

Guildford Borough Council

Shalford Common Consultation 2020

Report (V01)
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Prepared by

SMSR
RESEARCH

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Headline Findings

Residents living in the Shalford Common area and in the wider Borough were invited to provide their opinions on a number of proposals, put forward by Guildford Borough Council, to resolve ongoing parking and access issues on the Common and address complaints received by The Council. Areas of concern include:

- Huber's Garage and Mitchell's Row
- Kings Road shop front
- Pound Place
- Parrott Pub car park
- Recycling car park and Dagley Lane access road
- Dagley Lane/Juniper Terraces
- Approaches to Ashley Gardens and Christmas Hill

More than half of respondents (55%) who participated in the consultation advocated the creation of designated parking areas adjacent to the access track at Huber's Garage and Mitchell's Row together with the introduction of byelaws to enforce against parking on the track. A third (33%) said they would prefer to maintain the status quo in the area, citing potential disruption to business at the Garage and access to the cricket club facilities as a knock-on effect of any developments.

The majority of respondents said they agree with the approach put forward by The Council regarding cricket club parking on the common. More than three-quarters (78%) supported the proposal to control access via an access licence with the cricket club and replace the existing drop-down bollards on the access track with a low gate to reduce damage. Those who opposed this action (23%) voiced concerns about potential disruption to other stakeholders across the Common.

Just over half of residents (53%) stated their preference to deal with parking issues on Kings Road shop front would be for The Council to designate parking areas, remove the area from common land and provide exchange land whilst introducing parking restrictions as part of adopted highway. Residents mentioned this option would maintain the viability of local business whilst deterring commuters. Just over a quarter (28%) agreed with this action but with no parking restrictions and a fifth (20%) favoured the installation of a curb to prevent access in conjunction with parking restrictions.

Nearly three-fifths (58%) said they were prepared to tolerate the current situation at Pound Place, concerning cars parked adjacent to the access track, causing potential obstruction to emergency services, due to perceived limitations of the benefit of the proposal. A third (32%) favoured the creation of designated parking areas and the introduction of new byelaws to enforce against parking on the track and a tenth (11%) thought The Council should remove parking bays on the common adjacent to properties and offer easements to residents.

While a third of residents (33%) felt the car park at the Parrot Pub should remain common land, nearly three-fifths (59%) said they agreed with The Council's approach to remove the car park from

registered common land. Residents who supported the proposed action suggested other uses across the Common.

Residents were divided in their opinions on how best to manage the access track to Dagley Lane Caravan Park. While a slim majority (53%) encouraged The Council to tolerate the current situation, just less than half (47%) said they would prefer the track to be narrowed, whilst creating a designated car parking area and introducing byelaws to enforce against parking on the track. Those who opposed the proposal did not feel there were sufficient benefits to the development. Furthermore, when asked if The Council should replace the drop-down bollards on the access track for Shalford Fair with a low gate to reduce damage, more than three-fifths (71%) agreed with this action.

Attitudes towards the recycling car park on the common were equally divided. Half (50%) of those who participated in the consultation backed The Council's proposal to introduce parking controls in conjunction with improvements to the site such as marked parking bays. An identical number of residents felt the current situation should be tolerated, indicating that parking control measures may damage local business or inconvenience other groups who use the Common.

The majority (53%) felt that, despite parking issues on the access track at Dagley Lane / Juniper Terraces, the situation should be tolerated suggesting solutions offered by The Council could have a detrimental effect on the site and that parking provision was needed. Respondents were more evenly divided between the two proposals set out; a quarter (25%) advocated creating designated parking areas supported by new byelaws and a fifth (22%) favoured the removal of existing parking areas to offer easements to residents, supported by new byelaws.

Just less than half of respondents (49%) said they would prefer to tolerate the current situation at the approaches to Ashley Gardens and Christmas Hill suggesting the track should be widened to accommodate emergency vehicles visiting the care home. A third (31%) supported the introduction of new byelaws to enforce against parking on the track and a fifth (20%) felt the track should be narrowed to prevent parking and obstruction at the site.

Introduction

Background

Guildford Borough Council is the freehold owner of Shalford Common (“the Common”) which is registered common land. The statutory regulation of common land is set out in the Commons Act 2006.

There have been ongoing problems with parking on the Common for many years, which are increasing. The Council receives complaints on a regular basis about cars being parked on the Common, (including on access tracks) which is in breach of commons legislation.

The Council is consulting on the management of the Common Land at Shalford. This consultation will inform management of the green space, and the level of its protection and amenity improvements. The Council is seeking to draw up an action plan setting out measures to be implemented in respect of car parking, access onto the Common and leisure activities.

The Council commissioned SMSR Ltd, an independent research company, to help undertake a consultation with residents to help the Council understand their views. The consultation looks at different options for seven areas around Shalford Common and we want to hear the views of Shalford residents on how best to manage access and parking in each area. An online survey was promoted and hosted on the Council’s website and a dedicated email and telephone contact set up to accommodate any queries, comments, or requests for the survey in an alternative format from residents.

Report structure

This report includes headline findings for each question combined with qualitative insight. It should be noted that, due to a low number of responses to the consultation, results should be observed as indicative rather than statistically robust. Results have been provided in percentages together with raw figures to maintain transparency.

Sample / Methodology

It was important that the methodological approach to the consultation was robust and wide-reaching and therefore it was decided that a combination of methodologies would be utilised to maximise representation and inclusivity.

The questionnaire was designed by SMSR in conjunction with staff from Guildford Borough Council and adapted for an online consultation open to all residents in the Borough via an online link located on the council's website. Furthermore, Guildford Borough Council promoted the consultation via its social media streams, supported by a poster campaign in public areas. A copy of the survey can be found in the appendices. Supporting documents were made available during the consultation including photographs and maps together with draft byelaws concerning The Common.

The consultation was open for participation between June and December 2020. A total of 42 residents participated online or by a hard copy paper version of the survey. The full breakdown of the sample is as follows:

Gender	Number	Percentage
Male	18	44%
Female	21	21%
Transgender	0	0%
Other	0	0%

Age	Number	Percentage
16-24	4	10%
25-34	2	5%
35-44	6	14%
45-54	6	14%
55-64	8	19%
65+	13	31%
Prefer not to say	3	7%

Ethnicity	Number	Percentage
White	32	85%
BAME	1	2%
Prefer not to say	5	12%

Disability	Number	Percentage
Yes	0	0%
No	38	93%
Prefer not to say	3	7%

Main Findings

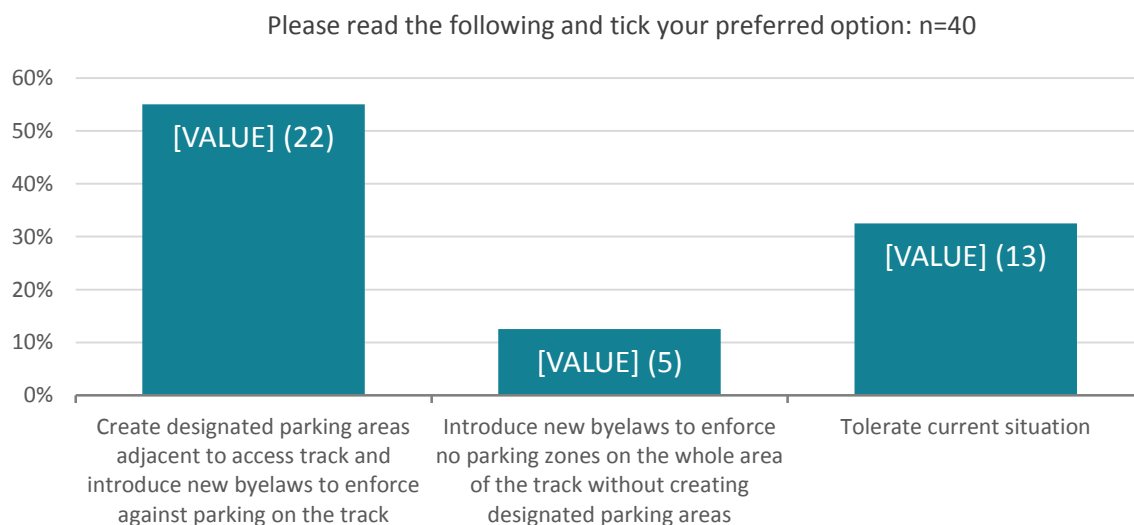
Huber's Garage and Mitchell's Row

This track provides access to Huber’s Garage and Properties in Mitchell’s Row. An access licence to Huber’s Garage is in place and contains the condition “not to park or allow to park vehicles on the access track.”

Two properties on the access track have parking within their property. Cars parked on the access track restrict access to these properties. Easements cannot be offered to residents in Mitchell’s Row, as it is not practical to do so because there is no available space for people to park on their property.

The Council are proposing the following options to manage this area of the common:

1. Create designated parking areas adjacent to access track and introduce new byelaws to enforce against parking on the track
2. Introduce new byelaws to enforce no parking zones on the whole area of the track without creating designated parking areas
3. Tolerate current situation



More than half of respondents (55%) said they would prefer the creation of designated parking areas adjacent to access track and introduce new byelaws to enforce against parking on the track. A third (33%) felt the current situation should be tolerated and the smallest percentage of residents (13%) advocated the introduction of new byelaws to enforce no parking zones without creating designated parking areas.

Parking concerns dominated feedback from residents who chose option 1 as a solution to issues surrounding Huber's Garage and Mitchell's Row:

"Please prevent parking across the pedestrian paths, (one marked as a path, but the other not), both clearly worn into the grass from frequent use. The unmarked path leads from the cricket club towards the path alongside the A281 by the Cricketers' cottages. This second, unofficial path gives easy access to the dog poo bin and use of these bins should be encouraged by making access as easy as possible."

"It seems that the car owning residents of Mitchells Row are going to have to park elsewhere if I read this correctly. This seems unfair, given that Guildford Borough Council currently chooses to let residents park on other areas of common land not forming part of these proposals."

"The issues here were created by the council in allowing Huber's to occupy the previous Hepworth's and before that Warns premises as Huber's is a much bigger and busier enterprise!"

"Need for parking should be merged before determining number of designated parking area."

Respondents who chose option 2 cited an urgent need for new bylaws and potential issues that the creation of more parking could cause:

"There is an urgent need for new byelaws which are then enforced. It is clear that designated parking is necessary, but this should be restricted to the Huber's garage end (as shown on the map) and not on or adjacent to the track."

"As a homeowner who lives near Mitchell's Row, we would be against the creation of a car park behind the Cricket Club as we believe this would cause further congestion, litter and would be a nuisance. Spectators for cricket matches will mainly be walking to the Common, otherwise they can take public transport (including using the nearby Shalford train station) or park their cars elsewhere. A car park would likely cause further problems on the A281 with many more cars slowing/stopping to turn onto the track."

Residents who felt the current situation should be tolerated (option 3) highlighted the essential role of local business and recreation to the area:

"Many people in Shalford use this great business. It needs as much parking as possible."

"Huber's is a business that is vital to the village. We support them and I think they manage the parking correctly during their working hours which are just normal daily hours."

“I must confess to being an active member of Shalford CC - so I have a vested interest here. The current situation has been in place for many years - with at most, only very modest inconvenience. Certainly, I was not aware of any problems currently with any resident complaints over loss of amenity. If there are, then it would make sense for the cricket club committee to be informed and an agreed set of voluntary measures to be introduced.”

“Local businesses need parking spaces especially ones in the automotive industry. To remove this parking would surely make this business unviable, create redundancies and decrease the council’s tax income. There has been parking at this location for a very long time, it should continue.”

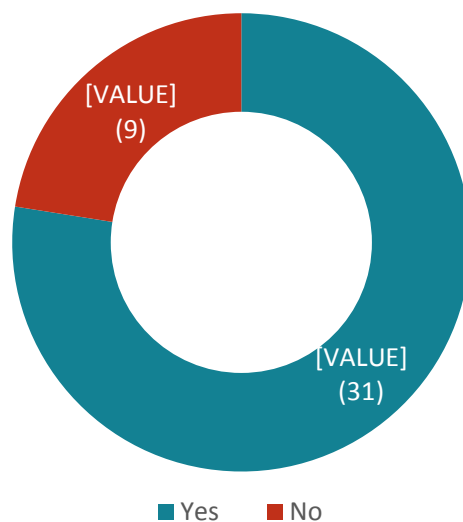
“Cricketers need access to games and in general as they always had.”

“The proposed measures would have a significant cost both in implementation and monitoring, plus would likely simply move the problem a short distance down Horsham Road. The garages of the properties you mention are clearly visible and will be avoided by most people. Where necessary, the owners can do what I find I have to do when people block access to my drive in Station Road - write a polite note expressing the problem and asking them to take more care in future.”

Cricket Club Parking

The grassed area next to the cricket clubhouse is used for parking during cricket matches. The Council are seeking to control access via an access licence with the cricket club and replace the existing drop-down bollards on access track with a low gate to reduce damage. The Council would apply for consent from the Secretary of State for this car parking area for cricket matches and installation of an access gate.

Would you agree with this approach? n=40



It is clear that local residents value the Cricket facilities on the common. More than three quarters (78%) of residents agreed with the approach of a car parking area for cricket matches and installation of an access gate, a quarter (23%) said they did not agree.

Residents who agreed with this action and provided further thoughts felt there may be other considerations when implementing this solution:

“This seems like a sensible and pragmatic solution, so long as there is a maximum number of times this can be used through the year.”

“As long as there is no blockage to public footpaths. As long as there is no blockage to public footpaths.”

“I think this is fine, it will cause no disturbance or upheaval.”

“If football was to return to this part of Shalford Common in the future this would need to be revisited. The footballers parked here and also on Chinthurst Lane and regrettably left a lot of rubbish as well as relieving themselves on the Common.”

Those who opposed the creation of a car parking area and access gate voiced concerns about the knock-on effects of the proposal:

“As a homeowner who lives near Mitchell’s Row, we would be against the creation of a car park behind the Cricket Club as we believe this would cause further congestion, litter and would be a nuisance. Spectators for cricket matches will mainly be walking to the Common, otherwise they can take public transport (including using the nearby Shalford train station) or park their cars elsewhere. A car park would likely cause further problems on the A281 with many more cars slowing/stopping to turn onto the track. This part of the A281 is already very congested with heavy traffic much of the day, which is compounded by the nearby roundabout and intersection with Broadford Road.”

“Parking arrangements have worked for the last seventy years at the cricket club. I drive past at least twice a day, there is very, very rarely anyone else parked on this area outside of cricket and cricket related activities. It is not just matches on a Saturday and Sunday throughout the summer, we regularly have practice sessions, pitch maintenance sessions, kids coaching sessions or pavilion maintenance sessions.”

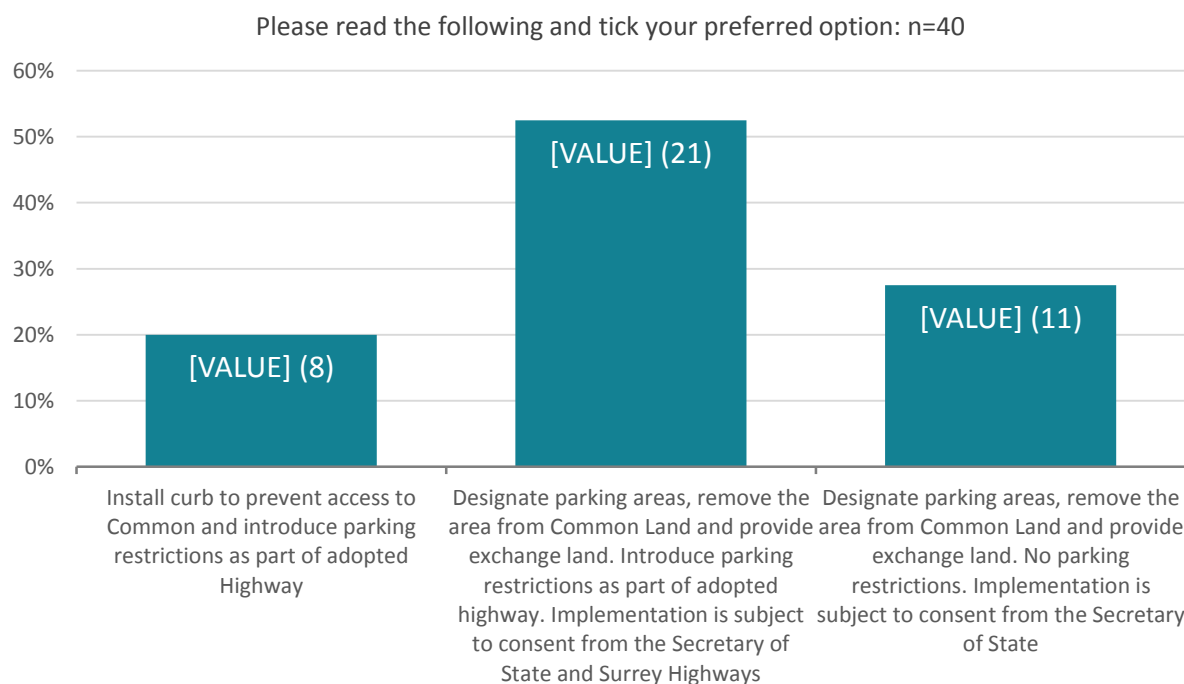
“Concern that gates would remain locked with knock-on impact and inconvenience elsewhere.”

“From what I’ve seen, I’m sure there will be occasions when the number of cars for cricket matches will exceed the capacity of the suggested parking area. The resulting overspill will just mean problems elsewhere. It would however be good if cricketers were discouraged from parking over the path, e.g. by placing posts either side of the path at the access track end of the path.”

Kings Road Shop front

Cars are regularly parked on the Common opposite official parking spaces. The Council are proposing the following options to manage this area of the common:

1. Install curb to prevent access to Common and introduce parking restrictions as part of adopted Highway
2. Designate parking areas, remove the area from Common Land and provide exchange land. Introduce parking restrictions as part of adopted highway. Implementation is subject to consent from the Secretary of State and Surrey Highways
3. Designate parking areas, remove the area from Common Land and provide exchange land. No parking restrictions. Implementation is subject to consent from the Secretary of State



More than half of residents (53%) said they would prefer to designate parking areas, remove the area from Common Land and provide exchange land, introducing parking restrictions. More than a quarter (28%) said they preferred the same option but without parking restrictions and a fifth (20%) felt that a curb should be installed to prevent access to the common and introduce parking restrictions.

Residents who advocated the implementation of option 2 felt the area is essential for access to local businesses and that commuters who do not want to use a paid car park at the train station have an effect on the area:

“The parking here is important for the shops and businesses in this area. The shops and businesses form the heart of Shalford village and are a very important part of the community. They have been a very important local resource over the period of lockdown. This parking area allows customers to park for free right outside, so is very convenient. If this parking were removed it would have a detrimental effect on the business. There is parking at the station but you have to pay for it and the parking at the scout hut is often full. I would support making these proper parking spaces and keeping it free to park but putting in a time restriction, so that parking is limited to 2 hours, this would ensure that people then can't use this free parking when using the station.”

“This area needs parking to keep the shops as viable businesses, allowing cars to use this road plus gain access hurts no one but would cause massive inconvenience to shoppers if it was blocked of and parking was restricted. Customers would go elsewhere and we need these businesses to enhance the local community and benefit village. Shalford has lost parking areas already e.g. Chinthurst Lane. This is the 21st Century People need to park somewhere.”

“The parking at this location hasn't caused any issues to the best of my knowledge. The concrete blocks which were placed to stop the parking make the village look ugly. The needs of the local community should come first, the ability to park outside our local shops is paramount. We have already lost the spaces outside the chemist which were taken up by the zebra crossing, our local businesses cannot afford to lose any more.”

“It is elementary to have direct car parks for the shops in this area, most people drive to do their shopping currently, they won't be viable otherwise. Staff and deliveries all the normal functions of a shopping parade should be taken on board.”

“Extra parking (controlled) is essential to maintain the viability of the shops (Snooty's, Passorn, Hairdresser, Pharmacy, Beauty Salon and David Shephard/Kitchen showroom). Only control needed is to prevent parking by commuters who don't wish to use the paid network rail car park!”

“Creating a proper parking area opposite the Thai restaurant and Snooty's sandwich bar is a good idea. I would also support limiting the parking time when Snooty's is open to 1hr to stop this area getting clogged up.”

“We need additional parking area to provide support for local businesses - e.g. Boots, grocers, etc.”

“The train station car park has only recently become a paying car park and many of the parking problems are as a result of this. As rail users in addition to residents now park wherever they can, including Chinthurst Lane (despite the ineffective controls introduced) the Scout Hut car park (which is also part of the consultation), and the parking area subject to this part of the consultation. We have ticked the second option on the basis the restrictions would be time limited to enable customers of the local shops to park while visiting them.”

Residents who preferred designated parking areas without parking restrictions also highlighted the lifeline local shops offer to the area and that access via parking provides a two-way benefit for businesses and residents:

“There is very limited parking for businesses on Kings Road which provide important services and are in many ways the heart of the village. We should support these businesses, not hinder them. Please remove parking restrictions to allow these shops (many of which are struggling) to more easily attract custom.”

“The parking needs to be time restricted for the benefit of shoppers and so that the shops don’t lose custom.”

“More parking is much needed as busy retail shops. To help customers and support local businesses.”

“The shops and businesses have brought Shalford to life. They need access.”

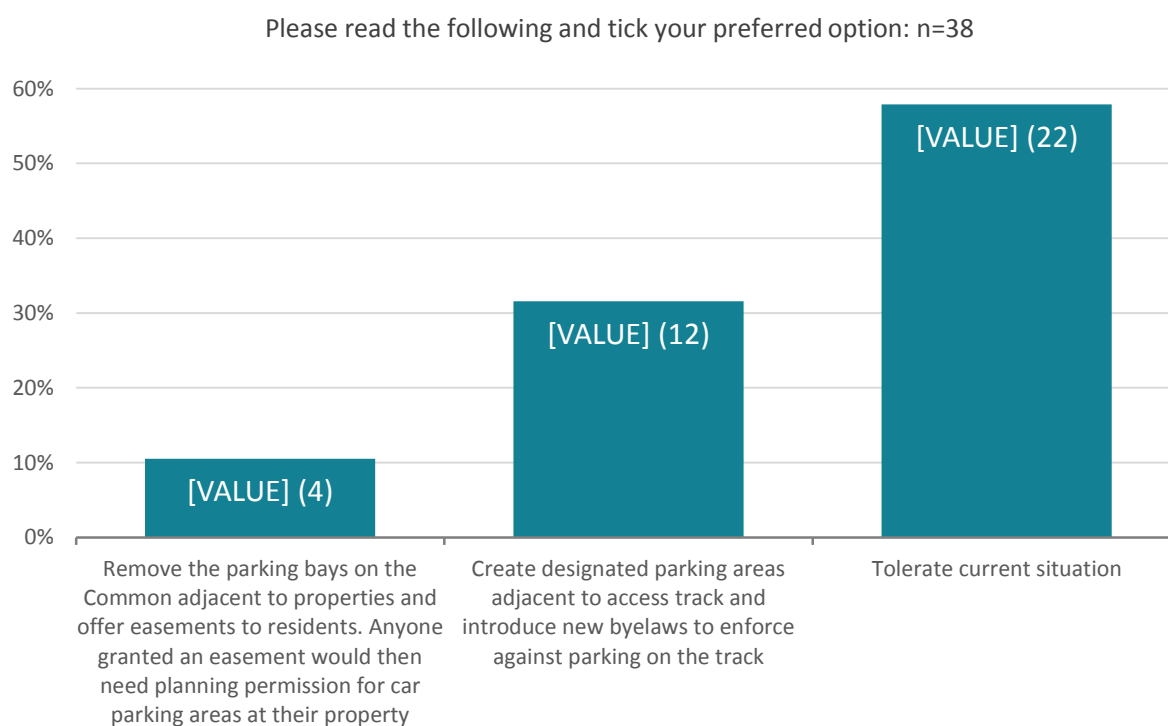
Comments were limited amongst residents who advocated the installation of a curb to prevent access to parking on the common; one resident implied that options 2 and 3 may ruin the aesthetic of the village:

“Removal of Common Land and creating parking will ruin the Common and be an eyesore in the village.”

Pound Place

Cars are parked adjacent to existing access track. There are issues with parked cars obstructing access for emergency services. The Council are proposing the following options to manage this area of the common:

1. Remove the parking bays on the Common adjacent to properties and offer easements to residents. Anyone granted an easement would then need planning permission for car parking areas at their property
2. Create designated parking areas adjacent to access track and introduce new byelaws to enforce against parking on the track
3. Tolerate current situation



Nearly three-fifths (58%) said they would prefer to tolerate the current situation at Pound Place. A third (32%) supported the creation of designated parking areas together with the introduction of new byelaws and a tenth (11%) advocated the removal of parking bays on the common and offer easements to residents.

A small number of residents expanded on their preference with those who felt it was best to tolerate the current situation suggesting the actions may not resolve the issue:

“As an ex-resident of Pound Place, I know that there is a legal covenant on numbers 7 to 12 which does not allow parking on the front gardens. There is already a problem with parking at this location and removing the existing spaces would just create more problems for residents of Station Road. A better solution would be to allow the parking, move the drainage ditch 2m away from the houses and let residents park nose in. This would create much needed extra parking and improve the lives of the residents. Surely our local councillors know that there is a fundamental lack of parking in Shalford.”

“The proposals represent cost for very little if any benefit. A better use of money would be to implement 'herring-bone' parking (rather than parallel parking) along the section of Station Road between Pound Place and Kings Road, maybe with that section of Station Road made one way. This would provide spaces for approx. twice the number of vehicles that currently park there, alleviating parking problems for both Pound Place and Station Road. Making it one way (out towards Kings Road) would stop Station Road being used as a rat run when there are queues on Station Road.”

Those who felt that designated parking areas should be installed with enforcements felt this would bring Pound Place in line with other areas of the borough and would allow residents easier access to children's facilities:

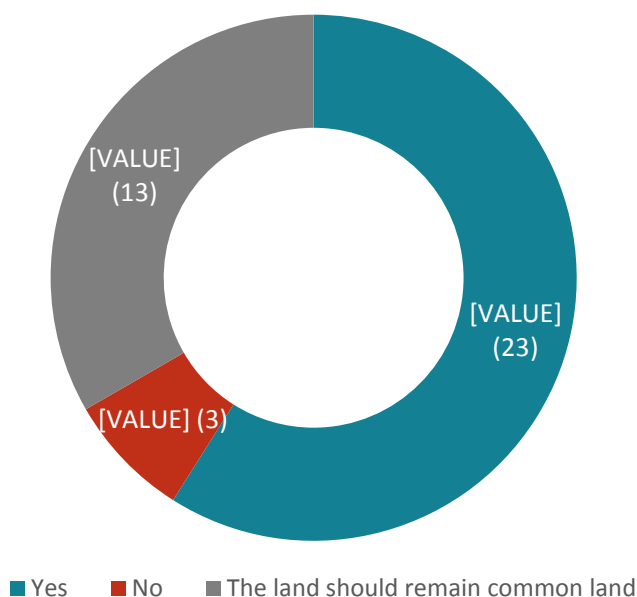
“Parking in the part of Station Road going from Pound Place to Kings Road/Christmas Hill should be restricted too, in line with other areas of Shalford, or be by permit only.”

“It would be helpful to allow further parking for families with small children that will drive short distances to use the playground.”

Parrot Pub Car Park

This car park is currently licensed to the Parrot Pub, although it is on the Common. The Council are proposing to remove this car park from registered Common Land. This is to achieve compliance with existing Commons legislation when entering future lease agreements of this car park. The Council propose to provide exchange land for the land removed from the Common. Implementation is subject to consent from the Secretary of State.

Would you agree with this approach? n=39



The majority of residents (59%) agreed with the proposal to remove the Parrot Pub car park from registered common land. A third (33%) felt the car park should remain common land and a small number did not support either action (8%).

Residents who supported the proposal suggested other uses for the area:

“If the land was improved this would be fine, however the lease should encourage people to park here to launch their boats rather than parking next to the bridge around the corner.”

“Current blot on landscape.”

“We are in general need for car parking facilities in and near the village as people live, visit work and shop here!”

“GBC should retain some control of car park to provide space for recreation to area and for visitors not using the Parrot Pub.”

Those who felt the car park should remain as common land felt that more information was required before a decision was made:

“This is impossible to answer with the Parrot for sale and apparently sold for private houses. How can it have been sold for housing when the parking situation is unclear? This should be clearly communicated to residents and be far more transparent.”

“Not sure what you mean exactly, but it would be nice if somehow the car park for the Parrot Pub was designated for commuters or public in general, but not overnight parking.”

Others, who did not commit to either approach suggested the future of the Parrott Pub needed to be resolved ahead of the Council’s proposal:

“I am strongly of the opinion that any such change should only happen once it is definite that the Parrot is going to remain as a hospitality venue (in need of a car park). If the proposed move is done in advance and the pub site is used, e.g. housing, the car park could then also be used for housing. I would be strongly against that happening.”

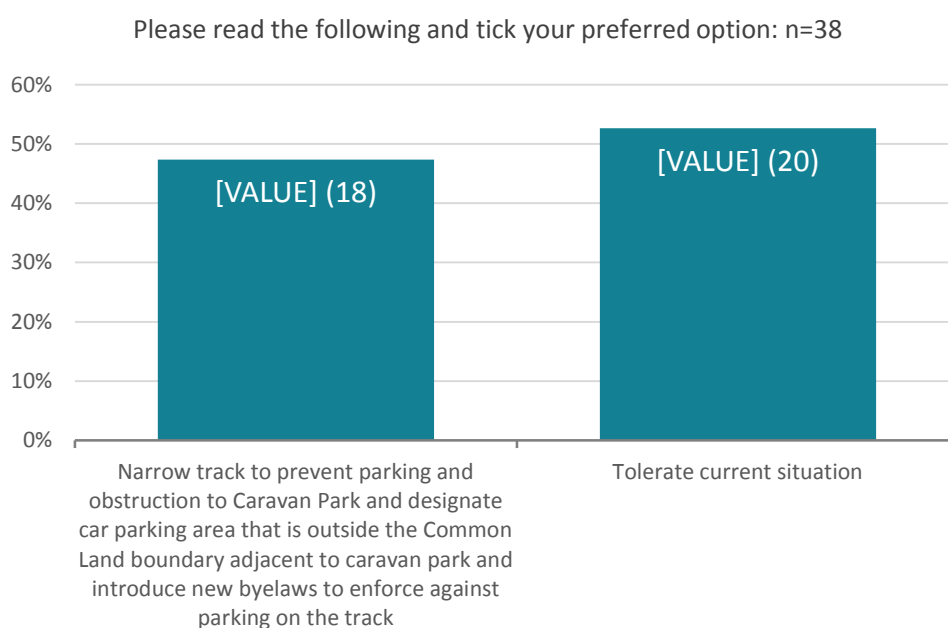
“If a new tenant takes on the pub it would need a car park for customers. Also, it is not understood why the consultation isn't including the untidy car parking that occurs on the other side of the road from The Parrot, predominantly by the residents of the houses there. Until the future of the Parrot and the brownfield business park is decided it is premature to decide on this part of the survey.”

“I think this should be kept as a car park for the premises.”

Access track to Dagley Lane Caravan Park

Cars are parked adjacent to existing access track. There are issues with parked cars obstructing access for emergency services. The Council are proposing the following options to manage this area of the common:

1. Narrow track to prevent parking and obstruction to Caravan Park and designate car parking area that is outside the Common Land boundary adjacent to caravan park and introduce new byelaws to enforce against parking on the track
2. Tolerate current situation



Opinion was divided between the Council’s proposal to narrow the track to Dagley Lane Caravan Park, designate a car parking area with byelaws to enforce restrictions and tolerating the current situation. A slim majority (53%) felt the better option was to tolerate the current situation whilst slightly less than half (47%) supported the Council’s plan of action.

The only comment made supporting the proposal indicated that passing places may be required on the track. Residents who felt the best approach was to maintain the status quo questioned the benefits of the proposal:

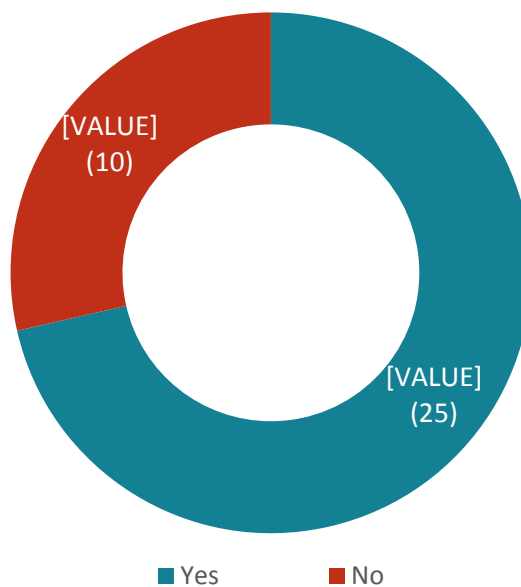
“I walk/cycle down the track several times a week and very, very rarely see any cars parked on the track. The only time would be for a very brief period if it was a pick-up/drop off time for activities at the scout hut and the car park is full. And even then, cars aren’t generally parked but are just waiting for usually less than 5 minutes. It is a very pretty part of the common and I would hesitate about doing unnecessary building work here.”

“The proposed scheme would have a significant cost but little if any benefit. Regarding Q5b, I can imagine a low gate suffering at least as much damage as the bollards and, more importantly, not appearing as much of a challenge to travellers looking for places to park their caravans, cars, rubbish etc.”

“The options provided make it very difficult to answer. There is no consultation for the land just over the bridge providing parking for the allotments, which is on common land. What exactly is being proposed. Again, the options are confusing and misleading.”

The Council also propose to replace the drop-down bollards on access track for the Shalford Fair with a low gate to reduce damage. The Council would apply for consent from the Secretary of State for the installation of an access gate.

Would you agree with this approach? n=35

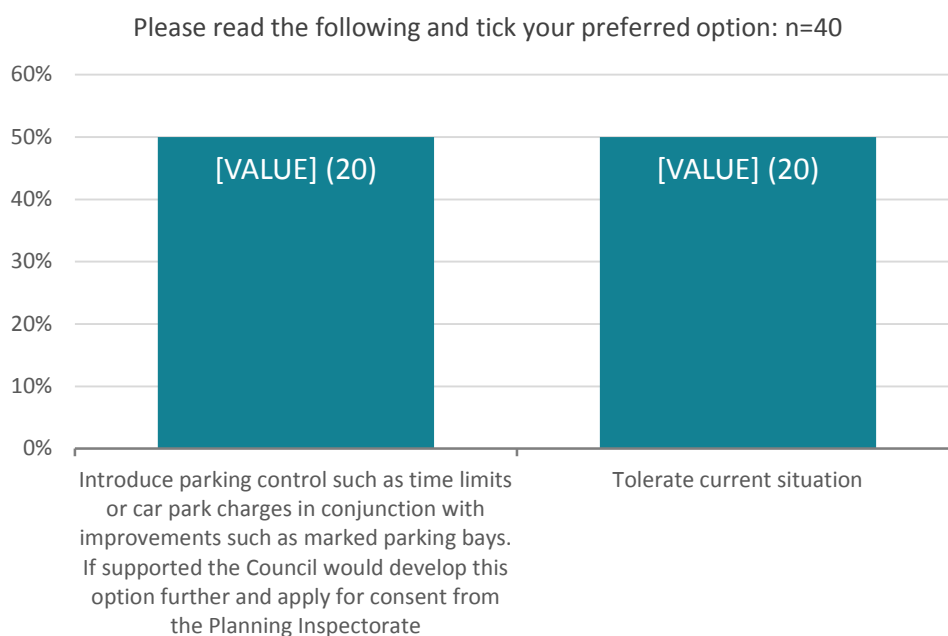


More than two-thirds (71%) said they agreed with the proposed action of replacing the drop-down bollards on the access track for the Shalford Fair with a low gate to reduce damage. Nearly a third (29%) opposed the plan.

Recycling Car Park

The car park is on the Common and does not have consent from the Planning Inspectorate. Retrospective consent cannot be applied for, but as it was constructed before 1 October 2007, there is no requirement to remove this car park. The Council are proposing the following options to manage this area of the common:

1. Introduce parking control such as time limits or car park charges in conjunction with improvements such as marked parking bays. If supported the Council would develop this option further and apply for consent from the Planning Inspectorate
2. Tolerate current situation



Attitudes towards the recycling car park were found to be evenly divided with half of respondents in favour of parking controls or charges, in conjunction with improvements to the site and the remaining half prepared to tolerate the current situation.

Respondents in favour of the proposals referenced the frequent use of the car park by commuters but warned against the detrimental effect that any parking charges may have on local businesses:

“Free parking for 90 mins to allow shoppers but stop commuters parking all day.”

“Since fees were raised at Shalford station car park, we have noticed many commuters use this car park instead, limiting access for those visiting to use the recycling facilities and Shalford Scout hut.”

“This area should be used for people visiting the shops rather than the space suggested on the Eastern side of Kings Road near Snooty's cafe/Passorn Thai. The Station parking needs to be deterred.”

“I would most definitely oppose car park charges as this would have a negative effect in the businesses in Shalford that depend on the free parking for trade and form a vital part of the Shalford community. However, I would agree with time constraints which would then stop people from parking in the car park for long periods of time, such as when commuting from the station.”

“Parking charges should be applied. Since parking in Shalford Station car park has been chargeable, commuters are taking advantage of the recycling area for all day parking, thus not allowing local parking to visit the shops or amenities, etc.”

“Make it illegal to park there between 10am and 11am to stop commuters.”

“With a note that staff of local businesses should be given a free permit to park here as the aim is to limit the commuting people use this as a free car park instead of paying for the train station car park.”

“I think that there should be licensed parking for employees at the local business.”

“As mentioned earlier this car park used to be lightly used by users of the Scout Hut, recycling and customers of local shops. Since the station introduced car parking charges it is full with displaced residents and train passengers. A time limit on the parking during the daytime would resolve this. The problem is the rail passengers will still spread to Chinthurst Lane and other parts of land, many of them subject to this survey. A conversation with the rail company about their car park and the charges and the consequences would be worthwhile as many of the issues being addressed in this survey are a result of the imposition of the charges.”

Residents who harboured concerns about the proposal tended to mainly focus on the implementation of parking charges at the site which could have a negative impact on other aspects of Shalford village life:

“Shalford is a village not a town and should not be full of car parks that you have to pay for. Provided other areas of the village have parking with time restrictions (I.e. in front of the shops and potentially on Chinthurst Lane) I feel this car park can be left as is.”

“Charging to park here would be detrimental to local people and businesses as well as the scouts.”

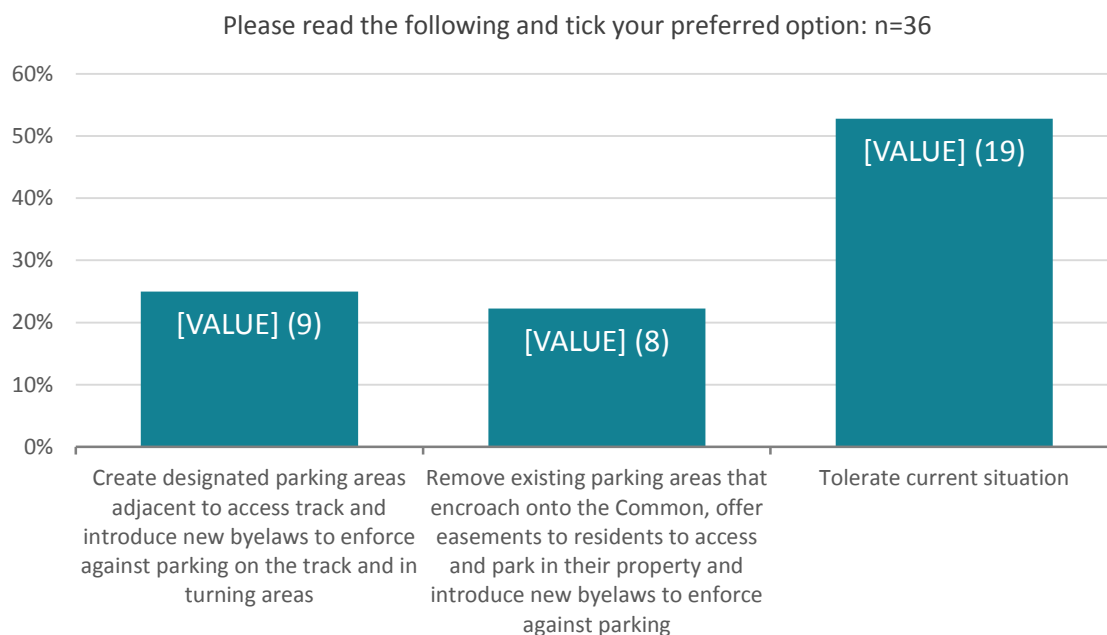
“The problem with parking controls here is that it is used by commuters who will just find other places to park and annoy the Shalford residents!”

“Why are you proposing a pay to park option and no free to park option? Everyone knows that the recycling bins are used as an alternative to the train station parking because it is free. It is not just the parking that is an illegal use of common land - the recycling bins are also illegal. What is the proposal for that?”

Dagley Lane/ Juniper Terraces

Cars are parked adjacent to existing access track. The Council are proposing the following options to manage this area of the common:

1. Create designated parking areas adjacent to access track and introduce new byelaws to enforce against parking on the track and in turning areas
2. Remove existing parking areas that encroach onto the Common, offer easements to residents to access and park in their property and introduce new byelaws to enforce against parking
3. Tolerate current situation



More than half of respondents (53%) said they were willing to tolerate the current situation rather than advocate the Council's proposals. A quarter (25%) supported designated parking areas and new byelaws to enforce against parking and just over a fifth (22%) felt that parking areas should be removed with easements offered to residents.

Although comments on the proposals were limited, one respondent felt that it hadn't been explained clearly enough that easements cost money. Residents who believed no action should be taken suggested the proposal could make things worse in this area and parking provision was required:

"The residents need somewhere to park!"

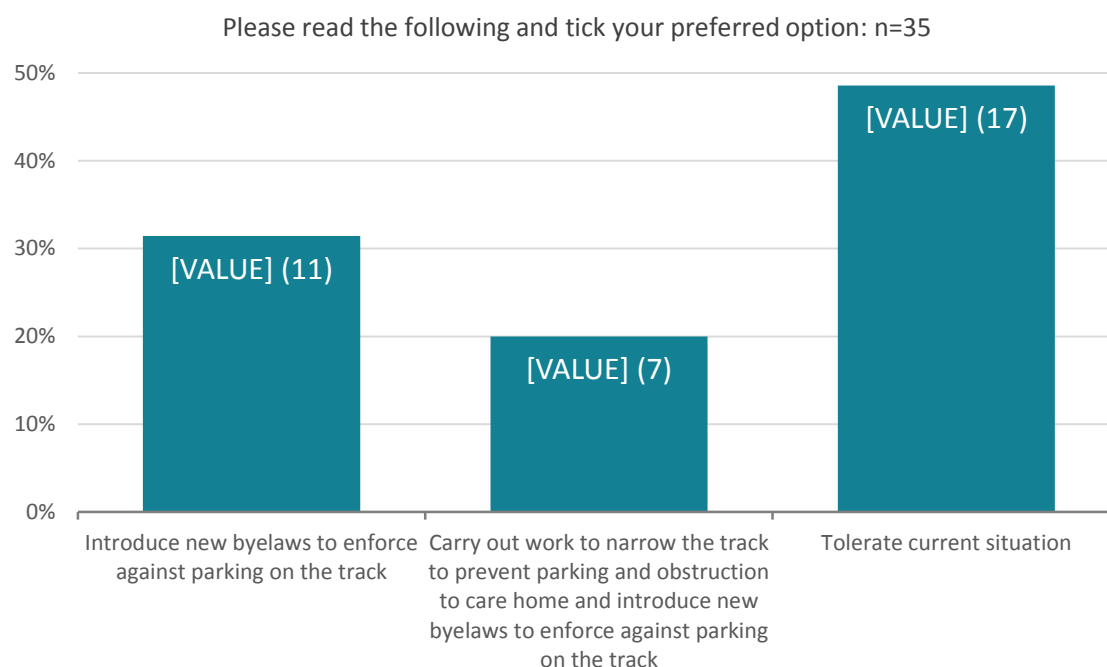
"I know the parking isn't wonderful for the residents of these terraces but the suggested alternatives would just make things worse."

"There are areas of Dagley Lane / Juniper Terrace completely ignored in the consultation. Dagley Terrace is not referred to on the map, yet is included here. How is the parking proposed? Will it cut into the common and provide parking where the cars have to park sideways, turning the common into a carpark? The barrier is proposed outside 3 houses - what is the parking solution there? There is no mention in the map of any solution or proposal for Rushmere or The Terrace? It is incomplete, ill thought out and provides no solution."

Approaches to Ashley Gardens and Christmas Hill

Cars are parked adjacent to existing access track. There are issues with parked cars obstructing access for emergency services. The Council are proposing the following options to manage this area of the common:

1. Introduce new byelaws to enforce against parking on the track
2. Carry out work to narrow the track to prevent parking and obstruction to care home and introduce new byelaws to enforce against parking on the track
3. Tolerate current situation



The majority of respondents (49%) said they would prefer to tolerate the current situation at the approaches to Ashley Gardens and Christmas Hill. Nearly a third (31%) supported the introduction of new byelaws to enforce against parking on the track and a fifth (20%) favoured the narrowing of the track to prevent parking and obstruction to the care home at the site supported by new byelaws.

Of those who opposed the development of the area advocated the widening of the approach:

“A better option would surely be to widen the tracks to allow those who need to park to do this without obstructing either emergency vehicles or access to Ashley House. My suggestion regarding providing herringbone parking at the end of Station Road (see Q3a) would also help here.”

This point of view was also shared by other residents who supported new byelaws to enforce against parking on the track:

“As I commented earlier, this approach to Ashley Gardens shouldn’t be made narrower. Emergency vehicles are frequently called to the residences in Ashley Gardens, so access has to be wide enough. It is awkward as it is.

“A principal part of the care home is currently a derelict, fenced off site and subject to an unwanted planning application for a replacement which is far too large. It is premature to decide this as if the expansion is allowed there will inevitably be a need for extra car parking and increased traffic in and out of the site.”

Other comments provided suggestions for improvements to the care home itself:

“Ensure that the care home provides sufficient parking for residents and workers. Their problem should not become a problem for the rest of us.”

“And a pavement introduced for pedestrian approach to Ashley House and Ashley Gardens.”

Further comments

Residents were asked to provide any further comments on the consultation along with any other concerns around Shalford. Although comments were limited, concerns about the viability of local businesses, commuter parking and concerns about the effects of proposed developments around the common were provided. Some residents were sceptical about the proposals and felt some areas of the common which had known issues had been omitted from the consultation:

“Only final comment is to be mindful of any unintended consequences with any new courses of action. I am concerned that solutions are being searched for problems that are very minor and this has risks of disproportionate actions being taken that in turn, create new and bigger problems.”

“More parking needs to be created in Shalford not less. Perhaps some of the adjoining greenbelt should be designated common land to facilitate this. It would also protect the greenbelt land from further development for future generations.”

“In general, the creation of purpose built and controlled parking is essential for the locals and their shops & services. The last few years seen restrictions mainly thus issues arising daily. Would be very happy to see a thriving but organised Shalford.”

“Viability of shops must remain a very high priority. It is a pity that Network Rail charge for their car park as many issues in and around Shalford are caused by selfish commuters!”

“I see no need for any of these changes, why waste taxpayer’s money here. We also do not want change of common land so it can be developed!”

“Please explain the last section/ page in the document with regards to exchange land near the railway line. Is this being handed away from the council or common land for possible development?”

“Many of the parking problems around Shalford Common have been created by rail users seeking free parking options after British Rail introduced parking charges at the Shalford Station Car Park. This has meant that cars are parked all day in places that were previously available to residents and customers of the local shops. Any changes to parking on and around the Common should not be to the detriment of residents and local businesses. Any future planning applications must include sufficient parking spaces. Better control of the parking in Chinthurst Lane to prevent all day parking would also help the situation.”

“Whilst I am directly affected by the proposals for Dagley Lane and Juniper Cottages/Place/Row/Terrace, I have several wider and immediate concerns about the proposals: Several areas of common land not being included in the proposals - namely, outside Shalford Infant School, Parking outside Dagley Lane Allotments, The area outside Juniper Terrace and the corner of Dagley Lane round to Juniper Terrace and Mount Pleasance (opposite the Parrot). These are all on common land, used for parking and not being mentioned. Have they intentionally been excluded? If so why and if not, shouldn't the proposal cover all areas of common land in Shalford? When asked, GBC's response was "We have identified priority areas to simplify the process. We are aware there are other areas that may require attention". The proposal clearly states that Area 6 is Dagley Lane / Juniper Terraces, yet one of the photos highlighting the area concerned is not included in the proposal - which begs the question, what else are GBC aware of that might require attention? If, as said, there are other areas that may require attention then surely this will require another round of consultation and a repetition of the whole process, which will undoubtedly cause more anxiety, cost more money and take up more time. The proposed new byelaws - we need to be informed as to how they compare to the current Common land laws. The timing - although this process was started in 2019 why is it continuing now when GBC have a massive budget deficit and surely, should be using all available resource to address the Covid-19 pandemic and not creating even more anxiety and worry within the community?”

“1. Many areas where there is uncontrolled parking not covered by the survey - particularly the lone approach Parrot Pub. 2. No questions about leisure activities”

Questionnaire

Guildford Borough Council

Shalford Common Land Management Survey 2020

Guildford Borough Council is the freehold owner of Shalford Common (“the Common”) which is registered common land. The statutory regulation of common land is set out in the Commons Act 2006.

There have been ongoing problems with parking on the Common for many years, which are increasing. The Council receives complaints on a regular basis about cars being parked on the Common, (including on access tracks) which is in breach of commons legislation.

Why we are consulting with you

We are consulting on the management of the Common Land at Shalford. This consultation will inform our management of the green space, and the level of its protection and amenity improvements. The Council is seeking to draw up an action plan setting out measures to be implemented in respect of car parking, access onto the Common and leisure activities.

Have your say

We will consider your feedback and use it to help inform decisions on the future use of the Common. The Council are considering options for seven priority areas around Shalford Common and would like your opinion on the best approach to managing access and parking in each area. The Council will use this consultation as pre-consultation to apply for consents for Common Land and Byelaws from DEFRA.

All responses are anonymous and we are working with an independent agency, SMSR, who will process your replies on our behalf.

Background Information

Please use the attached documents to access maps and images of each of the seven priority areas around the Common. There is also an additional document outlining the draft byelaws which could be introduced.

If you have any queries or concerns regarding this consultation, please email: shalfordconsultation@smsr.co.uk or you can call 01483 939777 to leave a message. Alternatively, you can visit the following webpage and complete the online form: <https://smsr.co.uk/#contact>

Area 1a Huber's Garage/ Mitchell's Row

This track provides access to Huber's Garage and Properties in Mitchell's Row.

An access licence to Huber's Garage is in place and contains the condition "not to park or allow to park vehicles on the access track."

Two properties on the access track have parking within their property. Cars parked on the access track restrict access to these properties.

Easements cannot be offered to residents in Mitchell's Row, as it is not practical to do so because there is no available space for people to park on their property.

Q1a The Council are proposing the following options to manage this area of the common. Please read the following and tick your preferred option:

- Create designated parking areas adjacent to access track and introduce new byelaws to enforce against parking on the track
- Introduce new byelaws to enforce no parking zones on the whole area of the track without creating designated parking areas
- Tolerate current situation

Q1a1 Please provide any comments in the box below:

Cricket Club Parking

The grassed area next to the cricket clubhouse is used for parking during cricket matches.

Q1b The Council are seeking to control access via an access licence with the cricket club and replace the existing drop down bollards on access track with a low gate to reduce damage. The Council would apply for consent from the Secretary of State for this car parking area for cricket matches and installation of an access gate. Would you agree with this approach?

Yes

No

Q1b1 Please provide any comments in the box below:

Kings Road Shop front

Cars are regularly parked on the Common opposite official parking spaces.

Q2 The Council are proposing the following options to manage this area of the common. Please read the following and tick your preferred option:

- Install curb to prevent access to Common and introduce parking restrictions as part of adopted Highway
- Designate parking areas, remove the area from Common Land and provide exchange land. Introduce parking restrictions as part of adopted highway. Implementation is subject to consent from the Secretary of State and Surrey Highways
- Designate parking areas, remove the area from Common Land and provide exchange land. No parking restrictions. Implementation is subject to consent from the Secretary of State

Q2a Please provide any comments in the box below:

Pound Place

Cars are parked adjacent to existing access track. There are issues with parked cars obstructing access for emergency services.

Q3 The Council are proposing the following options to manage this area of the common. Please read the following and tick your preferred option:

- Remove the parking bays on the Common adjacent to properties and offer easements to residents. Anyone granted an easement would then need planning permission for car parking areas at their property
- Create designated parking areas adjacent to access track and introduce new byelaws to enforce against parking on the track
- Tolerate current situation

Q3a Please provide any comments in the box below:

Parrot Pub Car Park

This car park is currently licensed to the Parrot Pub, although it is on the Common.

- Q4 The Council are proposing to remove this car park from registered Common Land. This is to achieve compliance with existing Commons legislation when entering future lease agreements of this car park. The Council propose to provide exchange land for the land removed from the Common. Implementation is subject to consent from the Secretary of State.

Would you agree with this approach?

- Yes
 No
 The land should remain common land

- Q4a Please provide any comments in the box below:

Access track to Dagley Lane Caravan Park

Cars are parked adjacent to existing access track. There are issues with parked cars obstructing access for emergency services.

Q5a The Council are proposing the following options to manage this area of the common. Please read the following and tick your preferred option:

- Narrow track to prevent parking and obstruction to Caravan Park and designate car parking area that is outside the Common Land boundary adjacent to caravan park and introduce new byelaws to enforce against parking on the track
- Tolerate current situation

Q5a1 Please provide any comments in the box below:

Q5b The Council propose to replace the drop down bollards on access track for the Shalford Fair with a low gate to reduce damage. The Council would apply for consent from the Secretary of State for the installation of an access gate.

Would you agree with this approach?

- Yes
- No

Recycling Car Park

The car park is on the Common, and does not have consent from the Planning Inspectorate. Retrospective consent cannot be applied for, but as it was constructed before 1 October 2007, there is no requirement to remove this car park.

Q5c The Council are proposing the following options to manage this area of the common. Please read the following and tick your preferred option:

- Introduce parking control such as time limits or car park charges in conjunction with improvements such as marked parking bays. If supported the Council would develop this option further and apply for consent from the Planning Inspectorate
- Tolerate current situation

Q5c1 Please provide any comments in the box below:

Dagley Lane/ Juniper Terraces

Cars are parked adjacent to existing access track.

Q6 The Council are proposing the following options to manage this area of the common. Please read the following and tick your preferred option:

- Create designated parking areas adjacent to access track and introduce new byelaws to enforce against parking on the track and in turning areas
- Remove existing parking areas that encroach onto the Common, offer easements to residents to access and park in their property and introduce new byelaws to enforce against parking
- Tolerate current situation

Q6a Please provide any comments in the box below:

Approaches to Ashley Gardens and Christmas Hill

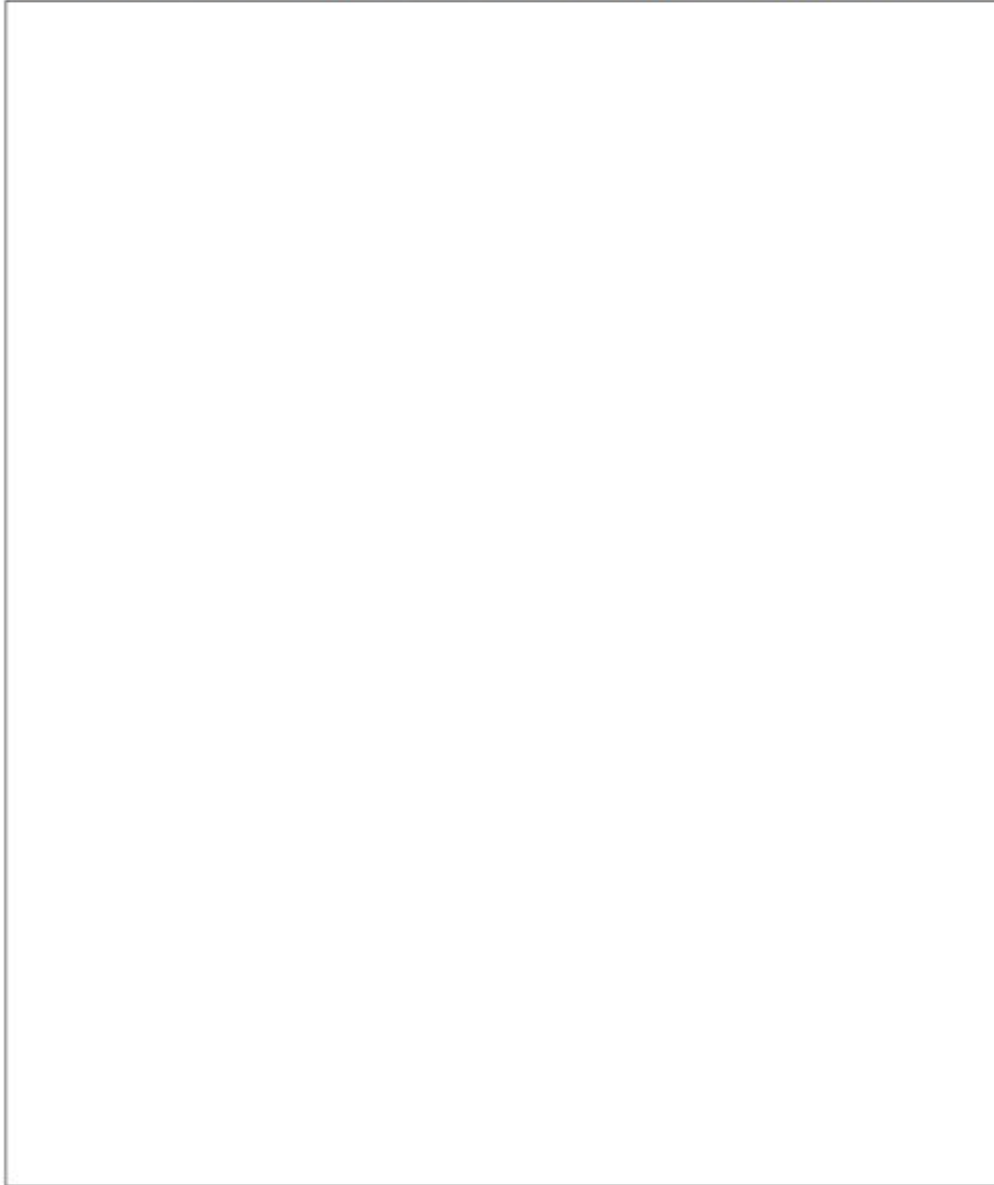
Cars are parked adjacent to existing access track. There are issues with parked cars obstructing access for emergency services.

- Q7 The Council are proposing the following options to manage this area of the common. Please read the following and tick your preferred option:
- Introduce new byelaws to enforce against parking on the track
 - Carry out work to narrow the track to prevent parking and obstruction to care home and introduce new byelaws to enforce against parking on the track
 - Tolerate current situation

Q8 Please provide any comments in the box below:

Further comments

Q9 Please write in any additional comments you may have regarding this consultation into the box below:



About you

Finally, a couple of questions about yourself, so that we can understand the views of a whole range of people...

Q10 What is your gender?

- Male
- Female
- Transgender
- Other
- Prefer not to say

Q11 To which of the following age groups do you belong?

- 16-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65+
- Prefer not to say

Q12 Which of these activities best describes what you are doing at present?

- Employee in full-time job (30 hours or more a week)
- Employee in part-time job (under 30 hours a week)
- Self-employed
- In full-time or part time education/training
- Not currently working/unemployed (including if on long-term sickness or disability or looking after the home or family)
- Retired
- Doing something else
- Prefer not to say

Q13 Do you have any long-standing illness, disability or infirmity (long-standing means anything that has troubled you over a period of time or that is likely to affect you over a period of time)?

- Yes
- No
- Prefer not to say

Q14 What is your ethnic group? Are you Asian, Black, or of a mixed background, White, or of another ethnic group?

- Asian or Asian British – Indian
- Asian or Asian British – Pakistani
- Asian or Asian British – Bangladeshi
- Asian or Asian British - Any other Asian background
- Black or Black British - Caribbean
- Black or Black British – African
- Black or Black British – Any other Black background
- Asian or Asian British – Chinese
- Mixed –White and Black Caribbean
- Mixed – White and Black African
- Mixed – White and Asian
- Mixed – Any other mixed background
- White – English / Welsh / Scottish / Northern Irish
- White – Irish
- White – Any other white background
- White – Gypsy or Traveller
- Other
- Prefer not to say

Q15 What is your postcode

Thank you for completing this survey. Please return your survey to: Freepost SMSR Ltd,
108 Beverley Road, Hull, HU3 1YA.

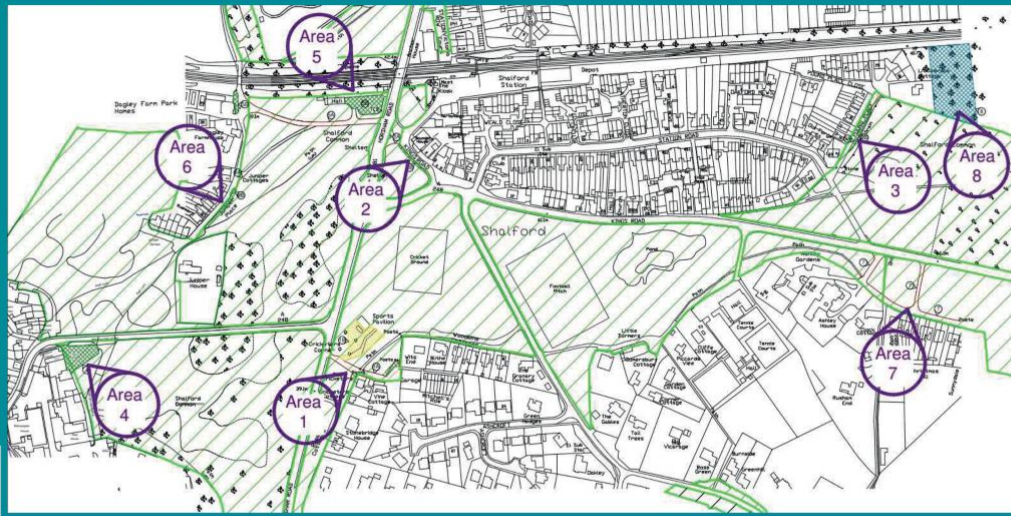
Shalford Green

Parking locations and restrictions
around Shalford Green

Locations under consideration



Locations Under Consideration

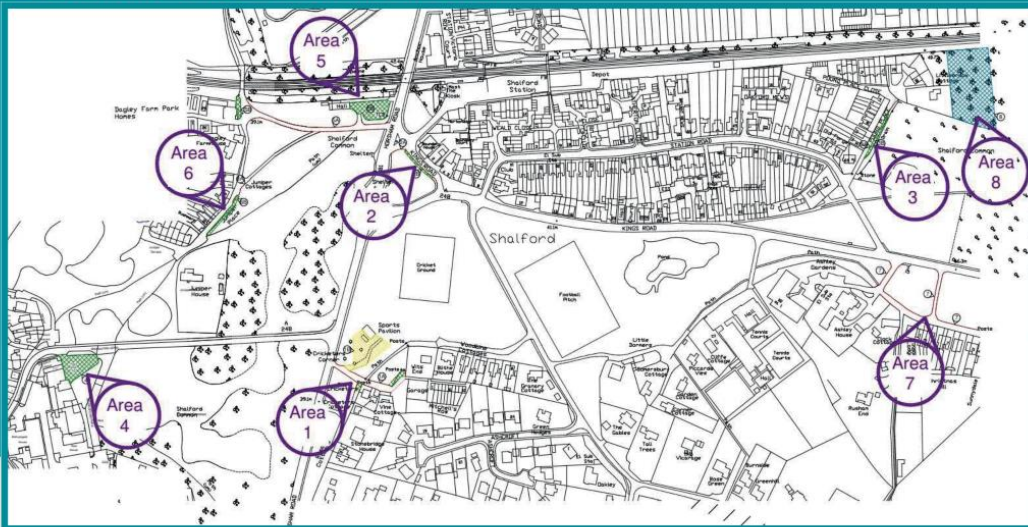


- Area 1 - Huber's Garage/Mitchell's Row
- Area 2 - Kings Road Shop Front
- Area 3 - Pound Place
- Area 4 - Parrot pub car park
- Area 5 - Recycling car park & Dagley Lane access road
- Area 6 - Dagley Lane / Juniper Terraces
- Area 7 - Approaches to Ashley Gardens and Christmas Hill
- Area 8 - Exchange Land

 Registered Common Land
(CROW Act 2000)



Locations Under Consideration



- Area 1 - Huber's Garage/Mitchell's Row
- Area 2 - Kings Road Shop Front
- Area 3 - Pound Place
- Area 4 - Parrot pub car park
- Area 5 - Recycling car park & Dagley Lane access road
- Area 6 - Dagley Lane / Juniper Terraces
- Area 7 - Approaches to Ashley Gardens and Christmas Hill
- Area 8 - Exchange Land



Area 1. Huber's Garage & Mitchell's Row



View of Huber's garage and parking on the green space



Area 1. Huber's Garage & Mitchell's Row



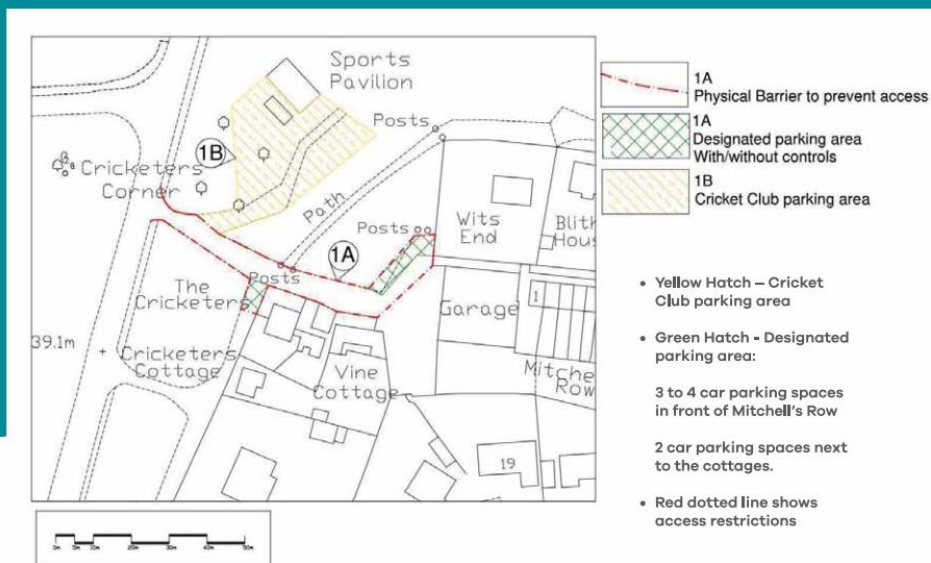
Area 1A
View of Huber's garage from Horsham Road Area



Area 1B
View of the parking area used by the cricket club



Area 1. Huber's Garage & Mitchell's Row



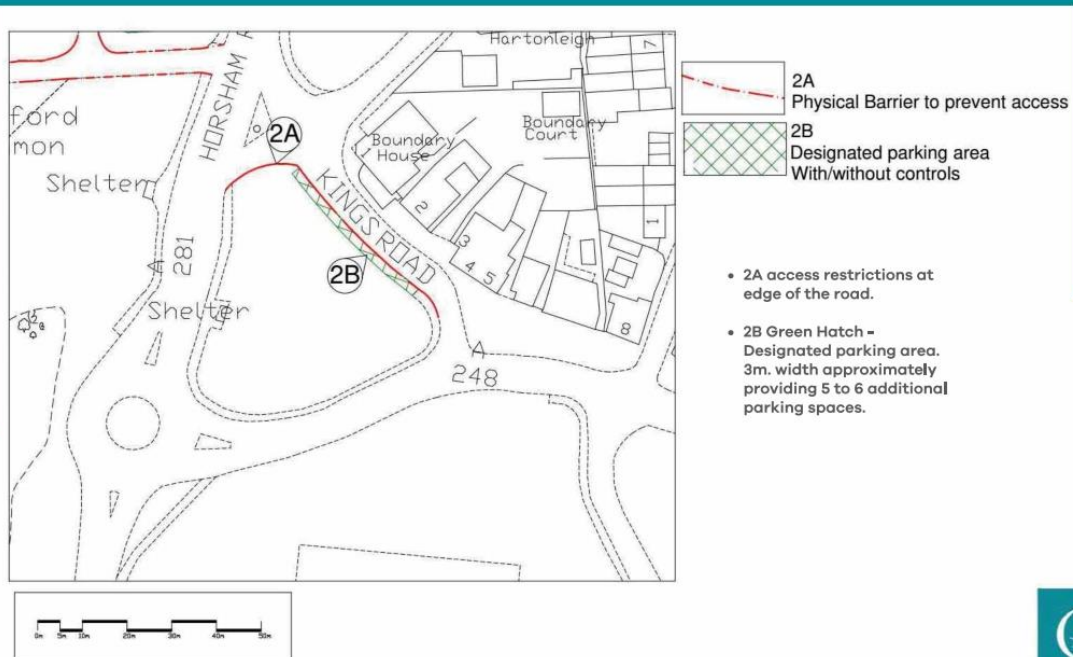
Area 2. Kings Road shop front



Kings Road looking towards Horsham Road



Area 2. Kings Road shop front



Area 3. Pound Place



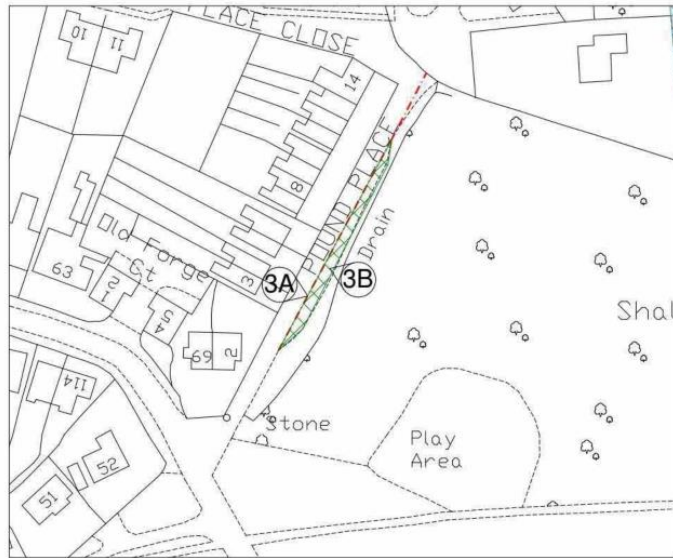
Pound Place looking towards Station Road





Pound Place from Station Road junction



Area 3. Pound Place



-  3A
Physical Barrier to prevent access
-  3B
Designated parking area
With/without controls

- 3A access restrictions at edge of the road.
- 3B Green Hatch - Designated parking area as currently plus access restrictions next to the parking spaces. 10 parking spaces.



Area 4. Parrot Pub car park



Pound Place from Station Road junction



Area 4. Parrot Pub car park



4. Designated parking area
With/without controls

- 4. Designated parking spaces shown as currently exists.



Area 5. Recycling car park & Dagley Lane access road



Recycling car park corner of Dagley Lane and Horsham Road



Recycling car park looking from Horsham Road



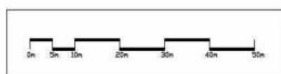
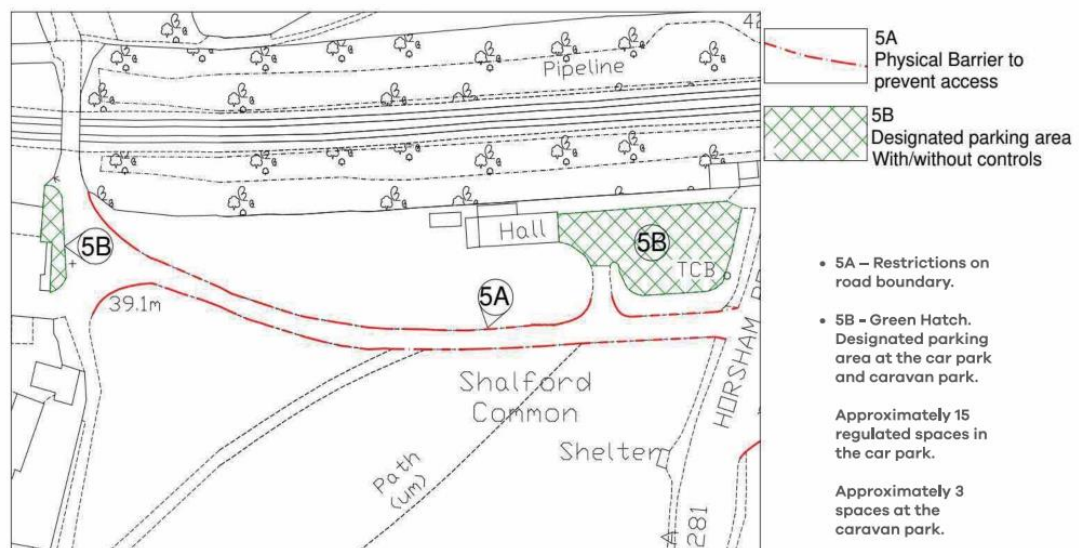
Area 5. Recycling car park & Dagley Lane access road



Dagley Lane looking from Horsham Road



Area 5. Recycling car park & Dagley Lane access road



Area 6. Dagley Lane / Juniper Terraces



Dagley Lane looking south





Dagley Lane looking north

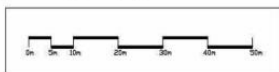


Area 6. Recycling car park & Dagley Lane access road



-  6A
Physical Barrier to prevent access
-  6B
Designated parking area
With/without controls

- 6A - access restrictions at edge of the road – remove existing car parking bays.
- 6B - Green Hatch – Current informal parking. Implement formalised parking layout.



Area 7. Approaches to Ashley Gardens & Christmas Hill



Ashley Gardens from Station Road



Ashley Gardens looking towards Milkwood



Area 7. Approaches to Ashley Gardens & Christmas Hill



7. Physical Barrier to prevent access

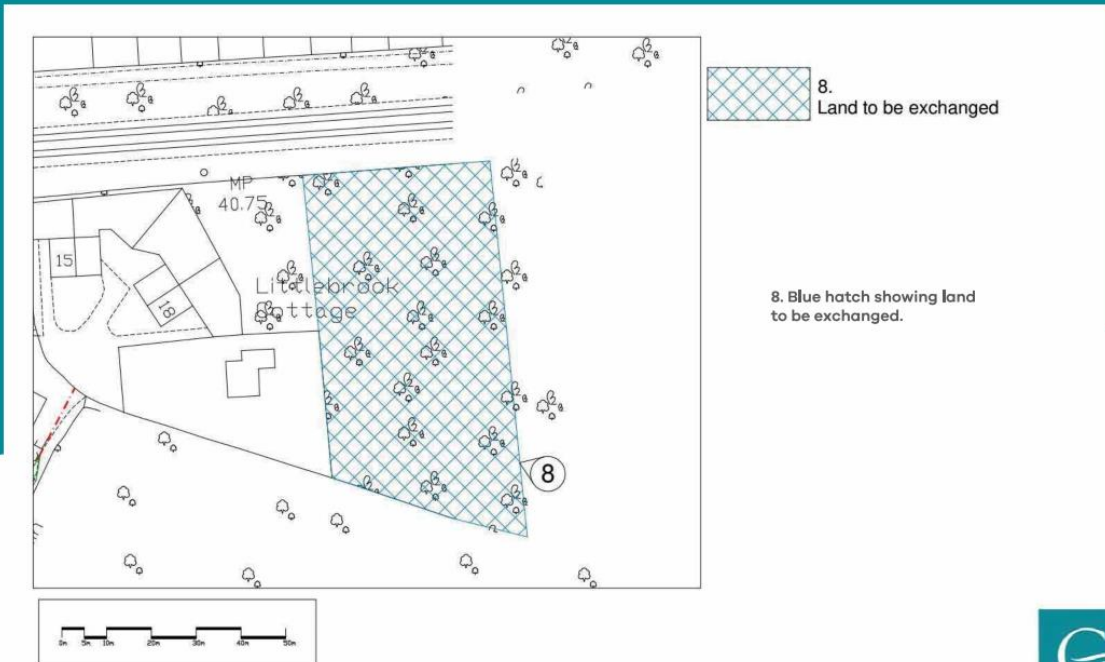
- 7 - Current access restrictions shown.



Area 8. Exchange Land



Area 8. Exchange Land



Thanks for your time



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SMSR
RESEARCH