

ANNEXE 10 : COMMENTS AND OBJECTIONS RAISED TO ADVERTISED ORDER

| Ref. No. | Representation Comments |
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| Shalford area (introduce various double yellow lines and additional limited waiting) | (81 representations) |
| 5 | <p>I am opposed to the proposals to introduce double yellow lines where there are currently single yellow lines on Shalford road. The parking in the street and surrounding area is already appalling. The introduction of the new builds 72-78 reduced available parking on the street considerably.</p> <p>I cannot see how adding further restrictions will assist this, and would only exacerbate the problem. There will be increased arguments about parking, increases in resident proposals to drop kerbs, (thus reducing parking spaces further), and a push of even more parking to where there are currently no restrictions (such as by the common or on pound place) which is already full.</p> <p>While I don't disagree that something needs to be done, I don't believe this is the answer.</p> |
| 8 | <p>As a resident in Shalford living off Chinthurst Lane I write to fully support the proposed restrictions outlined on the borough website.</p> <ol style="list-style-type: none"> 1. It is becoming a commuter parking lane and causes significant traffic delays in the week. 2. The number of cars parked on Chinthurst Lane between the greens means it has become a single track road. 3. Viability at the top (Kings Rd) is non existent when turning off Kings Rd due the number of cars parked close to the junction. 4. Children crossing between the greens can not be seen due to the cars blocking visibility. 5. It restricts business to local shops as there is no where to park for short term parking. |
| 10 | <p>I am completely in favour of the proposed parking restrictions in Orchard Road, Shalford, the bends are dangerous as there are no sight lines around them.</p> |
| 13 | <p>I have been contacting the council/parking team and even the local community officer regarding a parking issue we are facing since moving into the new development on Kings road. Unfortunately i haven't managed to get anywhere with my emails/photos and we are still facing the issue.</p> <p>The problem we have is cars overhanging the entrance to our private parking area. Basically outside the drive way of number 12 (The firs) there is a white line which has been put in, this line runs from their drive to a third the way along the wall outside our parking area. Cars are parking up to this white line but it means they are overhanging the entrance to our parking area. It is causing such an obstruction, we have difficulty pulling into the parking, sometimes having to do a 3/4 point turn in the middle of what is a busy road. It also makes it so dangerous trying to turn out of the parking area as its totally blind, and we have to pull out and just hope nothing is coming.</p> |

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| | <p>I have attached 3 photos showing some of the parking, they are illegally parking. My request to the council was always to just have the white line which is already part way along there extended to come up to the wall to prevent this parking. Cars/vans park there and do not seem to care they are completely hanging over a private access.</p> <p>Its seriously dangerous and people are parking there and leaving the car there all day, heading to the station etc.</p> <p>I leave notes but its too late as we are struggling to get in and out of the private parking area. I have researched it online and it does say that parking a vehicle across a dropped kerb is classed as an obstruction and either the police or local council can enforce the contravention? It also says the council can provide the address owner with white bar markings (which is what is outside number 12) along the dropped kerb to act as an advisory area where not to park.</p> <p>Is this something that could be looked into? As i note from the information on your website that it says to forward comments etc as it maybe years before the parking is looked at again, all i am asking for/and have been asking for since May is to have the white bar markings extended up to the end of the wall outside our parking area. The space which has been left isn't enough for a car to fit anyway, so it seems logical to have it extended?</p> |
| 16 Page 148 | <p>We completely support the proposals for Tillingbourne Road. There have been so many near misses round these corners with people parking on the corners. It is way beyond time that something was done. Thank you.</p> |
| 18 | <p>We wish to express our strong support for the proposals, and make an additional suggestion.</p> <p>The current use of Chinthurst Lane as a free long term commuters' car park reduces the road to single lane for 400 yards, which results in some dangerous passing, and makes the village green look like a car park.</p> <p>The parking on the apex of the bend in Poplar Road totally obscures the view around the bend, and forces traffic onto the wrong side of the road for the whole length of the bend.</p> <p>We think the four hour restriction should be extended to the remainder of Chinthurst Lane and Poplar Road, because otherwise the commuter parking displaced from the north end of Chinthurst Lane will simply be displaced into these alternative stretches of road.</p> <p>These are well considered and welcome changes.</p> |
| 20 | <p>I am writing to object to the proposed introduction of parking restrictions in Orchard Road, Shalford. Specifically, to question the need for double yellow lines on the bend just before the T junction with Tillingbourne Road. I have lived on Orchard Road for 24 years and have not during this time been aware of any obstruction caused by parking on this bend. I do not therefore understand the rationale for this restriction and object to precious council funds being spent on enforcing this restriction and also the costs of signage and upkeep.</p> |

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| 22 | <p>I am writing to you to lodge my objections to the proposed introduction of parking controls on Tillingbourne road. As a resident of several years I can confirm that many vehicles are parked around the Tillingbourne school at peak times. However, I have never observed an accident or witnessed a situation that I considered to be hazardous or likely to result in an accident. Generally there is sufficient parking in the road for existing residents.</p> <p>My concern is that by introducing the proposed restrictions vehicles will increasing park further along Tillingbourne Road placing pressure on the availability of parking for residents. The impact of this migration is further exacerbated by the fact that further along the road many homes do not have the private drives or off street parking available that those households near the school have.</p> |
| 28 | <p>I am happy that all the new plans to be enforced seem sensible. I have one additional request however, that the entrance to Boundary House gravel driveway (in between Chada thai restaurant and Snooty's cafe) have a 'no parking at any time' restraint clearly marked please as we often have people parking across our driveway and struggle to get out on a day to day basis.</p> |
| | <p>Re: Poplar Road I fully support the introduction of yellow lines at the Chinthurst Lane and Horsham Road ends of Poplar Road. While I can understand the reason for proposing yellow lines on the bend in Poplar Road, by the entrance to Grantley Close, I fear that it would seriously reduce parking in the section of the road most heavily used for parking. Most users of this road observe the need for caution on that bend and I'm not aware that accidents occur there, so I feel it's an unnecessary measure which will cause inconvenience to residents of that part of Poplar Road.</p> <p>Re: Chinthurst Lane I fully support the proposed extension to the yellow lines at the entrance to Chinthurst Lane. I would support limited sections of yellow lines further along the Lane, in order to allow passing places. However, unless additional parking is provided for users of Shalford Station, I am very concerned that all the cars which currently block that section of Chinthurst Lane during the week will move further into the residential area of the Lane or into Ashcroft and Poplar Road, causing further road problems for residents. These roads are quite narrow and any increase in parking will cause problems to residents.</p> |
| 34 | <p>I support all of the proposed changes within the area although I feel they do not go far enough in some respects.</p> <p><u>Kings Road.</u> We regularly see cars parking on both sides of the Kings Road slip road as it joins from the A281 just after the railway bridge. This is the slip road providing access to the railway station car park and is the road fronting The Snooty Fox Cafe and the Chada Thai restaurant and the triangle of common land between both sections of Kings Road.</p> <p>Cars frequently park on both sides of the slip road and those parked on the grass verge of the triangle of common land do restrict the road width (a problem for lorries) and for other road users and pedestrians. There have a number of near misses in the slip road as a result and of course they are eroding the common land.</p> <p>I would strongly support double yellow lines and parking bollards being installed on the common land side to prevent parking on the common land verges</p> |

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| | <p><u>Dagden Road</u> The proposed No Parking restrictions where the road joins the A 281 would be welcome to ensure site lines and a clear entry into the road for traffic exiting from the A 281 - Thank you</p> <p>Another problem in Dagden Road has arisen since the construction of Montague Close with visiting cars, delivery vehicles etc parking on the inner and outer bends of the road facing the entry into the Close. Vehicles coming around the bend from both directions have to be in the middle of the road and can be unsighted.</p> <p>Double Yellow lines on both sides of the Dagden Road bend at this point would be appreciated by the residents.</p> <p><u>Shalford Station car park</u> This is probably outside of your remit but could the container storage site be removed from the station and additional parking be provided at this location ?</p> <p>If this area could also be served by a park and ride bus or park and rail service this may assist congestion issues in Guildford Town Centre, also a side benefit would be added passing business for local Shalford shops.</p> |
| Page 150 39 | <p>I write regarding the proposed on-street parking restriction changes to the Station Road, Shalford area.</p> <p>Having examined the proposals on your website I can see that the only obvious changes to Station Road itself are the addition of 'No Waiting At Any Time' restrictions for the areas of danger at blind bends and junctions. I am in favour of these proposals.</p> <p>However, the wider plan to restrict parking around the Kings Road/Station Approach area will, I fear, simply lead to a movement of the problem into the residential parts of Station Road. This road is already suffering from overcrowding by vehicles and the narrow nature of the road forces cars to park on the footway in significant numbers. I am unable to offer a solution to this but do believe this situation will deteriorate significantly should the nearby proposals go ahead.</p> <p>Additionally, I note that there is no restriction suggested for the area of Kings Road adjacent to the green and Station Approach. The other side of this road has a proposed parking area with a 2 hour limit but the green side is ignored. This stretch of road is always used by cars that park half on the verge/half on the road for prolonged periods (possibly commuters) and thereby narrowing the roadway sufficiently to cause danger by narrowing the road or 'masking' pedestrians. Either, part of this could be appropriately adapted and marked for legal parking bays or, restricted fully where not considered appropriate.</p> |
| 43 | <p>I wish to complain about the illegal parking of cars and vans on the common land in front of my house, especially vans which are constantly blocking my view from the front windows.</p> <p>No action is being taken and the situation is progressively worsening.</p> <p>Please can you mark this as urgent in your list of priorities.</p> |

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| 44 | <p>I am resident of Florida Road, GU48EZ, at the intersection between Florida Road and Tillingbourne Road. The proposed restrictions would result in a double yellow line being place directly outside my house.</p> <p>Having purchased my home last year with the access to the corner plot being one of the key factors I would strongly like to argue against the restriction on this corner. We regularly use this space and as residents with a small family this is something that is imperative we maintain for the safe unloading of passengers and children onto the pavement. we currently have a driveway to the back of the property but this will be removed in early 2016 as part of larger renovations that have been approved by the planning office.</p> <p>Placing restrictions on this side of the road would make very little difference to traffic flow - we hardly ever experience anything of the sort at this junction. However, I can see an argument for placing double yellow markers on the opposite corner as it would allow clear sight lines when driving in each direction.</p> |
| 45 | <p>I agree with your proposals for Chinthurst Lane, Shalford- it has become increasingly dangerous due to so many cars parking along the street all day (for station) and has made it sometimes impossible for me to turn into Chinthurst Lane from our drive without getting out of the car first to stop oncoming traffic!</p> <p>The congestion now caused has become a real danger especially at peak times.</p> <p>My children will be a lot safer thanks to the double yellow lines and controlled parking you are proposing.</p> |
| 47 | <p>We were pleased you propose new controls at the junction of Orchard Road and the A 281.</p> <p>In our view, such controls will markedly improve road safety.</p> |
| 51 | <p>I am a resident of Poplar Road, Shalford.</p> <p>In reference to the proposed parking restrictions on Chinthurst Lane, Shalford:</p> <ol style="list-style-type: none"> 1) I agree with the double yellow line sections at either end of the proposed 4 hour zone. These are necessary to break up the row of traffic and allow cars to pull in when required. 2) The double yellow lines at the junction of Poplar Road and Chinthurst Lane may become needed as this is a blind corner. At present no-one parks there, but this may change if the other proposed restrictions are implemented. 3) The proposed 4 hour zone on Chinthurst Lane is not necessary. This is a straight piece of road with good visibility, and a 4 hour limitation can only be aimed at commuters and other drivers parking in order to use the nearby station. Its effect will be to displace those currently parking on Chinthurst Lane (where there are no adjacent houses) to nearby streets where they will impact more severely on local residents. |

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| | <p>4) The longest stretch of double yellow lines is not needed. This is still a straight stretch of road with good visibility and preventing parking here will only displace the parking to nearby roads which are not so appropriate for parking as visibility is worse.</p> |
| 59 | <p>With respect to the proposed parking restrictions in Shalford, I fully support the proposals. These restrictions are long overdue to help prevent dangerous and inconsiderate parking practices that cause blind spots, dangerous bottlenecks and often force vulnerable people such as young children, mothers with pushchairs and senior citizens to walk on the road around cars parked on the pavement. I have previously raised the issue with the police on more than one occasion but little seems to have been done.</p> |
| 68 | <p>I would be grateful if you could give a little time to my thoughts on this matter.</p> <p>Station Row consists of 5 residential houses, a number of flats, a pub, 2 thriving businesses and most significant a primary school and Nursery. There are several points I want to raise:</p> <ol style="list-style-type: none"> 1 The entrance to Station Row at the northern end is very narrow and is regularly blocked at school pick-up time meaning access is significantly impaired and regularly completely blocked. 2. There are no pavements for children to walk on. Instead we have spaced wooden posts separating a walk way from the road. A number of these posts have been damaged and are dangerous. We had holes in the ground for almost a year where 2 had been hit by cars and removed. These have been replaced but one damaged post remains a danger to small kids and looks awful (photo will follow). My own daughter suffered a painful graze to her ankle recently when she fell against it. 3. The pub is popular and adds to the traffic. Very often pub users leave vans and cars on Station Row for days on end. 4. Commuters using Shalford Station park in Station Row Mon-Fri. 5. Where the path and road is not separated by the posts it is not uncommon to see vans and cars parking within 18 inches of peoples gates meaning getting small children in and out in pushchairs is impossible. People appear quite relaxed about blocking residents cars in their driveway while they visit the pub or worse get the train to London. <p>In summary the demand on parking in Station Row and the lay-out of the road does not add up to a safe environment for small kids who live on the road or are attending the school / nursery. There is often tension around the way people park particularly in relation to points 1 & 5. This wont be helped by the restrictions you plan for Tillingbourne Rd.</p> <p>I would like you to reconsider your plans for Station Row and in particular the issue of the safety of the resident children and school attendees. I believe a max waiting period of 2 hours plus stronger restrictions on parking at the northern end would go a long way to achieving a safer environment along side the removal of the posts and the installation of proper paved pathways.</p> |

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| 69 | <p>I live in Grantley Close, Shalford (GU4 8DL) and I am writing in respect of the proposals to change on street parking.</p> <p>These changes are long overdue. The situation around Shalford village, especially Chinthurst Lane has become intolerable. In my view parking there and in Poplar Road should be restricted to residents with some allowance for visitors to park for a maximum of 2 hours.</p> <p>There is serious risk of an accident and/or conflict in Chinthurst Lane, given the amount of traffic in the morning and evening and the selfish nature of those who leave their cars parked all day, despite not living in the village.</p> <p>Another possible solution would be to enlarge the Shalford station car park. Charges of £1 per day could be imposed to help meet some of the cost.</p> <p>I support the proposed parking restrictions and only hope that once in place, these are enforced.</p> |
| 77 | <p>I wish to express support regarding the proposed parking changes in Tillingbourne Road, Shalford. As a resident of the road, current parking related to the school can be very dangerous at the corner and junction areas, and I feel that the changes will go a long way to help with this.</p> |
| 79 | <p>The proposals as they impact upon my wife and I are sensible and helpful and we support them.</p> <p>Even so I am disappointed that the proposals, if implemented, will not be in operation for many months. I appreciate the consultation hoops that one has to jump through, but nevertheless it is a long time scale.</p> <p>The proposals for parking restrictions in Orchard Road are sensible and I support them. However I wrote earlier in this year to Surrey CC suggesting some form of traffic calming in Orchard Road -Surrey Highways Ref ME-62442. The danger even with the sensible proposal is that it could encourage traffic to travel faster along this residential road.</p> <p>I support the proposal for Tillingbourne Road and also that for Chinthurst Lane. Similarly for Station Road, although the problem here is compounded by vehicles parking on the pavement, which has caused many of us to have to take pushchairs into the road, rather than on the pavement which is obstructed. It is high time our authorities grasped the nettle of vehicle parking on pavements, not only in Station Road but also generally on the highways.</p> |
| 86 | <p>We welcome the proposals but are concerned that they they do not go far enough.</p> <ol style="list-style-type: none"> 1. The stretch between the double yellow lines covering the entrance to Woodbine Cottages/ The Common and Ashcroft appears to allow unlimited parking. This stretch is not wide enough for safe parking when larger vehicles wish to pass. It should be "No parking at any time". 2. We are sure that vehicles will now use Ashcroft for all day parking (as happens already to a small extent), to the detriment of the residents, and will preclude their visitors/trades people from parking and make entry into and out of their drives more difficult, |

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| | <p>particularly at the end nearest Chinthurst Lane. Ashcroft should be either 2 or 4 hour parking plus "residents (and their visitors) only" reference Clifford Manor Road.</p> |
| 87 | <p>We welcome your proposals for parking in Shalford.</p> <p>The proposals for Chinthurst Lane are eminently sensible. Extending the double yellow lines at the entrance to Chinthurst Lane will improve sight lines and hence safety. Placing a four hour restriction on the first available parking area on the lane will allow parking for the excellent businesses in the centre of Shalford while discouraging parking by commuters.</p> <p>The proposal for Poplar Road with double yellow lines at the intersection at Grantley Close are also very sensible. It may however give problems with the safe entry and exit from my property 1, Grantley Close. Parking at the entry to Grantley Close makes it slow and difficult to come out of my drive. While this is happening you are exposed to potential collisions from cars swinging in to Grantley Close. The speed of these cars is likely to increase once the congestion in Poplar Road has been removed. We would like to see the double yellow lines extended into the entry of Grantley Close to prevent this happening. Similar restrictions have been introduced in the plan for roads intersecting with Chinthurst Lane. I am not clear what impact Grantley Close being a private road has on your ability to act. Nor am I clear on the residents ability to act if parking created by these changes becomes a problem. Are we allowed to clamp? Your advice would be appreciated.</p> |
| 88 | <p>Having studied the proposed changes to parking controls within Shalford, I am in favour of all the proposals.</p> <p>In addition, I would like you to introduce 'No waiting at any time double yellow lines' on the slip road between the A281 and Kings Road Shalford, (just before the roundabout at the A281/Kings Road junction) on the opposite side of the road to the houses and shops (ie opposite the proposed 4 hour parking places and disabled place). This would prevent the present situation where cars are parking with one set of wheels on the road and one set on the kerb. When cars are also parked on the opposite side of the slip road it is very difficult to drive safely down the slip road, particularly for wider vehicles.</p> |
| 103 | <p>In general I have no objections to the proposed plans for Shalford. There are several access points to the football pitch side of the common from Chinthurst Lane, which are often blocked by vehicles. Could I ask that double yellow lines protect all these points - not certain they are all covered by the proposed plans.</p> |
| 109 Shalford Infant School | <p>I support the proposals to change the parking controls on Tillingbourne Road in Shalford. These changes will mean that children coming to and from school will be able to do so in a safer way. They will be able to cross Tillingbourne Road safely at the junction. It will also mean that all parents parking to drop off and pick up at the school will hopefully park in a more considerate and sensible way than some of them currently do so now.</p> |

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| 114 | <p>I write concerning your letter received and the parking controls within Shalford</p> <p>Living in Tillingbourne Road it is clear that at least 90% of parking is done by residents who are then going to be penalised by your proposed parking restrictions and no doubt associate charges</p> <p>I moved here to get away from the mad parking problems and restriction found around Guildford which does not exist here.</p> <p>I notice from some of the maps you are suggesting places restrictions Monday - Saturday 08.30 to 18.00. Why on Saturdays? What is the aim of this just to ensure resident must pay you to park outside their homes.</p> <p>In some places I am aware that restrictions are 10-12 on one side of the street and 1-3 on the other side on Monday to Friday. If you must do restrictions then residents can move cars between 12-1 to the opposite side.</p> <p>I agree that restrictions in Guildford are necessary but not in Shalford.</p> <p>You will be basically forcing me to dig up my front garden and move my car off road which will then not be good for the environment.</p> <p>I look forward to hearing back as to the reason of your proposal.</p> <p>Send someone over to this road and see for yourself who actually uses it!</p> |
| 122 | <p>In response to the proposals and specifically for those planned within Orchard Road, Shalford we make the following observations:</p> <p>The areas highlighted for proposed double yellow lines are locations identified within the Highway Code as areas where parking should not occur. If you consider the appropriate expenditure necessary to reinforce this by installing double yellow lines, then consideration should also be given to providing a means of traffic calming within the road.</p> <p>Most importantly for the residents of Orchard Road, it appears your proposals omit 'Residents Parking Permit' arrangements. By excluding this from the scheme the resulting consequences will surely result in Orchard Road becoming the 'local free parking compound'.</p> <p>Finally, please can you provide details of your proposals on how the enforcement of your proposed parking restrictions will be implemented and the resources you propose to assign to enforcement?</p> |
| 131 | <p>While I have no objection to what is being put forward I am concerned that the changes may force people to park in places which are not currently used for parking. Currently many of the parking spaces on Chinthurst Lane and Kings Road are used by people who are leaving their cars for the whole day because they are travelling by train into Guildford. Consideration needs to be given to ensuring sufficient parking is available to those using Shalford station</p> <p>The track that runs from Chinthurst Lane along the end of the football pitch to several houses is sometimes used for parking when there are football matches etc. I am concerned that people will start to park along this track during the week as there is no indication that it is not permissible to do so. There used to be a sign at the end of this track saying that parking on the Common is not permitted. There is currently a sign on the cricket pitch side of Chinthurst Lane to this effect but not on the football pitch side.</p> |

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| | <p>I would strongly request that there is a sign on both sides making it clear that parking is not permitted on the Common otherwise the track will be used for parking and access to my home and the other houses may become blocked.</p> |
| <p>133 Page 156</p> | <p>As a resident of Shalford and Poplar Road I object to the way the proposed parking changes have been undertaken.</p> <p>Your letter states that residents were sent a letter earlier in the process to invite their views. This is not true as I did not receive such a letter and having spoken to my neighbours they did not receive the letter either.</p> <p>This being the case the Council has an obligation to consult with residents properly and this has not happened as it should have done and therefore these proposals should be withdrawn and the process implemented correctly.</p> <p>Whilst I support the introduction of the proposed changes to parking arrangements near the entrance to Grantly Close which is a bottle neck, this will just move the problem further down Poplar Road. Add this to other proposals for parking across the Common and this will make the parking problem at either end of Poplar Road even worse and more dangerous than present.</p> <p>Therefore I strongly hold the view that the Council should:</p> <ol style="list-style-type: none"> 1. Start the process again and consult with residents as you should have done and stated that you did to ensure that the letters are sent as promised and residents can therefore express a view. 2. Make Poplar Road Residents Parking Only to ensure that you do not simply move the problem to other parts of Poplar Road as will be the case if these proposals are implemented as proposed. <p>Residents should have been consulted as stated and not mislead. When you state we have been offered the chance to give a view following an earlier letter this is not true as no such letter was received by either me or my neighbors that I have spoken to and the council should therefore undertake the governance and consultation process correctly before making any proposals or decisions.</p> |
| <p>134</p> | <p>May I commend you and all your staff on the magnificent work you have done to recognise the problems with car parking in the Guildford Borough and particularly in Shalford. At your convenience can you please let me have your response to a few points of my own.</p> <ol style="list-style-type: none"> 1. The uncontrolled parking in Kings Road has been a road safety issue for some time. May I suggest that parking is restricted to residents parking only? A similar system works extremely well in the Borough of Richmond London with respect to Station Road Teddington. Here, cars were parked all day for passenger using the station, probably a similar situation in Kings Road Shalford. There is now no parking, except for residents between the hours of 7 am to 10 am in Station Road Teddington. Exceptions of course for deliveries etc. 2. There is double yellow lines on the approach road to Shalford station, with a couple of breaks designated exclusively for a |

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| | <p>commercial property. What is the statute that permits the commercial property to reserve spaces on the highway?</p> <p>3. Please consider curtailing parking on verges (I notice this was a major concern in Fairlands). The verge around the grass area opposite the station entrance is now completely broken down, cars are now parking on the opposite side with near side wheels on the pavement. Cars parking on the verge of The Street present a road safety hazard as residents cannot see approaching traffic around the parked cars. Apart from the hazard The Street presents a particularly attractive tree lined approach to Guildford. Some residents plant bulbs to enhance the verges appearance during the spring and summer months. (I declare an interest in this as I live The Street).</p> <p>Again, my thanks to you and all your team for the work you do on behalf of the residents. I hope that the restrictions when implemented are vigorously enforced.</p> |
| 142 | <p>Approach road to Ashley House (Care Home)/Ashley Gardens Retirement Flats</p> <p>Further to my communication last year on the parking changes, you may not be aware that when there are well attended events at the Village Hall, the CONSIDERABLE overflow of parking to displace to the above approach road (un-named) and as there is a ditch on one side it can make it very difficult if not impossible for the services (ambulances, fire engines and refuse collection vans) to gain access and in an emergency could cause chaos. This is also an approach road for some Christmas Hill properties.</p> <p>It is important to take these factors into consideration especially with the intention to reduce the parking of the Kings Road/Station Road Junction and we would appreciate hearing your feelings on this matter.</p> |
| 148 | <p>PARKING CONTROLS _ KINGS ROAD, SHALFORD</p> <p>I have seen a plan of proposed amendments to the parking control layout in Kings Road, Shalford.</p> <p>As I read the plan, it is proposed to lift the present "20 minute" restriction outside 'Dapper' [cleaners and laundry], and make that stretch of the road unrestricted.</p> <p>I wish to <u>object</u> to the lifting of this restriction.</p> <p>You will understand that I [with others] use 'Dapper' for my household laundry.</p> <p>I observe that much of the rest of that stretch of Kings Road is occupied by long term parking, and if this restriction is lifted I expect that that section will also be occupied long-term. This means that I will have to carry the laundry some distance - possibly a considerable distance as long term parking stretches over a wide area of that part of Shalford. At age 82, I will find this most troublesome.</p> |

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| 157 | <p>While the proposal for Chinthurst Lane are both appropriate and needed, my concern is for the impact on Ashcroft.</p> <p>Today most of the cars parking on Chinthurst Lane in the weeks are commuters using the trains. If they no longer can park on Chinthurst Lane, they will now start parking on Ashcroft and when Ashcroft is full, then start filling up other roads further away.</p> <p>On Ashcroft there lives a substantial number of elderly people that rely on carers, gardeners, cleaners, nurses, relatives etc. that frequently visit them by car and need to find parking on the road close to their houses.</p> <p>I suggest to stop commuters (and others) parking on Ashcroft, a daytime 4 hour restriction on Ashcroft would be needed.</p> <p>(Mon-Fri 8.30am-6pm, 4 hour limited waiting, no return 4 hour).</p> |
| 162 | <p>Bryant Mews is a relatively new development (completed in October 2014) with access via Station Road. The residents of Bryant Mews were not invited to participate in the extensive questionnaire survey that took place in January and February 2015 so our views have not been taken into consideration. Hence whilst I fully support the proposed controls that relate to Station Road, I do not think they go far enough. For example, the introduction of parking restrictions on the junctions of Atherton Close and Mitchells Close will not stop people parking on the pavements in the rest of Station Road. There need to be other measures put in place to specifically prevent parking which a) makes it impossible for pedestrians to use the pavements, and b) renders Station Road effectively a single lane. Has consideration been given to making Station Road one way to alleviate both of these issues?</p> <p>I would also like to make the point that parking controls of any description are only effective if they are properly and consistently policed. Can we be assured that this will be the case?</p> <p>In relation to the dangers associated with access to/from Bryant Mews due to inconsiderate parking on either side of the access way, I understand from earlier correspondence with Andrew Harkin that there are generally “no such controls used to protect individual points of private access serving one, or only a few properties”. I do not understand why the four families living in Bryant Mews should be granted any less protection than the lives of the residents of either Mitchells Close or Atherton Close, and would welcome this particular issue being given further consideration.</p> |
| 163 | <p>I see that the proposals for Tillingbourne Road are limited to ‘no waiting’ restrictions in the areas immediately around junctions, where parked cars cause visibility issues and a consequent risk hazard, I therefore have no objection to those proposals and would indeed welcome them for road safety reasons.</p> |
| 164 | <p>Could I register my objections to the proposal as seen on the plan. As residents of Ashcroft we are concerned that the overflow of vehicles caused by the restrictions will result in a number of cars parking in Ashcroft both on the road and footpaths. There are a large number of elderly & disabled residents who are very concerned about this already.</p> |

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| 172 | <p>I support the proposals for Station Road because the unrestricted parking there is dangerous, both from a traffic and a pedestrian point of view. Many vehicles park halfway on pavements making it necessary to step into the road and some people cannot move as quickly as others to get out of the way of a moving vehicle, including bicycles. The bad parking also obscures vision on the corners.</p> <p>Also with regard to Station Road, on the part which leads out onto the main road at the Christmas Hill end, quite a number of people park there and go to get a train at the station, or cycle off somewhere to work, which does not seem quite fair, although I appreciate that it is a public road currently with no parking restrictions.</p> <p>Road Safety - Turning left into the Christmas Hill end of Station Road from Kings Road is a tight turn and there is not much room if someone is turning out as well. Would it be possible to extend the double yellow lines in Station Road a bit further for this reason? And would it be possible to put in some yellow lines to keep people from parking too close to the bus stop in Kings Road? I ask this because if parking restrictions are made near to the post office and along opposite the pond, people will go further along towards the bus stop and it is very difficult to turn right out of Station Road with cars parked very close to the bus stop, because they significantly restrict sight of the traffic coming along until the last moment. These are obviously road safety matters rather than parking issues but I would like to make you aware of them.</p> |
| 178 | <ol style="list-style-type: none"> 1. Kings Road (Service Road) – South West Side Add “Introduce No waiting at any time double yellow lines” from the A281 to the existing “No Waiting At Any Time”. At present cars and vans are parked in this area straddling the grass verge on most working days making the road dangerous. I suggest that this restriction could be reinforced by the addition of wooden posts/metal bollards, as used elsewhere in Shalford. 2. Station Road – South East Side Add existing “Introduce No waiting at any time double yellow lines” near the station car park. 3. Station Road – South East Side Add “Introduce Mon-Sat 8.30am-6pm 20 minutes limited waiting no return 30 minutes parking places”. This parking should be for those people using the local shops, as per the existing restrictions outside the dry cleaners and Post Office. 4. Kings Road (Service Road) – North East Side Delete “Introduce Mon-Sat 8.30am-6pm 2 hours limited waiting no return 4 hour parking places”; and Insert “Introduce Mon-Sat 8.30am-6pm 20 minutes limited waiting no return 30 minutes parking places”. This parking should be for those people using the local shops, as per the existing restrictions outside the dry cleaners and Post Office. 5. Shalford Station Car Park The existing station car park needs to be marked to ensure that the commuters’ vehicles are parked optimally and safely on weekdays. Although outside the scope of this representation, the possibility of expanding the existing station car park to relieve the pressure on local roads should also be investigated. 6. General In order to be effective, the proposed measures need to be policed regularly. At the moment the existing restrictions are ignored on an almost daily basis making driving hazardous, particularly (a) at the northern end of Chinthurst Lane where it joins Kings Road; and (b) the southern end of Kings Road (Service Road) where it joins the main Kings Road. |

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| 181 | <p>Having looked carefully at the proposed plans we would like to object to the limited time parking in Chinthurst Lane as we feel this will lead to people parking for the station in Tillingbourne Road instead.</p> <p>We do not want yellow lines in Tillingbourne Road of course.</p> |
| 183 | <p>I think the proposals for Chinthurst Lane will be very helpful, thank you for addressing this problem.</p> |
| 187 | <p>I was very pleased that changes are proposed to this junction with The Street. This is a very busy junction and is continually restricted by parked vehicles.</p> <p>My only concern is the extent of the double yellow lines, I feel they should extend to cover the Lemon Bridge. I regularly walk along Shalford Lane and routinely have to walk on the road over this bridge as I am unable to use the pavement provided due to parked vehicles, at all times day and night. I have been intending to request the Police to take action but this may be avoided with yellow lines. If you feel unable to extend the yellow lines over the bridge then I suggest you remove the pavement as currently it serves little purpose, other than being a problem for cars to mount as they park over it.</p> |
| 189 | <p>I agree there must be improvements to parking control in Shalford in particular the congestion caused by parked cars along Chinthurst Lane and parking restrictions would seem to be the only way. Putting a four hour limit would deter that those parking to commute and free up space for people using the shops. I am however concerned that when faced with no space or restrictions on Chinthurst Lane people will park on The Common where there is no enforceable deterrent.</p> <p>Since Snooty's Cafe opened the area has undoubtedly become a lot busier in terms of parked cars and people have already started leaving their cars along the track whilst they walk across to the cafe. Maybe the parking area by the Scout Hut being near the shops and cafe could become a short stay car park rather than just for commuters parking for free.</p> <p>Cars also frequently park on the verge of the slip road that passes the shops (the road that cuts through from the A281 onto Kings Road) this is not wide enough often meaning cars are on the pavement/verge and dangerously and erratically parked. If this section was double yellow lines with parking bollards it would help to keep sight lines clear and improve traffic flow.</p> |
| 196 | <p>Do not implement any parking controls / charges on Tillingbourne road, as there are no issues as far as parking is concerned on this road.</p> |

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| 201 | <p>I have just had discussion with my consultant. They have requested we leave things (outside the former Methodist Chapel) as they are.....with our request for a dropped curb.</p> <p>I must have not articulated correctly. What I am trying to say is that <u>we do want to retain the application for the vehicle crossover</u> - My consultant requested we leave things as they are.....with our request for a dropped curb.) In your words, we DO INTEND to create a vehicle crossover. Sorry for my poor articulation.</p> |
| 204 | <p>Part of your proposal includes the introduction of “No Waiting At Any Time Double Yellow Lines” directly outside my home and along the entire length of the plot. You will be aware that Poplar Road is entirely residential and No.35 Poplar Road comprises 5 individual conversion flats. To my knowledge these flats are homes to 5 young children, the eldest of which is 10, the youngest just a few weeks. It is therefore important for obvious reasons for the parents of these children to be able to park outside their homes as they have in the past and do so presently. All 5 children without exception live in the 3 Flats that have access on the North side of the property i.e. not on the bend.</p> <p>A resident of Grantley Close (opposite) has informed me that he approves of parking in Poplar Road as it slows the traffic, fearing an accident at this junction if the traffic is encouraged to speed up. The junction is well lit at night by the only streetlamp in the area which is presumably why it is there. However, this safety feature would certainly be negated by speed.</p> <p>Yellow lines on the Grantley Close side of Poplar Road seems perfectly acceptable though unnecessary since I have never seen a vehicle parked there in the last 18 years. It follows that yellow lines to the South side of No.35 Poplar Road around the bend are also acceptable although once again, nobody parks there. Because No.35 Poplar Road comprises 5 dwellings, it has a higher concentration of vehicles despite it being only 1 plot.</p> <p>Due to the traffic congestion at the lower end of Chinthurst Lane, Poplar Road is already increasingly used as a cut through or rat run at peak times of day from Chinthurst Lane to the A281 Horsham Road (and vice versa) by speeding motorists. The current parking situation in fact acts as a traffic slowing and calming feature. The introduction of double yellow lines will undoubtedly speed up already speeding traffic directly outside the homes of young children where the speed limit ought to be 10mph. It follows that the major offenders are not the residents of Poplar Road which presumably is one of the “9 roads consulted that do not form part of the public highway.”</p> <p>Poplar Road does not have a parking issue and I note that it is not mentioned once in your expansive document under paragraphs 2.46 , 2.47 , 2.48 , 2.49 Page 71. I would request that your proposed plan is slightly modified so that the double yellow lines run Southwards of the No.35 driveway but not Northwards along the front of the property.</p> <p>The reasons for your recommendation seem to be conflicting. To “assist with safety” seems to fly in the face of “to assist with traffic movements” – speeding up the traffic in Poplar Road does not assist with safety, especially where young children are living.</p> <p>I have studied your plan and notice that many of the roads in question are a cul-de-sac or lead to cul-de-sacs which are therefore used primarily by the residents (Orchard/Tillingbourne). Poplar Road however, is not a cul-de-sac and has therefore attracted through traffic due to congestion in Chinthurst Lane. In my view, this traffic could be significantly reduced and slowed down by the introduction of:-</p> |

- 1) Strategically placed speed humps (sleeping policemen) with white painted triangles in Poplar Road (similar to Warwicks Bench/Pilgrims Way, Guildford)
- 2) Narrowing Posts and/or possible zigzags
- 3) 10mph speed restriction signs
- 4) Warning – “Pedestrians” and “Children Playing” signs
- 5) “Access Only” signs.

Consideration could perhaps be given to the possibility of a barrier on Poplar Road at roughly the halfway point south of No.35 (with access for emergency services) thus making it a “no through road”. Access for some residents could be via Chinthurst Lane and other residents via the A281 Horsham Road but pedestrians and cyclists could move freely between the 2 halves (Just a thought).

SURROUNDING AREA IN SHALFORD

I am concerned that there is a tendency to paint yellow lines where it is not necessary simply because the “not more than £50k cost can be met by the on street parking surplus.” (Item 15, page 73). Just because there is a surplus does not mean it has to be spent. Would spending now ensure a healthy budget allocation for the following year rather than a cut in the budget? Furthermore there are hotspots where something ought to be done. For example:-

The area on the bends in Summersbury Drive, outside the flats at Summersbury Hall and the nearby cul-de-sac junctions of Highfield, Tannersfield and Northfield. There is most definitely a problem here with many vehicles parked on pavements and junction corners. This sometimes renders the area close to impassable. Can you advise me if there are any plans to do anything about this and if not, why not? I feel the surplus would be better spent in this area?

The success of the newly relocated Snooty Fox Cafe in Shalford has attracted many more customers whom sometimes park in Chinthurst Lane. I am unsure if Snooty Fox provide any parking facilities for their customers but they might be more readily persuaded to park in the car park outside the nearby Scout Hut and Recycling Banks if this existing and under utilised heavily cratered car park were to be resurfaced.

Lastly, the whole of Shalford (including Poplar Road) would undoubtedly benefit with improved traffic flow in the heart of the village if a YELLOW BOX were painted on the road at the junction of Chinthurst Lane, Kings Road and Station Road outside Boots Pharmacy. This would almost certainly achieve a better flow and release congestion at the lower part of Chinthurst Lane at peak times.

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We would appreciate GBC also considering restricting parking in the access road from Kings Road leading to Ashley House, Ashley Gardens and Christmas Hill. This short length of road becomes very congested with vehicles, especially when functions are held at the Village Hall both daytime and evenings. On occasions emergency vehicles have had difficulty accessing both the Retirement Apartments and the Nursing Home.

Kings Road in particular is becoming most hazardous with parking and the excessive speed of vehicles travelling in both directions. There appears to be little or no regard to the 30 mile an hour speed limit along Kings Road. With no attempt by Surrey Police to enforce the limit or GBC to make the limit more prominent with signs etc as they have in numerous other roads in the Guildford area.

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| 214 & 218 | <p>My comments are limited to the proposals affecting Chinthurst Lane and Poplar Road.</p> <p>1) I believe the extension of the "no parking at any time" on the corner of Kings Road and Chinthurst Lane is a sensible proposal as it will allow proper "line of sight" for drivers up the length of Chinthurst Lane when seeking to pass parked cars;</p> <p>2) I believe all of Chinthurst Lane up to Ashcroft should be designated 2 hour parking with no return within 2 hours Mon - Fri (so as to give space to those who wish to visit the various retail premises for a limited time) and 4 hour parking with no return within 4 hours on Saturday and Sunday to allow some longer parking for those using the football and cricket grounds. This would eliminate the use of Chinthurst Lane as an "all day station car park."</p> <p>3) The "no parking at any time" proposals further up Chinthurst Lane and in Poplar Road seem sensible to me.</p> <p>However even my proposals will result in a significant number of commuters cars looking for all day alternatives and the surrounding roads, including Poplar Road, should therefore be designated 4 hour waiting with no return within 4 hours to prevent this all day displacement taking place but not seriously inconveniencing residents - particularly those without access to their own driveway.</p> |
| 219 | <p>As a resident in Shalford, I have concerns with regards to the new proposals.</p> <p>Those people, like myself, that live in Station Road, already find it hard to park here, there are no spaces, only spaces mainly available are having to park half way on the pavement, in Station Road, which gets you a ticket.</p> <p>So often we have to park along Kings Road or Chinthurst Lane. If you introduce limited parking/stay time, then where do the residents of Shalford park?</p> <p>I can see your proposals are probably mainly to stop commuters parking in Shalford all day, they park here i assume because its impossible or too expensive to park near Guildford railway station, but where are they meant to park now? Even with them parking in Shalford we can still get a space in Chinthurst Road or Kings Road.</p> <p>I think you are introducing new measures for the sake of it. That there should be no changes made.</p> <p>If you go ahead with these plans, then please give parking permits to those of us that are residents in Station Road, so when working from home or parked up for the weekend, we don't have to move our cars every 2-4hours to avoid getting a ticket.</p> |
| 221 | <p>The parking in Chinthurst lane is untenable.</p> <p>During the morning rush hour commuters park their cars at the Guildford end of the Lane to catch the train at Shalford station. Therefore the cars remain in position all day. This in effect makes this part of the lane one way . Unfortunately cars turning into Chinthurst Lane from the A248 (Kings road) cannot see if there is another car coming in the opposite direction therefore they have to reverse . If there are two cars the second has to reverse out onto the main road . An accident waiting to happen. This is a very congested area with four roads and a pedestrian crossing. Also at morning rush hour the traffic backs up to Poplar Road so block's Chinthurst lane for southbound traffic. Therefore if you turn in you are stuck or have to reverse out into the main road during rush hour. On occasions I cannot turn right out of my drive (Tall Trees, Chinthurst Lane). The extra traffic is due to both the A281 and A248 being blocked with traffic.</p> |

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| | <p>The long term fix is a bigger car park for the station perhaps behind the Scout hut but I understand this is common land so problematic. In the short term I would like to see limited time parking (2/3 hrs) with some double yellow to allow passing places. This would allow local residents to park and use the shops/café but not the commuters to park all day. I understand this will put pressure on other roads in the area but feel that keeping Chinthurst lane free is a safety issue due to the need to reverse onto a main road.</p> <p>I had to drive my son to Guildford station during the rush hour . On my return Chinthurst Lane was completely blocked by parked cars and commuter's coming in the other direction. Therefore I had to use Popular rd to gain access to my house. However the traffic was passed the popular road turning so I had to drive to my house on the wrong side of the road . Completely ridiculous , although on a bend I felt safe in the knowledge that the road was impassable in a southerly direction. It really needs to be fixed urgently.</p> |
| 222 | <p>I agree with the proposals for Station Rd Shalford which are in line with what I said I was hoping for in reply to your initial consultation.</p> |
| 223 | <p>We agree with the plans for No Waiting at any time double yellow lines on both sides of the road at the entrance to Dagden Road from The Street.</p> <p>We also observe the proposal to place similar double yellow lines at dangerous corners other than junctions, in other roads in Shalford, which we consider essential.</p> <p>However we would like to bring to your attention, the problems caused by the arrival of a new estate of 5 houses called Montagu Place in Dagden Road.</p> <p>One of the objections to the plans submitted by Berkeley Homes for Montagu Place, was the danger of vehicles entering/leaving the estate colliding with cars travelling up/down Dagden Road.</p> <p>The other objection was that as the roadway in Montagu Place is very narrow, cars for visitors to the houses in Montagu Place would be forced to park in Dagden Road itself.</p> <p>This has become a reality and whilst the drivers concerned could park safely in other parts of Dagden Road, unfortunately they choose to park on either side of Dagden Road where it bends round at the entrance to Mongtagu Place.</p> <p>There have already been a number of near misses as cars rounding this bend have to move into the centre of Dagden Road to get round the parked cars, and it is only time before there is a serious accident at this location.</p> <p>The simple solution is to introduce No waiting at any time yellow lines on both sides of the bend in the road at Montagu Place.</p> |

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| | <p>This would entail a very small amount of extra costs but could literally save lives.</p> |
| 224 | <p>I fully understand that the parking issues in the village of Shalford and Guildford have to be addressed, however as a resident of Orchard Road, Shalford I would like to raise couple of points.</p> <p>If the proposed changes go ahead restricting all day parking in other parts of the village, this will mean that Tillingbourne, Orchard, Dagden Roads and East Shalford Lane will be the only roads without timed parking between Shalford Station and the centre of Guildford. There is already an issue in the village with commuters and it would appear that this problem is not being solved only moved.</p> <p>We already have issues with the sharp bend in Orchard Road and getting safely in and out of our drives, this is always exacerbated when we have cars and vans parked on the street, which can be particularly dangerous if the vehicles are parked on both sides of the street and some drivers using excessive speed heading to blind corner!!</p> <p>I trust that you will consider these issues when coming to a final decision.</p> <p>However, if the proposed changes are made, how will it be monitored and enforced. What happens if the changes made cause problems, do the residence have any recourse?</p> |
| 229 | <p>As a resident of 35 Poplar Road, I strongly oppose the current plan to introduce double yellow lines on the corner where Poplar Road meets Grantley Close. I first moved to 35 Poplar Road around early 2007, and since then parking has never caused issue in this area. In fact, allowing cars to park in this area results in Poplar Road being a safer road for the local residents, pets and wildlife – I fear parking restrictions would equate to a clear road and faster traffic around the corner, where adults and children from Grantley Close cross the road onto the pavement on the west edge of Poplar Road, for the daily commute to work and school.</p> <p>35 Poplar Road is a property made up of 5 conversion flats, all 2/3 bedrooms and most have young children resident. The proposal would place parking restrictions outside the entire length and beyond 35 Poplar Road, leaving few options for parking and would result in parking options moving further away from the property and on to the rest of Poplar Road (already used in some areas by other residents/visitors often park cars too). The proposal seems overly restrictive and of little benefit, with the addition of the increased risk noted above with cars travelling at greater speeds. If the primary goal is around safety then perhaps a few speed bumps along Poplar Road would be a better solution – the road is used by many non-residents as a cut through between Chinthurst Lane and the A281.</p> |

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| 257 | <p>Your proposal of placing yellow lines in Ashcroft is wholly unfounded, as we don't have a parking problem here. It would be a total waste of tax payers money, and an unacceptable inconvenience for the residents. Most of us living here are elderly and some like my wife and I are disabled and rely on the support of others popping over to help us live in dignity in our waning years.</p> <p>We have carers contracted to come 3 times a day, plus our families popping over to help with shopping, taking us out to appointments and just visiting to ensure we are alright etc. At family times like Christmas and Birthdays when families from near and far turn up, not being able to park outside our homes would be intolerable. Please leave well alone and let us live in peace to enjoy our retirement, with the knowledge that the support of our families and friends can come and go as they please and carry on supporting us. Without the added extreme hindrance parking restrictions would cause.</p> <p>While the Council seems flush with money to waste, why not put it to good use for the residents, by piping the ditch that runs along side the football pitch of Chinthurst Lane, fill it in and make a layby with say 20 parking spaces, add a ticket machine and charge for daily parking or short term parking for residents using the shops and chemist etc. that way, it takes the cars off the road and enables you to get an income at the same time.</p> <p>My wife and I object to the proposed parking restrictions in Ashcroft</p> |
| 265 | <p>In reply to your consultation I am writing strongly in favour of the proposed parking controls most notably the double yellow lines running opposite houses 31 to 39. I support the proposal based on the following:</p> <p>Safety</p> <p>Cars are always parked on the 90 degree bend in question which is extremely dangerous and is an accident in the making. An accident could quite easily involve vehicle on vehicle, vehicle on cyclist or vehicle on pedestrian. There is a high risk of collision on this bend due to vehicles travelling in opposing directions whilst sharing the same lane of road; a situation created by vehicles parked on the inside of the bend and compounded by the bend being a blind bend and the speed vehicles travel round it. When vehicles meet on the bend it requires one of the vehicles to reverse back potentially into oncoming traffic further compounding the risk of an accident.</p> <p>Vehicles are constantly parked hard upon either side of the driveway to 39 Poplar Road making reversing out extremely difficult and risky. It is impossible to see whether a car is approaching in either direction. We have had a number of close shaves requiring both vehicles to brake hard. It is essential that the double yellow lines extend beyond 39 Poplar Road to reduce the risk of collision in either direction.</p> <p>With a number of children living in the area it is essential that both lanes of the road are opened up to traffic to provide full visibility around the bend and junction of Grantley Close for pedestrians and road users before a serious accident happens.</p> <p>Access</p> <p>Access in and out of 39 Poplar Road is impeded by the number of vehicles parked on either side of the driveway, very often extremely close to its boundaries. With limited space and the proximity of these parked cars access to the road is difficult and dangerous.</p> <p>Availability of space</p> |

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| | <p>The vehicles that are parked on the bend of Poplar Road and on either side of 39 Poplar Road are owned by the residents of 35 Poplar Road. They park there for convenience despite having a large car parking area and garaging behind the building/flats. Cars are often parked in the proposed double yellow line area for days or weeks on end in the same place. Residents of 35 Poplar Road have plenty of available space in the building's car park to park their cars off the public highway so the addition of double yellow lines will not cause them any material inconvenience or put pressure on available parking space.</p> <p>Recommendation I would advocate the extension of the double yellow lines directly in front of 41 Poplar Road and 1 and 31 Grantley Close to ensure full visibility and road safety for vehicles travelling in either direction of Poplar Road and Grantley Close. In summary, I strongly support the on street parking review and planned proposals to improve Poplar Road. Without them the congestion and road safety problems clearly recognised by the Council will persist.</p> |
| | <p>I am writing in support of the parking proposals for Chinthurst Lane in Shalford. The proposals finally address what, for too long, has been a serious issue for Shalford with a 'common sense' solution which supports the village. Currently, from 7am in the morning commuters park along the length of Chinthurst Lane. This causes gridlock for the village inconveniencing residents, raises safety issues and fails to support the local businesses as there is limited parking available for passing trade.</p> <p>Generally, commuters use Chinthurst Lane to take advantage of free parking and avoid paying parking charges at other stations. Such commuters bring little to the economy of the village and leave as soon as their train arrives in the village.</p> <p>The long run of parked cars along Chinthurst Lane causes gridlock for Shalford during the day. The parked cars make it extremely difficult for cars approaching Kings Road from Chinthurst Lane and also cars turning into Chinthurst Lane from Kings Road. Due to the ability to park on the corner of Chinthurst Lane adjacent to Kings Road it becomes difficult to see any cars approaching down Chinthurst Lane. Inevitably this leads to traffic jams in all directions and a great deal of time is lost for local residents (not commuters) who are simply attempting to go about their daily routines. This has even resulting in vehicles mounting the curb and travelling along the Common to avoid queues when the traffic is exceptionally bad. By preventing cars from parking on the corner, reducing the duration that cars can park and introducing an 'island' between the parking bays it should alleviate these issues.</p> <p>There are considerable safety concerns at present. The permanently parked cars force larger vehicles to traverse the length of Chinthurst Lane close to the pedestrian pavement, with the wing mirrors of such vehicles often over-hanging the curb. This runs the risk of hitting pedestrians, especially given the speed of some of the vehicles (see following point). In addition, the considerable length of the run of parked cars (with no room to pull in and allow overtaking) and the length of time that people are required to sit in traffic jams results in vehicles accelerating aggressively to ensure that they pass the parked vehicles before a vehicle comes in the opposite direction. As a father with a young child I have grave concerns that an accidental slip or trip over into road by a child could be fatal given the speed of acceleration that drivers feel the need to implement to pass the long line of parked cars. Limiting the duration of parking and introducing 'islands' should greatly reduce the safety concerns.</p> <p>By limiting the length of time that cars can park on Chinthurst Lane this will specifically target commuters. Freeing up a number of parking spaces near the businesses on Kings Road with four hour parking spaces will support local businesses and increase the possibility of customers 'dropping in'. Having limited time parking should also not inconvenience the recreational users of the Common, such as footballers, as four hours should be ample time. The economic benefits of this proposal in supporting the village are clear.</p> |

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| | <p>As a resident of Shalford who lives on the Common adjacent to the football pitch, access to my property is from Chinthurst Lane. At present, it is not uncommon for vehicles to park upto and encroaching over this turning. Due to the physics of this, it makes it extremely challenging to turn right off the Common onto Chinthurst Lane without risking mounting the curb opposite, all the time with a restricted view due to the parked cars. During extremely busy periods there have also been instances when refuse trucks have been unable to turn off Chinthurst Lane past the football pitch due to the parked cars making such a manoeuvre impossible. This again results in commuters causing significant inconvenience to the residents of the village. There are also considerable safety concerns at present as parked cars potentially run the risk of preventing emergency vehicles from turning off Chinthurst Lane to the properties around the football pitch. The proposals for prohibiting parking in this area are a 'godsend' for residents and are supported.</p> <p>The one request that I have is that signage is placed on the Common, adjacent to the football pitch to prevent the parked cars migrating from Chinthurst Lane onto the Common. Examples of this have been witnessed on occasion. Appropriate signage near the football pitch, replicating that on the Common adjacent to the cricket pitch should help solve this issue. Additionally, it is requested that sufficient enforcement patrols are provided to help settle this new approach otherwise there is a risk that the current practices will continue.</p> <p>In summary, the parking proposals are a pragmatic and sensible solution to a long term (and perpetually increasing problem) and have my wholehearted support as a local resident.</p> |
| Page 168 270 | <p>I object to the proposed parking control changes for Shalford.</p> <p>Those proposed for the purely residential roads such as Orchard Road are unnecessary. The Highway Code requires drivers to park safely and not obstruct traffic. Adding road marking will inconvenience residents and add to Council costs for no demonstrated benefit. If Council has spare funds please repair roads and footpaths.</p> <p>Rather than more restrictions for The Street and Chinthurst Lane which will shift parking to other parts of Shalford I'd prefer the Council encourage scheme/s to provide adequate off road parking for commuters and shoppers.</p> |
| 286 | <p>To achieve any improvement, the proposed double yellow lines should be extended from the A281 Horsham Road further into Poplar Road by 10 to 15 metres so that a longer view is obtained of any oncoming traffic for those vehicles taking the junction from Horsham Road. Usually, there are some residents cars parked close to the junction which interfere with visibility along Poplar Road. Also, these parked cars, which will not be concerned by the extent of the present proposal, do not permit easy turning off the A281, particularly, when there are two or more vehicles waiting to leave Poplar Road on the opposite side of the road to these usually long term parked cars.</p> <p>Elsewhere, the parking restriction proposal on the bend half way along Poplar Road would be most helpful for traffic and GBC road cleaning activities.</p> |

I am writing in response and to oppose your proposed parking changes, along Poplar Road in Shalford. I do not believe that presently there is an issue with the parking along Poplar Road and the suggestion to add double yellow lines along it, is not only a waste of my money as a taxpayer, but will actually jeopardise my safety and the safety of other local residents.

I live at 35 Poplar Road and as you are aware the proposed double yellow lines run the entire length of plot 35, thus they will have a significant negative impact upon us as residents. I am the mother to 2 small children, aged 3yrs and 4 months old and regularly need to be able to easily get my children in and out of my car and between the car and flat in a controlled manner, which means within close proximity to my home. Moreover, number 35 is also home to other small children aged 3, 5 and 10. If the suggested double yellow lines are to be placed along the length of the property as proposed, then I shall be forced to park further away from my home and even across the road with two very small children. Presumably the aim of these suggested changes is to increase safety within the area. However, for myself, my children and the other residents of number 35, they will have completely the opposite effect, instead making accessing our home from where we park much more dangerous.

This is especially the case because of the significant lack of street lighting along Poplar Road, meaning that on many occasions, and particularly during winter nights, we may have to cross the road in the dark, as we are no longer able to park outside our home. As number 35 comprises 5 flats we will be disproportionately disadvantaged by the changes in comparison to our neighbours, many of whom own large detached properties with private driveways. This hardly seems fair to restrict our parking without providing a valid alternative. What will be done about this?

When we purchased the property in 2013, a substantial deciding factor was the ability to park directly outside the entrance to our flat because of the convenience of being able to transport the children and the heavy equipment that goes along with them, such as pushchairs, with ease.

However, these changes are set, only to take away this convenience at a time when I need it the most. Furthermore, I also fear that the parking restrictions will devalue our property, as likeminded families with children of a similar age will be put off by the inconvenient parking restrictions.

Having a few cars parked on the road actually forces vehicles using Poplar Road to slow down, without causing any obstruction, thus acting as a traffic calming measure. This road is frequently used as a cut through between Horsham Road and Chinthurst Lane. Without the parked cars, the volume, and especially speed of traffic along Poplar Road will be increased, yet there seems to be little consideration of this by Guildford County Council. Since moving here in 2013 we have witnessed two near miss incidents on the bend outside our property. On both occasions, around this time last year, the driver lost control of their car and spun to a stop, having driven far too fast *precisely because* it was the middle of the day and there were no cars parked there, confidently accelerating into the clear corner while failing to realise the amount of leaves covering the road. The incidents were within two weeks of each other, and the second time it happened the car actually spun out and mounted the curb in front of me and my son. It is obvious that the cars parked there act as a very effective traffic calming measure, and if you are to implement your proposed changes, I want to know what concrete measures you intend to take to deal with the inevitable increase in speeding vehicles along this bend and compensate for the detriment to the safety of me and my children and the other residents of number 35 and their children. I not only feel that the parking changes will increase the level of danger along the road, but I also feel that they are unnecessary and a waste of my money as a taxpayer'.

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| | <p>According to http://www.crashmap.co.uk/Search (which provides public data of road traffic incidents reported to the police) in the last 10 years there has only been one slight incident around the bend in front of plot 35, just beyond the junction with Grantley Close. Therefore, surely the extensive double yellow lines seem to be disproportionate to the current level of danger. I wish to see the council's justification of spending, given these figures for this section of the road. Surely they could be better spent on appropriately slowing traffic, or improving the street lighting in the area?</p> <p>That said, I can see where the road narrows around the bend, there is need for traffic calming of some sort and so if the double yellow lines are to be painted, they should be limited only to this part of the bend. There is no need for them to be placed along the entire length of plot 35, or in front of plot 39. I can only assume the justification for placing them opposite the junction with Grantley Close is that it is opposite a junction. But why then are they not also being proposed opposite the junction with Little Orchard Close or Holbrook Close as well? It is here that there is actually need for double yellow lines as the road is significantly narrower here.</p> <p>In conclusion, I am strongly opposed to the proposed double yellow lines along the length of plot 35 and 39, which I feel are unnecessary and overly extensive. If they are to be painted, then they should be limited to the bend only, where the road narrows, without restricting parking completely for residents of number 35, so that the cars parked there can continue to calm the traffic outside our home. I also wish to understand exactly what the council proposes to do to improve the safety for myself and my children, and since there appears to be budget available for road improvements, suggest that you spend it on improving the extremely poor street lighting down our road. The council has a duty to all residents of Guildford (including those who do not have large private driveways) and ensure that our needs in the area are represented fairly, particularly for those of us with small children.</p> |
| 288 | <p>Broadly I am in favour of stricter controls and the plans that have been suggested. As a business owner in Shalford I am particularly keen to make sure that the vitally important 20 minute limited zones remain and I am pleased that the proposals intimate that they will. It is also important that new zones are created that will prevent commuters from leaving their cars near the station all day on already congested roads. However, my only concern is that these same commuters will still seek to find other spaces within the village in which to leave their cars and thus this particular problem will not be entirely solved.</p> |
| 290 | <p>I live in Station Road Shalford and have some comments about the proposed changes to parking in my area.</p> <ul style="list-style-type: none"> - I have heard that the station car park is going to be closed for 3 months next year, so I hope any new restrictions you implement will be after this has happened. - I see that only 36.8% of people in my road responded to the consultation. I see that the majority of those who responded felt there was a problem in Station Road, but the majority didn't respond - probably they weren't motivated to do so as didn't see a problem. - Of the responses, the preferred option for restrictions was for residents parking which you are not doing. So, are you listening to the consultation or not? - The changes you are planning in other parts of Shalford will push more non residents into parking in our road which will create more problems for us residents. So, if the other changes go ahead, I would prefer to see residents parking introduced in Station Road. |

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| 295 | <p>As a concerned resident, I don't think that the proposed parking restriction outside and adjacent to No. 53 Station Road makes much sense. It is presently a daytime restriction which serves well during the day when there are fewer residents around, however in the evening more parking is needed by the residents, and this space makes all the difference. In the past few years available parking has been significantly reduced due to the building of new houses on the street, and I can only see this problem getting worse as No. 53 Thursley House will inevitably become residential housing in the not too distant future.</p> <p>Residents on the street park conscientiously and courteously. Putting in more double yellow lines will just push the parking out of Station Road and onto Christmas Hill, a much faster and more dangerous road. Station Road is on the whole a quiet road, very little through traffic, and vehicle speeds are low. I feel that there will be very little to gain from this as far as safety is concerned.</p> |
| 299 | <p>I was delighted to hear that there are going to be some changes to the parking arrangements in Chinthurst Lane, Shalford adjoining the village green but having looked at the plan I can see that what is proposed is going to make very little difference to the terrible congestion we have there at the moment. I would like to ask if anyone is going to monitor the four hour parking bays as shown in the plan because at the moment, people park all day on the double yellow lines at the junction of Chinthurst Lane and the main road and no penalties are given. People use this road as an extension to the station car park and go to London for the day and as a result there is traffic chaos until the late evening when these cars are removed. Living where I do in Highfield, my neighbours and I no longer use Chinthurst Lane as an access into Guildford because in the mornings it can fifteen minutes just to travel the half mile to the main road. If there is a permanent traffic warden in the area then it would help but at the moment there is no traffic warden. Will one be put in place if the new plans are accepted? If not, the whole of the lane needs double yellow lines up to the end of the village green. There is so much space behind the Scout Hut and recycling centre on the A281 which could be used as a car park but at the open moment is just open ground. I fear unless this new proposal is amended, we will have more years of traffic chaos.</p> |
| 301 | <p>We support the introduction of "No waiting at any time double yellow lines" at the end of East Shalford Lane.</p> <p>We have noticed difficulty with vehicles turning in and out of the lane, which has been increased by recent modification of the pavement to accommodate the bus stop.</p> <p>Furthermore we would like to see the yellow lines extended further up the lane on the north side of the road because parking on both sides of this narrow road causes blockage of the lane, particularly weekday mornings and evenings.</p> |
| 302 | <p>I wish to comment on the proposed parking restrictions along Orchard Road Shalford (ref KM/16/0003) as below:</p> <ul style="list-style-type: none"> • I agree with the proposal for yellow lines at the junction of the A281 and Orchard Road. Traffic is often travelling relatively fast along the A281 and a car parked close to the junction is a hazard. • I do not agree with the proposed yellow lines at the junction of Orchard Road and Tillingbourne Road. These are unnecessary in a quiet residential road in a village. At present the possibility of cars parked relatively close to the corner serves to reduce car speeds along the road. Anything that results in greater car speeds will increase the likelihood of a pedestrian casualty. <p>Similarly I strongly disagree with the proposed yellow lines at the bends in Orchard Road. Yellow lines will detract from the more villagey feel of the area and give the appearance of a townscape. There are relatively few cars parked in Orchard Road which makes giving way to cars travelling in the opposite direction easy. Any parked cars near the bends serve to naturally limit car speeds along Orchard Road. The bend towards the Tillingbourne Road end is not that sharp and there is absolutely no case for having road markings here. The presence of yellow lines on these bends is more likely to result in serious pedestrian accidents through increased</p> |

car speed. Yellow lines are completely unnecessary and a waste of Council Tax money.

As a past resident of Shalford Village, I do share the opinion that changes can be made to better optimise the traffic flow in the village.

In particular, the proposed passing space proposed for [Chinthurst Lane](#) is a very good idea to help traffic heading south on that road.

That said, I must question if the demographic of those parking in the village has been considered in these plans.

A large majority of those parking during the week are commuters heading to Shalford Rail Station; I myself am included in this demographic, now travelling from Bramley.

From the plans, it seems there is a disproportionate priority toward short-stay spaces relevant to those using the shops on the main King's Road and other village facilities.

The proposed 4-hour limited-waiting bays do not appear to correctly satisfy either the commuter or the shopper demographic because:

- Commuters to London will typically be away from their cars for 12 hours.
- Shoppers are likely to be visiting the village shops for no more than 1-2 hours only.
- Enforcing this also on Saturday is wholly unnecessary as the largest proportion of those parking (the commuters) will not be there.

Should there be appropriate alternative parking available to absorb those who will be displaced by this change, this will have been less of an issue.

Unfortunately, the formally available parking in the Shalford is finite and already overstretched during the weekdays.

Parking in the Shalford Station car park is usually impossible after 07:15 AM during the week as it at capacity. Also, the "(unofficial) overflow" car park by the Scout Hut can also hit capacity during the morning rush hour which can impede access to those using (and servicing) the refuse facilities at the same location and also the Scouts as well.

This is further impacted when the car park at Shalford Station floods, displacing yet more drivers and forcing them to park in other areas of the village.

There are further examples in Shalford village where the demographic has not been considered in relation to road users.

Shalford Station introduced two disabled parking bays a short time ago at the expense of approximately 4 standard parking spaces.

I am sorry to report that their primary usage appears exclusively to be pick-up / drop-off bays only, not actually for blue-badge holders.

The idea of locating these disabled bays at the station is also misguided because:

- The main cross-over between the platforms involves stairs - no good for wheelchair users and challenging for limited mobility individuals.
- The alternative involves going up a hill, off pavement, over the road bridge, around the veterinary practice building and eventually back down a ramp onto the opposite platform.
- There are no apparent ramp facilities either at the station or on board the trains through the village allowing wheelchair users to board.

Please, I ask you to review these plans to ensure that they are proportionate and considerate to those who travel through the village, and to prevent alienating the current users of these spaces.

If the plans proceed as currently proposed, I fear that these spaces will be underutilised like those I detailed at Shalford Rail Station invalidating the purpose of these plans.

I am writing in support of the parking proposals for Chinthurst Lane in Shalford. The proposals finally address what, for too long, has been a serious issue for Shalford with a 'common sense' solution which supports the village. As you may be aware, from 7am in the morning commuters park along the length of Chinthurst Lane. This causes gridlock for the village inconveniencing residents, raises safety issues and fails to support the local businesses as there is limited parking available for passing trade.

Generally, commuters use Chinthurst Lane to take advantage of free parking and avoid paying parking charges at other stations. Such commuters bring little to the economy of the village and leave as soon as their train arrives in the village.

The long run of parked cars along Chinthurst Lane causes gridlock for Shalford during the day. The parked cars make it extremely difficult for cars approaching Kings Road from Chinthurst Lane and also cars turning into Chinthurst Lane from Kings Road. This has led to many dangerous situations where mothers and children have had to quickly step off the pavement onto the common, to avoid cars mounting the pavement to get past the parked cars. Sometimes cars have even been seen to be parked on the pavement!

Further, because the current yellow lines around the corner of Chinthurst Lane adjacent to Kings Road are not long enough, people park on this corner and so it becomes difficult to see any cars approaching down Chinthurst Lane. Inevitably this leads to traffic jams in all directions and a great deal of time is lost for local residents (not commuters) who are simply attempting to go about their daily routines. This has even resulted in vehicles mounting the curb and travelling along the Common to avoid queues when the traffic is exceptionally bad. By preventing cars from parking on the corner, reducing the duration that cars can park and introducing an 'island' between the parking bays it should alleviate these issues.

Limiting the duration of parking and introducing 'islands' should greatly reduce the safety concerns.

By limiting the length of time that cars can park on Chinthurst Lane this will specifically target commuters. Freeing up a number of parking spaces near the businesses on Kings Road with four hour parking spaces will support local businesses and increase the possibility of customers 'dropping in'. Having limited time parking should also not inconvenience the recreational users of the

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| | <p>Common, such as footballers, as four hours should be ample time. The economic benefits of this proposal in supporting the village are clear.</p> <p>As a resident of Shalford who lives on the Common adjacent to the football pitch, access to my property is from Chinthurst Lane. At present, it is not uncommon for vehicles to park up to and encroaching over this turning. Due to the physics of this, it makes it extremely challenging to turn right off the Common onto Chinthurst Lane without risking mounting the curb opposite, all the time with a restricted view due to the parked cars. During extremely busy periods there have also been instances when refuse trucks have been unable to turn off Chinthurst Lane past the football pitch due to the parked cars making such a manoeuvre impossible. This again results in commuters causing significant inconvenience to the residents of the village. There are also considerable safety concerns at present as parked cars potentially run the risk of preventing emergency vehicles from turning off Chinthurst Lane to the properties around the football pitch. The proposals for prohibiting parking in this area are a 'godsend' for residents and are supported.</p> <p>The one request that I have is that signage is placed on the Common, adjacent to the football pitch to prevent the parked cars migrating from Chinthurst Lane onto the Common. Examples of this have been witnessed on occasion. Appropriate signage near the football pitch, replicating that on the Common adjacent to the cricket pitch should help solve this issue. Additionally, it is requested that sufficient enforcement patrols are provided to help settle this new approach otherwise there is a risk that the current practices will continue. It would also be helpful to limit the area outside of Somersbury Cottage, on the map, to a four-hour parking spot, to avoid simply moving the current problem further along Chinthurst lane.</p> <p>In summary, the parking proposals are a pragmatic and sensible solution to a long term (and perpetually increasing problem) and have my wholehearted support as a local resident., subject to an appropriate - private no parking sign on the fort all pitch side of the common.</p> |
| 317 | <p>I am writing with regards to the proposed parking restrictions in Shalford, Surrey, in particular Chinthurst Lane and Kings Road, as well as the other surrounding roads. We are one of the local businesses in Shalford and the implications on us of any such restrictions would be significant.</p> <p>David Shepherd Wildlife Foundation is a small charitable organisation that moved to Shalford in 2012 and has since become a part of the village community. We have 12 staff and numerous volunteers working from the Shalford office. Without access to daily parking we would simply be unable to function as the majority of our staff and volunteers have to travel to work by car as there are no viable public transport options for them.</p> <p>The imposition of time restrictions on local roads without the provision of parking spaces elsewhere in the village would cause enormous problems for many people. At present, there is a particularly high volume of cars parking in Shalford. The volume has increased significantly in the three years we have been in the village and this is already causing difficulty in finding parking spaces for staff of local businesses. This does suggest that it is not just Shalford residents and local businesses who are parking here but maybe others who are travelling on to a further destination. With a train station in the village this is understandable but in preventing commuters from using Shalford for parking during the day there will be a very negative knock on affect for all local businesses as well.</p> <p>We would like to ask that our parking needs, and those of other local businesses, are taken into account in the review of parking in Shalford. If restrictions are to be placed as proposed, please would you consider the issuing of permits to local businesses so that staff can travel to their place of work and park there free of these restrictions and considering making the spaces in the immediate</p> |

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| | vicinity of the local businesses as short term stay of 1 – 2 hours to be used by customers? |
| 321 | <p>With reference to your proposed plans to alter the parking arrangements on Orchard Road, Shalford, I live on the bend. With the proposed yellow lines we have already noticed that people are parking outside our house on both sides of the road making it difficult to turn out of our driveway in terms of safety of viewing other cars coming and having to take two attempts to get round and not hit the car on the far side.</p> <p>Our concern is with the proposed new yellow lines in place we will have a constant flow of cars parked blocking our turning in and out of our house as the traffic is displaced. We would like to suggest extending the double yellow lines on the opposite side of the road to us up to the gate of 6 Orchard Road to prevent double parking just before the bend in the road which would also force the traffic into the middle of the road as it head around the bend.</p> |
| 333 | <p>I am writing mainly in support of the proposed controls along the first part of Chinthurst Lane at Shalford Green. It has become increasingly difficult to pass this part of the road at busy times, often with neither party able (or willing) to make space for the other. I have sat for 5-10 minutes at times watching drivers unwilling to "back down", each convinced that they have right of way. It happened to me only yesterday. I was headed towards the green and the oncoming car (only three cars from the end of the road) with the obstructing cars on his side of the road was driving straight at me, unwilling to move. He eventually saw a space just behind him which he took three attempts to reverse into. Finally, after much verbal abuse, he allowed me to pass, hooting and gesticulating wildly as I did so. Perhaps he was just unable to reverse competently and was worried about damaging his car? Who knows?</p> <p>I have often discussed that some restrictions being put in place would alleviate the problems we are all experiencing.</p> <p>My concern, however, is that the cars that currently park along Chinthurst Lane at Shalford Green are clearly doing so in order to make use of the station which has limited car parking. These regular station users will surely just move up the road parking a little further away from the station, thus just shifting the problem a few hundred metres. We are at Burnside, just beyond Poplar Road on the left hand side, a part of the road which, again, is not wide enough for people to park without causing obstruction. The blind bend at the point that Poplar Road joins Chinthurst Lane is particularly difficult. Vehicles often exceed the speed limit along this part of the road in any case and allowing people to park there will just create another danger spot.</p> <p>I look forward to hearing from you with regard to what plan will be put in place in order not to just shift the problem away from the Green.</p> |
| 353 | <p>I object to the removal of the no waiting sign outside Thursley House in Station Road. I request that the double yellow line is extended to cover the front of Thursley House for the reasons below:</p> <p>We are the last business left on the road, and as such need access for our company vehicles at all times on to our hard standing parking. We are often blocked in as cars are parked across the dropped kerb, albeit for short periods. With the removal of some of the parking opportunities on the road this will increase.</p> |

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| | <p>With further regard to Station Road, the problems would ease if the road was patrolled regularly to prevent cars being parked up on the pavements. This is causing serious issues with visibility of traffic when leaving our office. I also find it disturbing having to watch schoolchildren and parents walk in the road as they cannot use the pavements.</p> |
| 355 | <p>I live in Station Road, Shalford. The double yellow lines in Station Road should be extended further eastwards from its junction with Chinthurst Lane, on both sides, to improve visibility. This is presently a hazard.</p> <p>Conversely, the proposed yellow lines in Chinthurst Lane that protect the points of vehicular access to the properties on the southern side of the Common should be curtailed to provide more parking.</p> |
| 357 | <p>The only amended controls I would like to see is in Chinthurst Lane, at the Wonersh Road end.</p> |
| 368 | <p>Victoria Court, Station Row is a 2-storey building comprising of 3 ground floor and 3 first floor flats. Parking spaces have never been allocated – I have never driven. The boundary wall has been damaged several times so the bollard are very welcome.</p> <p>This is a very narrow area with a great deal of traffic – vehicles of all sizes for the station, the school and delivery vans for the Queen Victoria pub. It is even busier since the estate agents moved into part of anchor house.</p> <p>I should mention that owners here, because of the lack of space, quite often park in front of the garages at the rear of this street, which would not be possible if they were all in use.</p> |
| 388 | <p>In general we support the proposals with the exception of one in Chinthurst Lane. The proposed free parking slot from Kings Road should be Mon/Sat 8.30am-6pm like the earlier slot in the road. The traffic on Chinthurst Lane is chaotic during the day and parking in it should be restricted in the slot mentioned above otherwise parking will be taken up all day by some of the many users of this parking area.</p> |
| 394 | <p>As someone who lives in Bramley and uses the Shalford train services into Guildford as part of a daily commute to London I would have to say that the opportunity to park in Shalford, use a local train service, and not add to the general traffic congestion going into Guildford in the morning are all important considerations for a local constituent living outside the city limits of Guildford.</p> <p>The proposed parking restrictions if not accompanied by additional new parking areas by the station, would be a retrograde step; and have the effect of adding to further traffic congestion as people are constrained to drive on further into Guildford in the morning rather than take a local commuter train.</p> |

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| | <p>I would ask you to reconsider your plans and at least put them on hold until sufficient alternative provisions are put in place for additional parking spaces in the immediate vicinity of the station. Parking places at the Shalford Station car park are filled by 0710 in the morning, leaving little option to those departing at 0800 from Shalford Station to park anywhere else other than near the Common.</p> |
| 403 | <p>Your team has done an excellent job and we support its proposals for Tillingbourne Road and Orchard Road for the following main reasons:</p> <p>Safety. The double yellow lines are necessary. All complaints should be directed to those who have parked dangerously and irresponsibly.</p> <p>Low Cost. By keeping it simple, the minimum amount of public money will be spent.</p> <p>Responsiveness. Your team has listened to our initial responses last year and produced a balance and effective solution for this final stage of consultation.</p> |
| 405 | <p>Initially I would state that I have no records of having received a letter late last year on this subject, nor does it appear that any of my immediate neighbours received any such notification at that time.</p> <p>In respect to Chinthurst Lane, Ashcroft and Poplar Road shown in Plans 1 and 3 I would comment as follows:</p> <p>I would support the proposals for Kings Road and Station Road, and also the approaches to Ashcroft and Poplar Road, all of which seem logical and sensible. In respect to Chinthurst Lane however, I appreciate that the proposal for 4 hour limited parking and 'No parking' areas would undoubtedly address the problems of congestion caused by commuter parking.</p> <p>It should, I believe, be noted that the present delays caused to through traffic by enforced single way movements do in fact help reduce traffic speed across the common and restricted the 'rat run' effect of traffic movements.</p> <p>The new proposals, whilst allowing 'passing places' for traffic, could well have the effect of increasing general traffic speeds beyond the present situation and therefore cause a potential for increase risk to pedestrians in this respect, albeit benefiting the general appearance of the area.</p> <p>There can be no doubt that any parking restrictions will cause displacement into nearby areas, and in this respect, Ashcroft and Poplar Road would undoubtedly be affected.</p> <p>Having moved to the Shalford area three years ago after living in London for 40 years, I am fully aware of the problems caused by displacement when parking is restricted, and the only normal solution that satisfies everybody is the provision of alternative parking facilities.</p> <p>This, in my experience, is invariably not cost effective unless meter parking is introduced, not always a popular move, and that</p> |

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| | <p>assumes space being available for that provision, otherwise I believe that there are only two low cost solutions.</p> <p>Firstly, restricted parking signs Mon-Fri, say 9-10am and 3-4pm which 'dissuades' commuters from parking and is of minimal additional expense to the community.</p> <p>Or, 'Residents Parking Only', which would be available to those residents who require additional 'on road' parking facilities, and could therefore be self-funding, although in the case of Poplar Road for instance, most if not all properties, have off-road facilities.</p> <p>Commuters will not disappear – they have to go somewhere unless the Rail companies make that provision (wee all know this to be a thing of the past since the benefits of escalating land values became more attractive that the requirement for promoting business and attractive custom!!)</p> <p>This displacement could obviously be in any of the roads show on any of the plans.</p> <p>I would support the proposals show on Plan 2 and 4 although I would be personally affected and I therefore feel I have no right to comment.</p> <p>The proposed intentions shown on Plan 3 however, whilst addressing safety issues, would not allow for any future risk of commuter parking without additional restrictions by signage as stated above.</p> <p>Depending of course on future numbers of commuter vehicles, I believe that the proposals would not address the potential of Poplar Road becoming a 'car park' in the future without provisions being made. Access to the Station would then be either via Chinthurst Lane or the A281 Horsham Road.</p> |
| 406 | <p>The general outline of your parking proposals for Shalford seem very sensible and practical.</p> <p>My observation as a resident of Poplar Road, is clearly expressed in your correspondence i.e. "the introduction of parking restrictions car cause parking to displace to nearby areas." There is already evidence of cars being abandoned for the day in our area.</p> <p>Two points for consideration:</p> <ol style="list-style-type: none"> 1. Within a short distance of our location, the Borough already provide and excellent Park & Ride facility at Artington, Old Portsmouth Road, with connection to rail and bus services. 2. Introduce, as is the norm in many Guildford locations, a Monday-Saturday 8.30am-6pm 2 hour waiting limit with no return within 4 hours. This would give a reasonable consideration for visitor parking but would eliminate daily business parking. |