
Objections: None
Other comments: 1
Support: None
Final decision: No objections have been received therefore it is agreed to proceed as advertised.

Guildford South West division

The county councillor for this division is Angela Goodwin. The original drawing on the [Guildford parking review 2023 web page](#) are still available on our website for reference.

St Nicholas

Millmead On - Street

Overview:

Drawing number: 1
Objections: None
Other comments: 1
Support: None
Final decision: No objections have been received therefore it is agreed to proceed as advertised.

Millmead Terrace

Overview:

Drawing number: 1

Objections: None

Other comments: None

Support: None

Final decision: No objections have been received therefore it is agreed to proceed as advertised.

Stoke

Josephs Road

Overview:

Drawing number: 2

Objections: 9

Other comments: None

Support: 1

Final decision: implement as amended.

Analysis:

This was advertised following complaints around emergency access issues to Springside Court. The current parking bay creates a pinch point, and this led to concerns that the fire brigade could not access the properties in an emergency. Understandably there is no desire to lose parking in this road and all the objections have been taken on board as to the impact that this loss of parking will have. Nevertheless, we cannot ignore the safety concerns which have been backed up by the fire brigade. However, the proposals advertised showed the removal of the entire bay and there is an ability to maintain some parking here and remove the pinch point. Hopefully this will maintain some parking so the impact will be as minimal as possible. So, whilst the proposals are to be implemented, only the minimum amount of bay will be removed.

Gardener Road

Overview:

Drawing number: 10

Objections: 0

Other comments: 0

Support: 0

Final decision: No objections have been received therefore it is agreed to proceed as advertised.

Stocton road

Overview:

Drawing number: 14

Objections: 31

Other comments: 0

Support: 0

Final decision: Not to be implemented.

Analysis

This is a request for a Blue Badge bay and whilst we do need to balance the needs of different user groups, Blue Badge holders are already afforded exemptions like being able to park in permit holders only bays with no time limit or up to 3 hours on double yellow lines. Obviously, the applicants' personal circumstances cannot be discussed but this was reviewed in relation to the feedback and it has been determined that a blue badge bay should not be implemented here.

Artillery Terrace

Overview:

Drawing number: 13

Objections: 2

Other comments: 0

Support: 0

Final decision: Implement as advertised.

Analysis:

Following the above proposals, the bay here represents the current position of the advisory bay. 2 objections were received, again with the same content. The objections state that the bay is too far from the badge holders house and that if someone else were to require a bay then there would be a conflict. Any blue badge holder can use the bay and the applicants must acknowledge this when they apply. The objection also mentions the resident would like to apply for an electric vehicle charging point here and this is the only bay that would be suitable. There is a programme to introduce more EV charging spaces on-street and I have suggested that there might be demand for such a point on this road in order to balance the needs of both residents.

This location was chosen initially based on the needs of the applicant and as a standalone bay this could be made into an accessible parking bay without impacting on other space in the road. Considering that there were only 2 representations on both proposals it seems that the position of the bay is not affecting the majority of the residents. Therefore, it is decided that the bay should be made enforceable in its current position.

Artillery Terrace

Overview:

Drawing number: 5

Objections: 0

Other comments: 0

Support: 2

Final decision: Not to be implemented.

Analysis

This was proposed as an alternative location for an enforceable Disabled Bay. An advisory bay was installed and due to feedback, two locations were advertised so we could ensure a bay was provided for the resident in need of access as well as canvassing opinion from residents on the road.

This location received 2 responses in support of the bay being positioned here, which were identical in their content. Both comments stated that this location is closer to the applicant's home and that it is a therefore safer area for them to park. We cannot comment on any personal details relating to the applicant and the position of the bay relating to their home is not relevant. It has been decided not to proceed with these proposals.

Onslow

Wilderness Road

Overview:

Drawing number:

Objections: 4

Other comments: 1

Support: 2

Final decision: Implement as advertised.

Analysis

This stemmed from a petition submitted by residents which requested the change to a 4 hour parking restriction to prevent visitors from parking all day. Out of the 4 objections, 3 were received from residents and stated that they rely on the on-street parking here but as the restriction will allow permit holders to park this should not significantly affect residents. A 4 hour restriction would still allow parking for the shops for a considerable time. Another resident mentioned that the current restriction is useful for contractors to park, but again a 4 hour restriction should still give visitors the flexibility to park, they may need to move their vehicles to another bay. Therefore it should be implemented as advertised.

Litchfield Road

Overview:

Drawing number: 11

Objections: 0

Other comments: 0

Support: 0

Final decision: No objections have been received therefore it is agreed to proceed as advertised.

The Crossways

Overview:

Drawing number: 11

Objections: 1

Other comments: 0

Support: 0

Final decision: Implement as advertised.

Analysis

Only one objection was received here and the representation asked for permits to be made free to homeowners and didn't mention any reason why a disabled bay should not be introduced here. On this basis, the proposals are to be implemented in full.

Denzil Road

Overview:

Drawing number: 9

Objections: 3

Other comments: 0

Support: 0

Final decision: Implement as advertised.

Analysis

The objections all comment on the pressure on parking in Denzil Road and suggests that this bays will reduce parking for residents. Whilst it is understood that this will reduce available bays for permit holders, it will accommodate a vehicle for the badge holder which is a resident and is likely to be parking in the bays currently. There are no other blue badge holder spaces on the road so proceeding with the proposals seems a balanced way forwards.

Guildford Park Avenue

Overview:

Drawing number: 16

Objections: None

Other comments: None

Support: None

Final decision: No objections have been received therefore it is agreed to proceed as advertised.

St Nicholas

Wodeland Avenue

Overview:

Drawing number: 15

Objections: 6

Other comments: 0

Support: 0

Final decision: Not to be implemented.

Analysis

SCC's policy is not to remove parking in a controlled parking zone to accommodate new Vehicle Crossover applications but as an outstanding request this was advertised. Whilst it is appreciated the loss of one space does provide off street parking there were a number of objections. There is a pressure on on-street parking at the bottom of Wodeland Avenue as most of these properties do not have off street parking. One objection outlines that whilst they are not against the creation of off-street parking, they feel that this is at the expense of the other residents. Whilst there is greater availability of space further up another comments that removing parking nearby houses is having a detrimental effect on elderly residents having to park further from their home. Though the removal of this space will provide compensatory parking for a resident it is determined that based on the feedback retaining the current parking balances everyone's need to park.

Horsleys division proposals

The county councillor for this division is Dennis Booth. The original drawing on the [Guildford parking review 2023 web page](#) are still available on our website for reference.

West Horsley

School Lane / The Street

Overview:

Drawing number: 26

Objections: 12

Other comments: 0

Support: 2

Final decision: Not to be implemented.

Analysis

These proposals were developed after a number of issues were reported here. Whilst there is understandably a pressure on parking, it is important that this did not culminate into dangerous or obstructive parking. The responses to the consultation made it clear that the residents and the parish council do not desire restrictions here. There were also 2 representations in support of the proposals but whilst they did want to see an improvement on parking in the vicinity of junctions, they did share concern that controls could create more issues in other roads. Since the consultation there has been a noticeable improvement and no issues have been reported. Therefore, a decision has been reached not to implement the proposals at this time. We will continue to monitor the situation.

Amendments

Cycle Amendment

Final decision: No objections have been received therefore it is agreed to proceed as advertised.

Schedule Amendment

Final decision: No objections have been received therefore it is agreed to proceed as advertised.

Annex 1 – General information

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 essentially 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 can't be considered based on only one or two comments. 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 (petition), 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 and enforced by NSL on behalf of the County Council. If you have any queries or questions about enforcement, you can find answers by visiting the [parking enforcement and fines webpage](#)

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:

- Email: contactcentre@surreycc.gov.uk
- Textphone (via Text Relay): 18001 0300 200 1003
- SMS: 07860 053 465
- VRS: [Sign Language Video Relay Service](#)

- FAX: 020 8541 9575
- Address: Contact Centre, 1st Floor, Dakota, De Havilland Drive, Weybridge, Surrey, KT13 0YP
- Telephone: 0300 200 1003 (9am to 5pm, Monday to Friday, excluding bank holidays).
Calls to 03 numbers from any network will cost no more than those to 01 and 02 numbers and count as part of any call package. The cost of calls per minute depends on the network. Please check with your provider. BT customers may be able to call 03 numbers for free.
Please note: Calls may be recorded for training and monitoring purposes.