

Agenda

Waverley Local Committee

**We welcome you to
Waverley Local Committee**
Your Councillors, Your Community
and the Issues that Matter to You

- Please submit the text of formal questions and statements by 12.00 on 2 May to:
d.north@surreycc.gov.uk
- The meeting will start with an informal question time at 1.30pm; this will last for a maximum of 30 minutes, or until there are no further questions, at which point the formal meeting will begin.



Venue

Location: Godalming Baptist
Church, Queen Street,
Godalming GU7 1BA

Date: Friday 9 May 2014

Time: 1.30pm

You can get involved in the following ways

Get involved

Ask a question

If there is something you wish know about how your council works or what it is doing in your area, you can ask the local committee a question about it. Most local committees provide an opportunity to raise questions, informally, up to 30 minutes before the meeting officially starts. If an answer cannot be given at the meeting, they will make arrangements for you to receive an answer either before or at the next formal meeting.

Write a question

You can also put your question to the local committee in writing. The committee officer must receive it a minimum of 4 working days in advance of the meeting.

When you arrive at the meeting let the committee officer (detailed below) know that you are there for the answer to your question. The committee chairman will decide exactly when your answer will be given and may invite you to ask a further question, if needed, at an appropriate time in the meeting.

Sign a petition

If you live, work or study in Surrey and have a local issue of concern, you can petition the local committee and ask it to consider taking action on your behalf. Petitions should have at least 30 signatures and should be submitted to the committee officer 2 weeks before the meeting. You will be asked if you wish to outline your key concerns to the committee and will be given 3 minutes to address the meeting. Your petition may either be discussed at the meeting or alternatively, at the following meeting.

Thank you for coming to the Local Committee meeting

Your Partnership officer is here to help. If you would like to talk about something in today's meeting or have a local initiative or concern please contact them through the channels below.

Email: d.north@surreycc.gov.uk

Tel: 01483 517530

Website: <http://www.surreycc.gov.uk/waverley>



Surrey County Council Appointed Members

Mrs Pat Frost, Farnham Central (Chairman)
Mr David Harmer, Waverley Western Villages (Vice-Chairman)
Mrs Nikki Barton, Haslemere
Mr Steve Cosser, Godalming North
Ms Denise Le Gal, Farnham North
Mr Peter Martin, Godalming South Milford and Witley
Mr David Munro, Farnham South
Mr Alan Young, Cranleigh and Ewhurst
Mrs Victoria Young, Waverley Eastern Villages

Borough Council Appointed Members

Cllr Brian Adams, Frensham, Dockenfield and Tilford
Cllr Maurice Byham, Bramley Busbridge and Hascombe
Cllr Elizabeth Cable, Witley and Hambledon
Cllr Carole Cockburn, Farnham Bourne
Cllr Brian Ellis, Cranleigh West
Cllr Robert Knowles, Haslemere East and Grayswood
Cllr Bryn Morgan, Elstead and Thursley
Cllr Julia Potts, Farnham Upper Hale
Cllr Simon Thornton, Godalming Central and Ockford

Chief Executive
David McNulty

If you would like a copy of this agenda or the attached papers in another format, e.g. large print, Braille, or another language please either call David North, Community Partnership & Committee Officer on 01483 517530 or write to the Community Partnerships Team at Godalming Social Services Centre, Bridge Street, Godalming, GU7 1LA or d.north@surreycc.gov.uk

This is a meeting in public. If you would like to attend and you have any special requirements, please contact us using the above contact details.

Use of social media and recording at council meetings

Reporting on meetings via social media

Anyone attending a council meeting in the public seating area is welcome to report on the proceedings, making use of social media (e.g. to tweet or blog), provided that this does not disturb the business of the meeting. To support this, County Hall has wifi available for those visiting the building so please ask at reception for details.

Members taking part in a council meeting may also use social media. However, members are reminded that they must take account of all information presented before making a decision and should actively listen and be courteous to others, particularly witnesses providing evidence.

Webcasting

In line with our commitment to openness and transparency, we webcast County Council, Cabinet and Planning & Regulatory Committee meetings as well as the Surrey Police and Crime Panel. These webcasts are available live and for six months after each meeting at www.surreycc.gov.uk/webcasts.

Generally, the public seating areas are not covered by the webcast. However by entering the meeting room and using the public seating areas, then the public is deemed to be consenting to being filmed by the Council and to the possible use of these images and sound recordings for webcasting and/or training purposes.

We also webcast some select and local committee meetings where there is expected to be significant public interest in the discussion.

Requests for recording meetings

Members of the public are permitted to film, record or take photographs at council meetings provided that this does not disturb the business of the meeting and there is sufficient space. If you wish to film a particular meeting, please liaise with the council officer listed in the agenda prior to the start of the meeting so that the Chairman can give their consent and those attending the meeting can be made aware of any filming taking place.

Filming should be limited to the formal meeting area and not extend to those in the public seating area.

The Chairman will make the final decision in all matters of dispute in regard to the use of social media and filming in a committee meeting.

Using Mobile Technology

You may use mobile technology provided that it does not interfere with the PA or induction loop system. As a courtesy to others and to avoid disruption to the meeting, all mobile technology should be on silent mode during meetings.

			
Mrs Pat Frost (Chairman) Farnham Central	Mr David Harmer (Vice-Chairman) Waverley Western Villages	Mrs Nikki Barton Haslemere	Mr Steve Cosser Godalming North
			
Ms Denise Le Gal Farnham North	Mr Peter Martin Godalming South, Milford & Witley	Mr David Munro Farnham South	Mr Alan Young Cranleigh & Ewhurst
	 SURREY COUNTY COUNCIL Local Committee (Waverley) County Councillors 2013-17		
Mrs Victoria Young Waverley Eastern Villages			

			
Mr Brian Adams Frensham, Dockenfield & Tilford	Mr Maurice Byham Bramley, Busbridge & Hascombe	Mrs Elizabeth Cable Witley & Hambledon	Mrs Carole Cockburn Farnham Bourne
			
Mr Brian Ellis Cranleigh West	Mr Robert Knowles Haslemere East & Grayswood	Mr Bryn Morgan Elstead & Thursley	Ms Julia Potts Farnham Upper Hale
	 <p>Local Committee (Waverley)</p> <p>Borough Council Co-optees 2013-14</p>		
Mr Simon Thornton Godalming Central & Ockford			

For councillor contact details, please contact David North, Community Partnership and Committee Officer (d.north@surreycc.gov.uk /01483 517530) or visit <http://mycouncil.surreycc.gov.uk/mgCommitteeDetails.aspx?ID=195>

1 APOLOGIES FOR ABSENCE

To receive any apologies for absence.

2 MINUTES OF PREVIOUS MEETING

(Pages 1 - 6)

To approve the minutes of the previous meeting as a correct record.

3 DECLARATIONS OF INTEREST

To receive any declarations of disclosable pecuniary interests from Members in respect of any item to be considered at the meeting.

Notes:

- In line with the Relevant Authorities (Disclosable Pecuniary Interests) Regulations 2012, declarations may relate to the interest of the member, or the member's spouse or civil partner, or a person with whom the member is living as husband or wife, or a person with whom the member is living as if they were civil partners and the member is aware they have the interest.
- Members need only disclose interests not currently listed on the Register of Disclosable Pecuniary Interests.
- Members must notify the Monitoring Officer of any interests disclosed at the meeting so they may be added to the Register.
- Members are reminded that they must not participate in any item where they have a disclosable pecuniary interest.

4 PETITIONS

(Pages 7 - 8)

To receive any petitions in accordance with Standing Order 68. Notice should be given in writing or by email to the Community Partnership and Committee Officer at least 14 days before the meeting. Alternatively, the petition can be submitted on-line through Surrey County Council's e-petitions website as long as the minimum number of signatures (30) has been reached 14 days before the meeting.

Two e-petitions have been received:

- **Introduce a 20mph zone in Haslemere Town Centre and roads in Haslemere that want them** (Posted by Mrs Victoria Leake)
- **Remove George Road, Grays Road and Elizabeth Road Farncombe (24092, 24093) from the residents permit parking scheme** (Posted by Mr Patrick Haveron)

5 FORMAL PUBLIC QUESTIONS

To answer any questions from residents or businesses within the Waverley Borough area in accordance with Standing Order 69. Notice should be given in writing or by email to the Community Partnership and Committee Officer by 12 noon four working days before the meeting.

6 MEMBER QUESTIONS

To receive any written questions from Members under Standing Order 47.

7 WAVERLEY PARKING REVIEW - RESPONSE TO FORMAL ADVERTISEMENT (EXECUTIVE FUNCTION OF THE COMMITTEE) (Pages 9 - 164)

This report sets out the response to statutory consultation for the locations included in the 2013/14 review. The Committee is asked to consider the objections, support and other comments received and agree how to proceed in each location.

DRAFT

Minutes of the meeting of the
Waverley LOCAL COMMITTEE
 held at 1.30 pm on 21 March 2014
 at Haslemere Hall, Bridge Road, Haslemere, Surrey GU27 2AS.

Surrey County Council Members:

- * Mrs Pat Frost (Chairman)
- * Mr David Harmer (Vice-Chairman)
- * Mrs Nikki Barton
- * Mr Steve Cosser
- * Ms Denise Le Gal
- * Mr Peter Martin
- * Mr David Munro
- * Mr Alan Young
- Mrs Victoria Young

Borough Council Members:

- Cllr Brian Adams
- * Cllr Maurice Byham
- * Cllr Elizabeth Cable
- * Cllr Carole Cockburn
- Cllr Brian Ellis
- * Cllr Robert Knowles
- * Cllr Bryn Morgan
- * Cllr Julia Potts
- * Cllr Simon Thornton

* In attendance

1/14 APOLOGIES FOR ABSENCE [Item 1]

Apologies were received from Mr B Adams, Mr B Ellis and Mrs V Young; Mr A Young was absent from the meeting until Item 11, having indicated that he would be delayed.

2/14 MINUTES OF PREVIOUS MEETING [Item 2]

The minutes were agreed as a correct record.

3/14 DECLARATIONS OF INTEREST [Item 3]

The following members requested that a non-pecuniary interest be noted in Item 9, specifically in relation to the applications for Highways Localism funding, on the grounds of their membership of Farnham Town Council: Mrs P Frost, Mrs C Cockburn, Ms J Potts.

4/14 PETITIONS [Item 4]

ITEM 2

No petitions had been received.

5/14 FORMAL PUBLIC QUESTIONS [Item 5]

The text of two public questions received and the responses provided are attached at **Annex 1**.

Mr D Pope, in a supplementary question to the response provided to Ms J Godden in relation to the on-street parking proposal for Courts Hill Road (West), expressed his continued concern that the response had not addressed the question presented. Residents feel that the proposal, if implemented, would result in unsafe traffic movements. He asked that the results of the statutory consultation be presented to the Committee along with details of objections and reasons for the recommendation.

The Chairman explained the process by which objections would be assessed and undertook to ensure that the proposal for this location returns to the Committee for decision.

6/14 MEMBER QUESTIONS [Item 6]

The text of four member questions received and the responses provided are attached at **Annex 2**.

Supplementary questions were presented as follows:

1. Mr R Knowles restated his concern that the signage for diversions away from the A3 remains inadequate and sought reassurance that progress was being made. The Vice-Chairman, as Chairman of the County Council's Environment and Infrastructure Select Committee, confirmed that following a multi-agency meeting agreement had been secured from the Highways Agency for a programme of improvements which an officer working group was developing. The Area Highways Manager was asked to circulate an update to members on the proposed measures.
2. Mr D Munro asked for further detail on what the County Council and Local Committee can do to promote the needs of Farnham under the Local Enterprise Partnership's funding regime for transport schemes. The Chairman explained that further detail would be provided in a report at the next meeting of the Committee.
4. Mr S Cosser thanked officers for the rapid response to his urgent question. He requested clarity on the prospect of at least one-way working not being feasible in Frith Hill Road and, in this event, the likelihood of remedial work being prioritised. He also sought assurance that he and the local residents' association would be kept informed. The Area Highways Manager outlined the work needing to be undertaken before a decision on one-way working could be made: if feasible, partial re-opening on this basis would be at least two months away. Prioritisation of remedial works following flood damage is now under way, but it is likely that A-roads would take precedence. Mr Cosser and the residents' association would be informed of progress.

7/14 DEMENTIA FRIENDLY SURREY [Item 7]

The Committee noted that the role of Champion would contribute to widening awareness of dementia and reducing stigma; Champions would also be involved in sustaining the initiative in the longer term. Members referred to the increasing pressure on day centres and the positive difference being made through increased awareness of dementia.

Mr S Cosser felt that there would be a benefit in the whole Committee making a commitment to the project and offered to keep members involved in its future evolution. The Chair put this proposal to the Committee and it was agreed as (iii) below.

Resolved to:

- (i) Note the progress of the Dementia Friendly Surrey project.
- (ii) Note the particular work being done to make Waverley more dementia-friendly.
- (iii) Agree that the whole Committee become a collective Dementia Friendly Champion, Mr S Cosser acting as lead member.

Reason

Local Committees and members are very well-placed to help carry on the work of Dementia Friendly Surrey, making our communities better places to live for people with dementia, their family and carers.

8/14 RESPONSE TO PETITION: BRAMLEY [Item 8]

Resolved to note the response to the petition.

Reason

The Committee is required to respond to petitions received.

9/14 HIGHWAYS UPDATE [Item 9]

The Chairman thanked officers for the work done in partnership during the recent extreme weather.

Officers were asked to consider whether the legal delays experienced in the Marshall Road scheme should be escalated for resolution at a higher level.

It was confirmed that the data in Annex 1 of the report referred to the 2013/14 programme only. The proposed allocation of £50,000 to flood recovery would be taken from the uncommitted sum for 2014/15. The extent of damage is currently being assessed and it is likely that remedial work to surfaces will begin in April. The poor quality of some repairs and early failures reflect the difficulty experienced by the contractor in complying with required timescales.

ITEM 2

in adverse environmental conditions: the cost of remedial work is borne by the contractor.

The Committee discussed funding for the Highways Localism scheme, noting that an application from Western Villages had now been received by officers. Some members continued to express their unease at the lack of equity experienced by areas where the parish council had not wished to submit an application; there was also concern at the lack of progress on a review of the processes involved. The Chairman proposed amended recommendations, which were agreed by the Committee as (iii) and (iv) below.

Resolved to:

- (i) Note the effects of the recent extreme weather across Waverley and Surrey.
- (ii) Agree that up to £50,000 be allocated from the 2014/15 budget towards flood recovery works organised by the Area Team.
- (iii) Agree to note the 2014/15 Localism (Lengsthman) scheme applications submitted by Chiddingfold Parish Council, Dunsfold Parish Council, First Wessex (Sandy Hill and The Chantry), Hambledon Parish Council, Haslemere Town Council and Farnham Town Council and that an application from Western Villages had now been received, and to delegate final approval of the total funding granted to each project to the Area Highways Manager, in consultation with local members and subject to officer scrutiny to ensure that the proposed works fall within the remit of the scheme.
- (iv) Agree to review the principles and process to be adopted for the allocation of the Localism (Lengsthman) budget in future years.

Reason

The Committee recognised the need to contribute to flood recovery in Waverley and to support local enhanced maintenance on the highway through the Highways Localism scheme.

10/14 OPERATION HORIZON: UPDATE FOR WAVERLEY [Item 10]

The Committee welcomed the progress made in Year 1 and the high quality of the work completed. In view of the significant and costly damage sustained by the network over the winter, discussions are under way with central government with a view to bringing a plan for remediation to the full County Council in April. There may be an impact on the Horizon programme, but it is hoped that this can be preserved.

The Committee discussed the extent and timing of individual schemes in the programme. It was noted that members needed reasons for adjustments to the programme. Officers had acknowledged that local committee members should be provided with more detailed and timely information on progress and changes and enhanced communication methods were under consideration. It was pointed out that the requirements of developers presented a particular challenge in scheduling work in Waverley and officers were collaborating with

Planning colleagues on this point. Officers were reminded that multiple road closures in a relatively small area might have a major impact on traffic flows across a much larger area.

Resolved to note:

- (i) The success of the countywide five-year programme in Year One.
- (ii) The progress of Operation Horizon roads, surface treatment roads and changes in Year One in Waverley as set out in Annex 1 of the report.
- (iii) The proposed programme of Operation Horizon roads for Waverley for Year Two (2014/15) and the remaining approved roads to be undertaken in Years Three to Five (2015-2018) listed in Annex 1 of the report.

Reason

The Committee requested an update of the project at the end of Year One and an opportunity to review the programme for future years.

11/14 ROAD SAFETY POLICY UPDATE [Item 11]

[Mr A Young joined the meeting at this point.]

The following observations were made by way of contribution to the consultation:

- The phrase “outside schools” needs to be interpreted with some latitude, as roads, paths and hazards at some distance may have an impact on the safety of students’ journeys to school and on the range of travel options considered by families.
- Extensive parking in roads around schools can have a significant impact on safety.
- The acknowledgement that signage alone has little impact on speeds was welcomed.
- It was proposed that local committees should be entrusted with making correct decisions on speed limits, even if their decisions are contrary to Police and/or officer advice: it was suggested that referral to the Cabinet member should be by exception, e.g. through a call-in procedure or perhaps in relation to strategic routes.
- Although low-cost interventions can be delivered quickly, substantial schemes are likely to take a long time to implement.
- The provision of signage should be balanced against the wish of some neighbourhoods to “declutter” and resist urbanisation.
- The impact of building developments on the safety of routes to school must be taken into account and incorporated in the planning process.
- There should be a greater emphasis on the role that schools and parents themselves can have in promoting road safety.

ITEM 2

Resolved to request that the Committee's comments on the draft policies be noted and taken into account, prior to the policies being submitted to the County Council's Cabinet for approval.

Reason

Local Committees are responsible for most highway and transport matters in their area, including speed limits and road safety measures outside schools. This report presented draft road safety policies with respect to speed limits and road safety outside schools for comment by the Local Committee prior to submission to the County Council's Cabinet for approval.

12/14 LOCAL COMMITTEE FORWARD PROGRAMME [Item 12]

The Chairman informed the Committee that some reports scheduled for the June meeting would be moved to September to ensure a better balance in the size of agendas. The wish to develop an understanding of Children's Services was expressed.

Resolved to agree the Forward Programme as outlined in Annex 1 of the report.

Reason

Members were asked to comment on the Forward Programme so that officers can publicise the meetings and prepare the necessary reports.

Meeting ended at: 3.30 pm

Chairman

S

LOCAL COMMITTEE (WAVERLEY)

PETITIONS

9 MAY 2014

The following online petitions have attracted the requisite number of signatures to qualify for consideration by the Committee:

1. Petition title: **Introduce a 20mph zone in Haslemere Town Centre and roads in Haslemere that want them.**

Created by: Victoria Leake

Details of petition: In four years there have been four KSI (Killed and Seriously Injured) in a stretch of road less than a mile long. Between the hours of 0900 to 19.00 40 000 cars pass through Lower Street, Haslemere and possibly the town centre per week. Pedestrian and cyclists are not safe; the roads are narrow with little or no footpaths. We petition Surrey County Council and the police to make our roads safer by introducing a 20mph zone in Haslemere Town Centre and other residential roads in Haslemere should the residents want it.

Signatories: 187 confirmed, 25 unconfirmed

2. Petition title: **Remove George Road, Grays Road and Elizabeth Road Farncombe (24092, 24093) from the residents permit parking scheme.**

Created by: Mr Patrick Haveron

Details of petition: The scheme will reduce the number of resident parking spaces in the affected roads, thus displacing residents and commuters into surrounding streets such as Station Road, Perrior Road and The Oval. "No parking" zones will increase traffic speeds in Elizabeth and Grays Road. Residents with off-road parking will have to pay for on-road visitors. This piecemeal approach is inappropriate and will lead to many subsequent extensions.

Signatories: 83 confirmed, 9 unconfirmed

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SURREY COUNTY COUNCIL**LOCAL COMMITTEE (WAVERLEY)****DATE:** 9 May 2014**LEAD OFFICER:** David Curl - Parking Team Manager**SUBJECT:** WAVERLEY PARKING REVIEW – RESPONSE TO FORMAL ADVERTISEMENT**DIVISION:** All in Waverley**SUMMARY OF ISSUE:**

Surrey Highways regularly receive requests to change existing or introduce new parking restrictions in Waverley and these are compiled into a borough wide review.

This report sets out the response to statutory consultation for the locations included in the 2013/14 review. The Committee is asked to consider the objections, support and other comments received and agree how to proceed in each location.

Annex A lists the locations that were advertised with a corresponding summary of the objections and comments received and an officer recommendation. The plans for these locations are shown in **Annex B**.

RECOMMENDATIONS:

The Local Committee (Waverley) is asked to agree that:

- (i) The proposals and recommendations in Annex A, as amended following statutory consultation in some cases, are agreed.
- (ii) That if necessary the Parking Team Manager, in consultation with the Chairman, Vice-Chairman and local Member make minor adjustments to the proposals following the meeting.
- (iii) That the County Council make an Order under the relevant parts of the Road Traffic Regulation Act 1984 to impose the waiting and on-street parking restrictions as shown in Annex B and as amended by Annex A (and as subsequently modified by (ii)).
- (iv) That the Committee allocate £20,000 towards the cost of implementing these proposals.

<u>REASONS FOR RECOMMENDATIONS:</u>
<p>Changes to the highway network, the built environment and society mean that parking behaviour changes and consequently it is necessary for a Highway Authority to carry out regular reviews of waiting and parking restrictions on the highway network.</p> <p>Following consideration of the comments and objections it is recommended that the waiting restrictions in this report are progressed as they will help to:</p> <ul style="list-style-type: none"> • Improve road safety • Increase access for emergency vehicles • Improve access to shops, facilities and businesses • Increase access for refuse vehicles and service vehicles • Ease traffic congestion • Better regulate parking

<u>1. INTRODUCTION AND BACKGROUND:</u>

- 1.1 Surrey County Council's Parking Team carry out reviews of on-street parking restrictions across Surrey, with each district or borough having a review typically on a 12 month cycle. This is intended to keep on top of changes in travel behaviour and the built environment that can often change on street parking patterns.
- 1.2 Requests for changes to parking restrictions have been made by residents, councillors as well as emergency and public service organisations. These have been collated and used as the basis for this parking review and at the meeting on the 13 December 2013 the committee approved locations for statutory consultation. These are shown in Annex B. The response to the statutory consultation is shown in Annex A.
- 1.3 Given the number of new proposals in the report it is planned to implement them on an area by area basis to ensure they are completed in a timely way in each location. It is also planned to carry out some maintenance works to existing signs and lines at the same time, e.g. where existing waiting restrictions have become unclear or signs gone missing.

2. CONSULTATION:

- 2.1 The proposed changes to parking restrictions require a traffic regulation order to be advertised as part of a statutory consultation process. This requires that public notices are displayed in the local press and on streets where changes are planned. In many cases properties that could be directly affected by new restrictions are letter dropped to inform them about the proposals. The council's website also plays an important part allowing residents to download and print plans showing all of the proposals.
- 2.2 We encourage responses and comments to be made via our website because this also gives the opportunity to express support as well as make an objection.
- 2.3 Documents were also available at local libraries and civic centres during the consultation period which was held between 7 March and 4 April 2014, although some proposals in Mint Street/Station Road, Godalming and West Street/St Christopher's Green, Haslemere ran to the end of April and early May respectively.
- 2.4 The drawings in Annex B show the detailed proposals that were put to statutory consultation.
- 2.5 The comments received in response to the statutory consultation are shown in Annex A. As part of the consultation we also advertised the revocation of a 'no entry, except for access' restriction in Trafalgar Court and Firgrove Court, Farnham. This is a location where residents' parking was proposed and one where residents would be able to use permits in either Trafalgar Court or Firgrove Court, which conflicted with the except for access rule. This therefore required for it to be removed. However, it is now not recommended to proceed with the permit scheme at this location meaning the 'except for access' restriction can remain. Red Lion Lane, Farnham also has an existing 'except for access' restriction and permit scheme proposed but being a one street scheme there was no need to revoke the access restriction.
- 2.6 In some cases meetings and discussions with councillors and members of the public have taken place. Parking restrictions can affect a great number of highway users, residents and businesses so the recommendations in this report propose that, if agreed at the meeting, further minor changes to the proposals in Annex A can be made after the meeting if necessary. These need to be agreed by the Parking Team Manager in consultation with the Chairman, Vice Chairman and Divisional Member. This will help ensure that the proposals meet the needs of the community as closely as possible before proposals are implemented.

3. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 3.1 The cost of carrying out borough/district parking reviews (officer time and advertising costs) is met by the Parking Team. Based on the recommendations in the report implementation costs are likely to be around £40,000. It is recommended that £20,000 should be allocated by the local committee towards this cost.
- 3.2 Guildford Borough Council carries out the enforcement of on street parking restrictions for Surrey County Council. Under new agency agreements Guildford Borough Council (GBC) are responsible for any deficit in the operation of Civil Parking Enforcement (CPE) so any new restrictions should be carefully considered and take enforcement costs into account. The introduction of new restrictions in progressive parking reviews increases the overall workload of the enforcement team. As such it is planned to discuss resource implications with GBC later in the year at the Local Transport Plan Task Group.

4. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 4.1 Effective parking restrictions and enforcement can assist accessibility for those with visual or mobility impairment by reducing instances of obstructive parking. Parking restrictions also allow blue badge holders better access to shops and services through the provision and enforcement of disabled bays.

5. LOCALISM:

- 5.1 Many of the proposals in the report have been put forward by members of the community and residents and highway users have had the opportunity to comment and have their say during the statutory consultation process.
- 5.2 Communities are represented by county councillors and committee members who are involved in the decision making process to change or introduce new parking restrictions.

6. CRIME AND DISORDER IMPLICATION:

- 6.1 There should be fewer instances of obstructive parking as a consequence of the proposals in this report.

7. CONCLUSION AND RECOMMENDATIONS:

7.1 The highway network, the built environment and society mean that parking behaviour changes and consequently it is necessary for a Highway Authority to carry out regular reviews of waiting and parking restrictions on the highway network. It is recommended that the waiting restrictions in this report are progressed as they will help to:

- Improve road safety
- Increase access for emergency vehicles
- Improve access to shops, facilities and businesses
- Increase access for refuse vehicles and service vehicles
- Ease traffic congestion
- Better regulate parking

8. WHAT HAPPENS NEXT:

8.1 Subject to objections being resolved, a traffic regulation order will be made and the appropriate signs and lines installed to allow the restrictions to be enforced. It is planned to implement the new restrictions during the summer and autumn 2014.

8.2 The proposals in the report, if agreed, will involve a considerable amount of work spread across the borough. We plan to implement this in a phased, area based approach concentrating on one area at a time. Locations that are difficult to access because of parked cars will be targeted with advance signs and cones to speed up the work. Any residents' parking schemes that are agreed will feature later in the programme because of the additional time required to set up permits and keep residents informed.

8.3 The next borough wide parking review will be presented to the committee in March 2015.

Contact Officer: Jack Roberts, Engineer, SCC Parking Team

Consulted: The report details locations where consultation has been carried out.

Annexes: Annex A contains a summary of the objections and recommendations. Annex B contains drawings of the proposals that were put to statutory consultation.

Sources/background papers: Waverley Local Committee, Borough Wide Parking Review, 13 December 2013.

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ANNEX A



WAVERLEY PARKING REVIEW 2013/14 CONSIDERATION OF OBJECTIONS

9 MAY 2014

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SUMMARY

In accordance with the Road Traffic Regulation Act 1984, The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 this report has been produced as a summary of objections to the 2013/14 Parking review proposals.

The officer recommendation is marked in bold after the response to the last objection for each location. It is necessary to refer to the map-based plans in Annex B used in the consultation.

ITEM 7

Waverley Parking Review 2013/14 - Summary of objections – 9 MAY 2014			
Plan No.	Road/Location	Number of objections	Status
24102	High Street (Service Road), Cranleigh	1	Proceed as advertised
24106	Park Drive jct Ewhurst Road, Cranleigh	1 4 support 6 comments	Proceed as advertised
24141	The Common jct Horseshoe Lane, Cranleigh	None	Proceed as advertised
24096	High Street, Bramley	None	Proceed as advertised
24115	Eastwood Road, Bramley	None	Proceed as advertised
24134	The Street, Wonersh	95 1x 100signature objection petition 6 comment	Proceed with amendments
24013	Manor Road, Farnham	1 1 support 1 comment	Proceed as advertised
24015 24016	A325 Guildford Road, Farnham	32 3 support 2 comment	Proceed as advertised
24015 24128	Stoke Hills Estate and St James Avenue, Farnham	26 1x 15 signature objection petition 5 comment	Proceed with amendments
24015	Hale Road, Farnham	18	Do not proceed
24016	Anstey Road, Farnham	None	Do not proceed (Private Road)
24017	Long Garden Walk West, Farnham	None	Proceed as advertised
24018	Lower South View, Farnham	1 support	Proceed as advertised
24018	Cherry Tree Close, Farnham	None	Proceed as advertised
24018	Castle Street, Farnham	None	Proceed as advertised
24020	Broomleaf Road, Farnham	5 support	Proceed as advertised

24025 24029		3 comment	
24022	Beavers Road, Farnham	None	Proceed as advertised
24023	West Street, Farnham	2 3 support 3 comment	Proceed as advertised
24025	Station Hill, Farnham	15 3 support 2 comment	Proceed as advertised
24025	The Fairfield, Farnham	None	Proceed as advertised
24027	West Street j/w Mead Lane, Farnham	None	Proceed as advertised
24027	Crosby Way, Farnham	1 comment	Proceed as advertised
24029	Longley Road, Farnham	1 support 1 comment	Proceed as advertised
24029	15 Waverley Lane, Farnham	1	Proceed as advertised
24030 24132	Waverley Lane (Old Compton Lane to Abbot's Ride), Farnham	8 15 support 1 comment	Proceed as advertised
24030	Menin Way, Farnham	2 support 1 other	Proceed as advertised
24032 24035	Weydon Lane and Weydon Lane j/w Wrecclesham Road, Farnham	4 support 1 comment	Proceed as advertised
24034	Tilford Road, Farnham	1 3 support 1 comment	Proceed as advertised
24034	Morley Road, Farnham	9 1 support 1 comment	Proceed as advertised
24034 24111	York Road, Farnham	4 1 support 4 comment	Proceed as advertised

24121	Lancaster Avenue, Farnham	12 21 support 1 comment	Proceed as advertised
24121 24130	Little Austins Road & Mavins Road, Farnham	72 34 support 3 comment	Proceed as advertised
24129	Red Lion Lane, Farnham	7 1x 21 signature objection petition 5 support 3 comment	Do not proceed
24129	Trafalgar Court & Firgrove Court, Farnham	24 1x 22 signature objection petition	Proceed with amendments
24005	Farnborough Road, Farnham	None	Proceed as advertised
24006	Bullers Road, Farnham	None	Proceed as advertised
24119	Heath Lane, Farnham	1 support	Proceed as advertised
24126	Weybourne Road j/w Weywood Lane, Farnham	None	Proceed as advertised
24127	Upper Hale Road j/w Spring Lane, Farnham	4 1 comment	Proceed as advertised
24037	Little Green Lane, Farnham	None	Proceed as advertised
24038	Vicarage Hill, Farnham	None	Proceed as advertised
24039	Frensham Road j/w Gold Hill (Private), Farnham	6 1 support 1 comment	Proceed as advertised
24131	Frensham Road j/w Stream Farm Close, Farnham	2 1 support 1 comment	Proceed as advertised
N/A	Farnham Zone A Business Permits, Farnham	None	Proceed as advertised
24075 24076	Croft Road, South Street, Upper Queen Street, Carlos Street, Town End Street, Latimer Road Permit Zone, Godalming	78 18 support 9 comment	Proceed with amendments

24077	Station Road & Mint Street, Godalming	See Status	Being advertised until 29 April 2014
24078	Victoria Road, Godalming	9 11 support 1 comment	Proceed as advertised
24079	Catteshall Lane j/w Langham Close, Godalming	6 support	Proceed as advertised
24086	Catteshall Road, Brock's Close and Warramill Road, Godalming	11 1 support 1 comment	Proceed as advertised
24087	Ballfield Road j/w Frith Hill Road, Richmond Road & Ormonde Road, Godalming	5 1 comment	Proceed with amendments
24088	Hare Lane and j/w Wolseley Road, Farncombe	7 1 comment	Proceed with amendments
24088	Meadrow, Farncombe	None	Proceed as advertised
24088	Manor Terrace, Fern Road, Farncombe	None	Proceed as advertised
24090	Manor Gardens, Farncombe	2	Proceed as advertised
24091 24095	Summers Road, Farncombe	4	Proceed as advertised
24092 24093	George Road, Grays Road and Elizabeth Road (Between Perrior and George Road), Permit Area, Farncombe	217 27 support 11 comment	Do not proceed
24061 24136	New Road, Wormley	1 10 support	Proceed as advertised
24061 24135	Combe Lane, Wormley	1	Proceed as advertised
24135	Brook Road, Wormley	2 support 1 comment	Proceed as advertised
24067	Portsmouth Road, Milford	1 comment	Proceed as advertised
24070	The Drive and j/w Brighton Road, Godalming	1 support 2 comment	Proceed as advertised
24073	Shackstead Lane, Godalming	2	Proceed as advertised
24124	Busbridge Lane j/w Crownpits Lane, Godalming	3	Proceed as advertised

24124	Oakdene Road, Godalming	8 2 comment	Proceed with amendments
24124	Duncombe Road j/w Tuesley Lane, Godalming	1 support 1 comment	Proceed as advertised
24133	Busbridge Lane, Godalming	1 1 support 1 comment	Proceed as advertised
24133	Greenhill Close j/w Holloway Hill, Godalming	None	Proceed as advertised
24047	Lower Road, Haslemere	None	Proceed as advertised
24050 24052	Derby Road, Haslemere	2 6 support 1 comment	Proceed as advertised
24050	Church Road, Haslemere	1 1 support	Proceed as advertised
24050 24052 24116 24138 24139	Weydown Road, Haslemere	6 19 support 1 comment	Proceed as advertised
24049	Lion Lane, Haslemere	10 1x 33 signature objection petition 1 support 3 comment	Do not proceed
24051	Weysprings, Haslemere	1	Proceed as advertised
24051	St Christopher's Green, Haslemere	See Status	Being advertised until 2 May 2014
24054	Bridge Road, Haslemere	None	Proceed as advertised
24054	West Street Service Road (by Fire Station), Haslemere	See Status	Being advertised until 2 May 2014
24055	Tanners Lane, Haslemere	2 1 comment	Proceed as advertised
24051	Lion Lane (by Co-op), Haslemere	None	Proceed as advertised
24056	Lion Green, Haslemere	None	Proceed as advertised

24056	Lion Mead, Haslemere	None	Proceed as advertised
24057	Kings Road, Haslemere	1	Proceed as advertised
24058 24117	Courts Hill Road, Haslemere	18 2 comment	Proceed with amendments
24117	Sandrocks, Haslemere	None	Proceed as advertised
24140	High Lane j/w Derby Road & Weycombe Road, Haslemere	1 support	Proceed as advertised
24142	Thursley Road, Elstead	11 1 straw poll 3 support 2 comment	Proceed as advertised
24142	Milford Road j/w Upper Springfield, Elstead	11 2 support 2 comment	Proceed as advertised
24045	London Road, Hindhead	1 support	Proceed as advertised
24137	Tower Road, Hindhead	4 support	Proceed as advertised
Total		753 +191 objection petition signatures	

Drawing No: 24102 High Street (Service Road), Cranleigh	
Response Type	Points raised in objection letter, online form or E-mail (extracts from more lengthy responses with personal details removed)
Objection	Leave us alone! cars have parked in Cranleigh for 50 years in the High street, Eastwood Road and the Ewhurst road etc You add no value, are detached from the issues and just cause grief. Why do you feel the need to intrude. Remember one thing, you are the servants of the people and not the other way around.
Officer Recommendation	The proposal is to prevent parking across a dropped kerb only. It is therefore recommended to proceed as advertised.

Drawing No: 24106 Park Drive j/w Ewhurst Road, Cranleigh	
Response Type	Points raised in objection letter, online form or E-mail (extracts from more lengthy responses with personal details removed)
Objection	I object to this plan as it does not address the issue of poor parking in this area. This is only a problem at peak periods and wanted by visitors who ignore the voluntary one way system already in place. Access to school should be improved from the ridgeway to solve this problem. Or resident only parking.
Support	I fully support the proposals for double yellow lines at Park Drive j/w Ewhurst Road, but please put double yellow lines on BOTH sides of the bridge. People parking on the bridge are causing a dangerous blockage to the entrance of the Park Mead estate & restricting driver's view and progress. If only one side of the bridge has double yellow lines people will just park on the unmarked side. Once these double yellow lines are in place, please make sure that people are prosecuted if they park on them.
Support	Please could we have double yellow lines on both sides of the road, over the bridge, on the entrance to Parkmead. Too many people park on the bridge, causing all sorts of traffic problems and dangers.
Support	I support the addition of yellow lines but feel they should be on both sides of the road on the 'bridge' on Park Drive.
Support	I strongly support the introduction of controls at this junction, however the yellow lines need to be on both lanes of the bridge connecting Ewhurst Road to Park Drive, otherwise vehicles will still park on the bridge, which causes considerable congestion at peak times and is a hazard to other road users and pedestrians.
Comment	Double yellow lines on the bridge (Entrance to Park Mead from the Ewhurst Rd) would be better on BOTH sides of the road, not just on one as currently proposed. Cars parked on the bridge cause enormous problems for traffic coming in or out of Hailey Place and are a safety hazard.
Comment	I think it's quite important for there to be double yellow lines on both sides of the bridge to deter people from parking on it at all.
Comment	I believe that it would be advisable to double line the entire entrance on the bridge into the estate and continue on the Hailey Place side until past the shopping area.
Comment	We feel it would be more beneficial if there were double yellow lines on either side of the bridge/road at the top of the junction

	with the Ewhurst Road as drivers will only park on the side without yellow lines and still create a problem. Also the yellow lines would be useful if they carry on down the road so that they are opposite the junction with Taylors Crescent as this is a hazard when cars are parked there.
Comment	Why are the parking restrictions NOT on both sides of the bridge on Park Drive? People now park on the proposed side but will just move to the other side of the bridge and the dangerous parking will continue. Please restrict BOTH sides on the bridge.
Comment	We think that there should be double yellow lines on both sides of the bridge, to stop people obscuring access to Park Mead.
Officer Recommendation	Additional restrictions cannot be considered at this particular stage of the parking review. Whilst unrestricted parking will still be allowed to take place on one side of the bridge it will be confined to a safer part by being clear of the junction with Ewhurst Road. However, additional restrictions can be considered as part of the next Waverley Parking Review if required. It is therefore recommended to proceed as advertised.

Drawing No: 24134 The Street, Womersley	
Response Type	Points raised in objection letter, online form or E-mail (extracts from more lengthy responses with personal details removed)
Objection	<p>The main points raised in the objections are:</p> <ul style="list-style-type: none"> • Will drive business away from the village. Businesses/ shops may close. • Takes away valuable parking space • Increases tensions between neighbours • The current parking arrangement works fine. • Decreases value of property. • Will lead to increase in vehicle speeds. • Yellow lines and signs will spoil the look of the village. • Prevents residents and their visitors from parking outside their homes. • Displacement. Vehicles will be forced to park elsewhere. No alternative parking is proposed.
Comment	A small number of respondents are supportive towards the proposal to introduce a time limited waiting bay outside the village store only.
Officer Recommendation	Whilst there is a very high numbers of objections to this scheme, there has been some support for the limited waiting bays outside the shop. It is therefore recommended to proceed with this part of the scheme only.

Drawing No: 24013 Manor Road, Farnham

Response Type	Points raised in objection letter, online form or E-mail (extracts from more lengthy responses with personal details removed)
Objection	I am registered with the GPs at Farnham Hospital, and also have to go there for outpatients and various tests on a regular basis. I do not generally park in Manor Road, but in my opinion this restriction will make it almost impossible to park in the hospital CP. What are we supposed to do?
Support	I support the proposal to introduce double yellow lines on both sides of Manor Road, including their extension to include the both sides of the section of the road running to the Hospital entrance. Whilst Farnham Hospital does not itself have A&E facilities, it is the Farnham base for stationing the emergency "on-call" ambulance services which, together with other vehicles using the Hospital, must exit via Manor Road. The present situation of allowing parking along one or other sides of Manor Road reduces the effective size of the road to one lane and means that the rapid exit of the emergency service vehicles is seriously impeded.
Comment	By adding this increase length of double yellow line you will only shift the cars that normally park there further down the road closer to the hospital. Perhaps single yellow lines would work equally well but offer a little more flexibility to the area.
Officer Recommendation	It is recommended to proceed as advertised.

Drawing No: 24015 & 24016. A325 Guildford Road, Farnham

Response Type	Points raised in objection letter, online form or E-mail (extracts from more lengthy responses with personal details removed)
Objection	<p>The main points raised in the objections are: -</p> <ul style="list-style-type: none"> • Double yellow lines would cause cars to park in Forge Close, Kimbers Lane and Dollis Drive, where there is limited availability. • No clear alternative where people could put their cars. • Concern that young families will not be able to park close to their home. • Delays cause traffic congestion in peak periods, but during the rest of day parked cars slow through traffic down. Queuing traffic is all over Farnham, not just this location. • Double yellow lines will lead to unsafe, fast driving. Current parking on Guildford Road acts a speed control. • Property value will decrease as a result of no on street parking.
Support	I am delighted you are making Guildford Road 'no waiting at any time'. Parked cars cause so many traffic issues.
Support	This is one of the main roads into Farnham and there are often delays because of people parking on the side of the Road.

Support	In view of the serious traffic problems and the frequent observed physical and verbal confrontations between vehicle drivers, I support the proposal to extend the use of yellow lines along the Guildford Road.
Comment	There is some support for double yellow lines in parts of the street only, for example of junctions and to provide some passing places but not to restrict the entire road.
Officer Recommendation	<p>Double yellow lining part of this road and allowing some parking would still cause vehicles to have to stop and wait, just at a different point to the one currently. The same problem would occur if only one car was allowed to park on the road as it still creates a point where vehicles cannot pass. The only way to solve this traffic flow problem is not to allow any parking whatsoever which is why this was originally proposed.</p> <p>There is no clear alternative parking arrangement for these properties and that has been known from the start. The priority for this proposal has been traffic flow on this widely used A road. It has to be stated that this is not just a peak time problem which some residents have suggested. This traffic flow problem has been witnessed multiple times during non peak hours.</p> <p>Nearby side streets such as Kimbers Lane, Forge Close and Dollis drive will be the only nearby locations for these residents to park. It is appreciated that some Guildford Road residents already try to park here if they can.</p> <p>Whilst the A325 Guildford Road is the road that fronts these properties, no property or resident has any entitlement over this road as it is part of the public highway. As the highway authority we do have a duty to maintain a safe and passable road network and the daily disruption being caused here should be addressed, regardless of how long parking has been allowed to continue for in the past.</p> <p>It is recommended to proceed as advertised.</p>

Drawing No: 24015 & 24128. Stoke Hills, St James Avenue & St James Terrace, Farnham	
Response Type	Points raised in objection letter, online form or E-mail (extracts from more lengthy responses with personal details removed)
Objection	<p>The main points raised in the objections are:</p> <ul style="list-style-type: none"> • The issue with overcrowded parking occurs after 6.00pm. • It is not viable/ practical to give all visitors a permit. • It is money making exercise for the benefit of the council, not the residents.

	<ul style="list-style-type: none"> • Cost of permits is too high. • Not enough space available, especially on the western side of St James Avenue above Stoke Hills junction. • Too much single yellow line proposed for St James's Avenue (black line on the drawings). • Limited number of permits available. Some people have private vehicles and works vehicles. • Current parking arrangement works fine as it is. • Charging for permits is just another form of tax. Not all residents can afford this.
Officer Recommendation	<p>There is clearly not a majority support for this scheme and it is therefore recommended not to proceed with the permit holder scheme.</p> <p>In order to improve sight lines and road safety on the junction it is recommended to proceed with the double yellow lines on the junctions as advertised.</p> <p>Regarding the proposed extension of the single yellow line in St James's Avenue it is recommended to proceed as advertised.</p> <p>Please note that it was not possible to allow St James's Terrace properties to apply for permits in both Farnham Zone A and also this proposed Stoke Hills residents area. It was therefore advertised for St James's Terrace properties only to be allowed permits for Farnham Zone A. With the Stoke Hills scheme not recommended to go ahead it is, however, recommended to still allow St James's Terrace properties to apply for permits in Farnham Zone A.</p>

Drawing No: 24015 Hale Road, Farnham	
Response Type	Points raised in objection letter, online form or E-mail (extracts from more lengthy responses with personal details removed)
Objection	<p>The main points raised in the objections are as follows: -</p> <ul style="list-style-type: none"> • Lines will prevent residents and visitors from parking outside their home. • Parked cars help to slow traffic down. • Families with young children need to be able to park near to where they live. • The pub access is not obstructed and there are two accesses that can be used. • The bus stop is seldom used and buses can use this without obstruction.
Officer	This situation was discussed in detail with the residents most affected by these proposals. It is understood and

Recommendation	agreed that parking at this location does not cause as much of a disruption as first reported to the parking team in 2013. It is therefore recommended not to proceed.
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Drawing No: 24018. Lower South View, Farnham	
Response Type	Points raised in objection letter, online form or E-mail (extracts from more lengthy responses with personal details removed)
Support	I wholeheartedly support the proposal for some residents only parking bays in this road and would like to see it all as ROP. The road is used by shoppers and more often in the week by local business workers who just 'swap spaces' after the 2 hours. This makes it incredibly frustrating for local residents when there are perfectly good car parks available. The problem of finding a space is especially difficult on a Saturday so would like to ensure the ROP spaces are to include Saturdays.
Officer Recommendation	It is recommended to proceed as advertised.

Drawing No: 24020, 24025 & 24029. Broomleaf Road, Farnham	
Response Type	Points raised in objection letter, online form or E-mail (extracts from more lengthy responses with personal details removed)
Support	Support. Dwg 24025. I strongly agree. I was travelling east around the bend and a car travelling too fast in the opposite direction almost hit me. He swerved out to avoid a parked car. Dwg: 24029. I strongly agree with the change to double yellow lines at the junction with Waverley Lane. Cars park here to drop/ collect children. Children often get unloaded into the path of on-coming traffic.
Support	I strongly endorse the provision of double yellow lines between number 2 and the junction with Waverley Lane BUT, as with the current single yellow lines, there is no point spending any money painting lines if they are not policed. Twice daily in term-time this junction is an obstacle course preventing safe access/egress to normal vehicles, let alone emergency vehicles, with children too young to have any road sense being unloaded onto the road. Eventually there will be a serious accident and all the hand-wringing will be too late.
Support	Parents dropping off and collecting their children do need somewhere to park but some are very inconsiderate and park as close to the schools as possible without due thought for safety. This restriction will help visibility.
Support	I support the introduction of double yellow lines in this road for safety reasons
Support	I strongly support the two proposed changes. 1 the corner around 72/74 can be dangerous because of the speed of

	some vehicles, the proposal will help, if not completely cure the issue 2. people often ignore the single yellow line - especially parents at St Polycarps. This results in a inability to see traffic coming round the corner, it is only luck that there have been no accidents with a lot of children could be involved.
Comment	At the time of the previous review of parking I wrote that I was concerned about parking in the vicinity of the junction between Lynch Road and Broomleaf Road. My concern, having observed the problem, is that any vehicle parked within 25m of the junction can make it difficult for large vehicles to turn into Lynch Road from Broomleaf Road, and vice-verse. The particular problem is for large vehicles turning right into Broomleaf Road from Lynch Road. If vehicles are parked within 25m of the junction then a large vehicle trying to negotiate the turn: 1: typically drives across the verges and footpaths, which puts pedestrians at risk. 2: drives cross the drain in Lynch Road opposite Broomleaf Road, which has been damaged several times 3: stops, blocking the road. This problem has got progressively worse over the years as a greater number of delivery trucks and lorries try to negotiate the tight corners in this area. If there are no vehicles parked within 25m of the junction there is no problem, except for the largest vehicles, but any vehicle parked within 25m of the junction will cause the problems I described.
Comment	Would it be possible to restrict parking to one hour during lunchtime. This would stop commuter parking as it does now but allow tradesmen more time to park for their work and more flexibility for family and friends.
Comment	If the main objective is to reduce commuter parking in our road and others, would it not be best to introduce a single yellow line parking restriction for one hour daily (as proposed in other roads) from eg between 12:00-13:00? This would reduce (or stop) our roads being used as free substitutes for the station car park and the car parks in central Farnham and not need much 'policing' or signage etc. The current parking restrictions in our road work reasonably well but the road is definitely used as a free car park for non-residents. While we have no objection to visitors/working people parking here for a few hours, it does seem excessive when the same cars park here all day and every day - meaning that visitors to our houses often cannot park nearby. A one/two hour no-parking restriction would be easy to enforce and to sign rather than the combination of white boxes, single lines, double lines etc which are currently used.
Officer Recommendation	Where sight lines and road safety are of the main concern, double yellow lines should be progressed instead of a less restrictive single yellow line. It is therefore recommended to proceed as advertised.

Drawing No: 24023. West Street, Farnham	
Response Type	Points raised in objection letter, online form or E-mail (extracts from more lengthy responses with personal details removed)
Objection	Objection to introduction of double yellow lines on the north side of West Street, Farnham, from the Hart to Downing Street. It is claimed that these double yellow lines are being proposed in order to reduce congestion. In fact

	congestion here occurs almost entirely during the day, rather than in the evening or on Sundays, and the existing single yellow lines already prohibit parking at these times. Parking in the evening here is due to people using the restaurants and cafes and contributing to a healthy evening economy for the town. Introducing further restrictions during hours when congestion seldom occurs is unnecessary and damaging to the economic viability of Farnham.
Objection	I object because it is blindingly obvious that double yellow lines will be detrimental to the entire Farnham community and all forms of commerce and charity carried out in Farnham.
Support	I strongly support the proposal to make the north side of West Street, between The Hart and Downing Street, no parking at any time. At present, in the evenings and on Sundays, parking on both sides of the road causes considerable restrictions to the free flow of traffic along West Street. There are plenty of places to park, but by keeping it all to one side of the road traffic flow will be greatly improved.
Support	I wish to comment on behalf of the Farnham Society on the proposed “NO WAITING AT ANY TIME” restriction on the north side of West Street in Farnham between the junctions with the Hart and Downing Street. The Farnham Society supports this proposal as this section of road is frequently reduced to a single lane in the evenings and on Sundays. This causes contention between drivers and potential dangers to pedestrians. It is not necessary for motorists to park in this section of road at these times as there is plenty of free parking available in the evenings and on Sundays at nearby car parks. The Farnham Society would like to make two additional observations 1. All of the road lines in the Conservation Area, including West Street should be in the less obtrusive narrower primrose style. 2. The on street parking enforcement seems to have improved a little since it was contracted out to Guildford BC enforcement offices, but it is still far from satisfactory particularly at “school run “ times and in the evening and weekends when there appears to be minimal, if any, cover in place.
Support	A few cars parked here can cause significant delays.
Support	I completely support restrictions on West Street. On Sundays and evenings this road is reduced down to one way traffic. It is very dangerous and I have witnessed many near misses and confrontations. The car parks in Farnham are free after 7pm so there is no need to park along this road. However, the restrictions will be a complete waste of time unless they are patrolled and I cannot say that I have ever seen a parking attendant in Farnham after dark.
Comment	Extending Double Yellow Lines along West Street My recommendation is that double yellow lines should not go ahead for say 6 months. During this time we should request that existing parking regulations are better enforced and CCTV cameras be placed to record vehicles causing any obstructions and the length of time that they are parked.
Comment	There seems little need to ban both sided parking in the western part of The Borough (I think that in practice most of us call this West Street, even if technically it may still be The Borough) in the evening. I drive through it often during this period without noticing anyone being unduly delayed or having any mishap, and the facility is a welcome convenience to people that we should not dispense without some very good reason. I would suggest that the new restriction applies only to Sundays and public holidays between 1100 and 1700.
Comment	The shops need stuff delivered, most don't have rear access, but anything that can be done to stop people parking where they want on a Sunday or in the evenings would be welcome. Some days it's chaos!

Officer Recommendation	This proposal will not entirely clear the road of parking as disabled badge holders are allowed to park on double yellow lines when the 'no loading' restriction is not in operation. The only way to prevent disabled badge holder parking is to create a 'no loading at any time' restriction which would cause significant disruption to the shops. However, there is a clear issue of multiple vehicles parking here in the evenings and on Sundays which this proposal will directly address. It is therefore recommended to proceed as advertised.
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Drawing No: 24025. Station Hill, Farnham

Response Type	Points raised in objection letter, online form or E-mail (extracts from more lengthy responses with personal details removed)
Objection	<p>The main points raised in the objections are as follows: -</p> <ul style="list-style-type: none"> • Restricting parking in this area would have a devastating effect on the row of shops. • Double yellow lines are totally unnecessary on Station Hill. Very rarely is traffic there held up by trucks unable to pass. • It is ridiculous to remove this short term parking in front of these local businesses which rely on this facility. • I am happy to sit behind a bus or lorry occasionally at the "pinch point" going up Station Hill if it means supporting the local businesses on the shop parade there. • Congestion on Station Hill is not primarily caused by parking outside the shops. The excessive time the level crossing is closed causes more tail backs to the bypass. • Preventing cars parking outside the shops on Station Hill will seriously damage the viability of the businesses there. Jobs will be lost, shops will close, valuable services to the community will be lost. • This parking is valuable for the shops nearby and also school. The loss of parking bays will be very detrimental. Larger vehicles should be discouraged from this route where possible.
Support	Restricted parking on "Station Hill" is welcome as parked vehicles here make a very bad traffic situation worse. But, I am not expecting the traffic to flow better - the problem is that this road and the next ones cannot take as much traffic as they do - the overall congestion is unsustainable and it's a shame that is no credible plan to solve the real traffic, pollution and congestions problems.
Support	While I support the proposal in that it should improve traffic flow, will there be sufficient parking for the shops on Station Hill? It is important to maintain the local amenities.
Support	I fully support the removal of parking spaces outside the shops on Station Hill and changing this to double yellow lines. It is always congested at this point and where there should really be three lanes of traffic (two going north and one south) it never occurs. This is made even more difficult when heavy good vehicles get stuck and consequently

	cause congestion onto the A31, which is congested enough.
Comment	Over the last 20+ years I have driven this section of road many, many times and, in general, the progress of vehicles is blocked by the level crossing barriers being down. The impact of double yellow lines on the shopkeepers in this area will be devastating.
Comment	There appears to be little need to ban parking on Station Hill twenty four hours a day. I would suggest that the restriction be daytime only (Monday to Saturday), denoted by a single yellow.
Officer Recommendation	It is true that the level crossing has a big impact on delays at this location. However, the pinch point problem described in the committee report occurs when the level crossing is open as well as closed. It is caused by traffic heading away from the level crossing queuing for the traffic lights on the A31 and conflicting with traffic coming in from the A31. This proposal allows vehicles to pass up to the entrance to the railway station which is in high demand. It is therefore recommended to proceed as advertised.

Drawing No's: 24027 Crosby Way, Farnham

Response Type	Points raised in objection letter, online form or E-mail (extracts from more lengthy responses with personal details removed)
Comment	I agree with the proposal for the reasons it is being proposed. There are two points I would like to make though: - Will the restrictions be enforced? - I would like to see a similar proposal for the junction of Ferns Mead with Crosby Way.
Officer Recommendation	It is recommended to proceed as advertised.

Drawing No's: 24029 Longley Road, Farnham

Response Type	Points raised in objection letter, online form or E-mail (extracts from more lengthy responses with personal details removed)
Support	I support the recent changes to parking restrictions in Longley Road. Bearing in mind the busy use of this road with two schools and its frequent use as a "Rat Run", it is important to manage the parking here carefully. I have some difficulty in turning out of my drive with the two parking slots opposite in use but with care this is acceptable.
Comment	What measures are you going to take to slow down the traffic? If you remove more parking places i.e. extending the yellow line to include no 26 and 28 Longley road ,this will increase the speed of traffic, cars often drive very fast on this road, using it as a "fast cut through". At this part of Longley Road several young children live often seen on the pavement!
Officer Recommendation	It is recommended to proceed as advertised.

Drawing No's: 24029 15 Waverley Lane, Farnham	
Response Type	Points raised in objection letter, online form or E-mail (extracts from more lengthy responses with personal details removed)
Objection	Parking Spaces on Waverley lane help slow down the traffic near the Primary schools, and also facilitate short term parking for parents collecting young children, so short term parking spaces should remain.
Officer Recommendation	The parking bay is only being reduced to compensate for a new dropped kerb. It is therefore recommended to proceed as advertised.

Drawing No's: 24030 & 24132. Waverley Lane (Old Compton Lane to Abbot's Ride), Farnham	
Response Type	Points raised in objection letter, online form or E-mail (extracts from more lengthy responses with personal details removed)
Objection	<p>The main points raised in the objections are: -</p> <ul style="list-style-type: none"> • The proposed no parking at the top of Waverley Lane in the vicinity of Uplands Road should go ahead, but it does not need to extend all the way to Abbots Ride. The dangerous part of the road is the brow of the hill and just after the blind corner. • I am a working mother with a child attending South Farnham Junior School. After finishing work, I park my car on Waverley Lane, getting there at 3.20pm and walk to the Juniors for 3.30pm. At this time, NO other authorised parking spaces are left in the vicinity of the school. Imposing these restrictions would mean that I have to park even further from the school, making me constantly late for collection. Parking for the school at the end of the school day for South Farnham Juniors is very difficult unless you are able to get there an hour before which I cannot do. The time that cars park on the top stretch of Waverley Lane is very short, about 20 minutes around 3:30pm. May be the first 20m joining the proposed area on Waverley Lane, in the bend up to Stoneyfields, could be restricted as visibility of oncoming traffic would be improved, but for the rest, it should be left as it is. • A restriction as far as Abbots Ride is totally unacceptable. It would make this road much more dangerous at this time of day as drivers speed would increase going down Waverley Lane towards the end of Menin Way at a time when lots of children and siblings are around and trying to cross the road. • There is hardly any parking on the road by local residents here anyway so this is an ideal area for us temporary parkers to be there. • The council have allowed South Farnham to become a bigger school and have allowed access to the school to people out of catchment area which means that parking for school collection is becoming incredibly difficult. A solution would be for the council to reinstate the bus service between Menin Way and Burnt Hill Road that used to exist and not to reduce

	<p>the current parking situation even more.</p> <ul style="list-style-type: none"> • The safe collection of children from South Farnham School is crucial and so this restriction should not be allowed to go ahead. • South Farnham School's catchment is large and includes the outskirts of the Bourne and the surrounding villages. There is no school bus service, parents do not have a choice but to drive children to school. I park at the Abbot's Ride end of Waverley Lane as by the time I get near the school there is no other place to park, it is 0.4 miles away from the school which isn't exactly close. • We are not commuters parking from 8am to 8pm, we are parents trying to collect our children from school without walking miles with a younger child in tow.
Support	<p>The main points raised in support are -</p> <ul style="list-style-type: none"> • We fully support the proposed double yellow lines at the junctions of Waverley Lane with Uplands Road and Stoneyfields. Entry and exit to these roads is dangerous when cars are parked close to this junction. There is little time to react as cars travel at 30mph plus along this stretch of Waverley Lane. It is on the brow of a hill and follows a sharp bend which masks the problem until the last minute when approaching from the central Farnham direction. • Thank you for your efforts in trying to make the traffic on the B3001 run smoothly especially with so many parents dropping/picking up their children from South Farnham School. Sometimes, I really worry that an ambulance/fire engine/police car would not be able to reach the top of Waverley Lane should there be an accident. • I am writing in support if the proposed new parking restrictions on Waverley Lane. I write as a local resident and parent of children at south Farnham and Weydon schools. The dangerous parking practices that have developed in the past 2 to 3 years have caused single file traffic travelling at speed to be directed round a blind corner. I have seen a number of near misses whilst waiting for my daughter to come from school. • The dangerous parking also means it is it has become dangerous for pedestrians, many of whom are school children, as cars we parked on blind corners and across junctions. • As a public transport user I am amazed at the hostility to local buses exhibited by antisocial parking and car drivers. On occasions buses are held up until hostile drivers move their cars to allow the bus to pass.
Comment	<p>The length of road southwards from Old Compton Lane towards Abbot's Ride up the hill and round the bend is definitely unsuitable for parking but it seems to me that all that's happening is the problem of parking is just being pushed to another area.</p>
Officer Recommendation	<p>The majority of objections to this proposal relate to the loss of school peak time parking. However, the comments of support mention this as being the main cause of the parking problems on this road. In terms of responses to this proposal there is almost twice as much support as there are objections.</p> <p>Additional 20 minute parking bays were introduced in south Farnham to assist with school peak time parking. There may well be a demand for more of these bays to be introduced if these restrictions were to go ahead and we will be able to consider these in future parking reviews.</p> <p>Cars can stop on single or double yellow lines to pick up or drop off passengers but they are not supposed</p>

	<p>to be seen waiting on them. Cars have been seen to be waiting on single and double yellow lines in south Farnham during school peak times which can only be addressed through enforcement.</p> <p>It is recommended to proceed as advertised.</p>
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Drawing No: 24030 Menin Way, Farnham	
Response Type	Points raised in objection letter, online form or E-mail (extracts from more lengthy responses with personal details removed)
Support	I fully support the removal of the two car spaces between Waverly Lane and the entrance to Phyllis Tuckwell. These cause considerable congestion at this junction.
Support	This will improve traffic flows at the junction at busy times.
Comment	Revoking the two car limited waiting bay and replace it with double yellow lines". Where will those driving their children to school park?
Officer Recommendation	It is recommended to proceed as advertised.

Drawing No's: 24032 & 24035 Weydon Lane and Weydon Lane j/w Wrecclesham Road, Farnham	
Response Type	Points raised in objection letter, online form or E-mail (extracts from more lengthy responses with personal details removed)
Support	I support this restriction to reduce the hazard near the school but I also suggest that parking on the pavement is also become a major issue in this area. This restriction will force more people to park on the pavement especially on the blind corner of Weydon Lane and Talbot Road. The Hopkln building being built next to the road and also the Talbot Road junction being set back makes turning right into Weydon Lane quite blind. This is increased with cars being parked on the wide pavement corner that can restrict the drivers view to less than 3 meters in turning right. I feel additional bollards are required on this corner or this restriction will just move more cars onto this pavement thus causing additional hazard especially to the local school children.
Support	As Headteacher of Weydon School I fully support the proposed parking restrictions West of the school to the A325. This will improve traffic flow at peak times and make the junction safer for pedestrians. Drivers will also benefit from clearer sight lines. We believe it is an excellent proposal.
Support	This road is chaotic making it difficult for public transport or emergency vehicles to make progress. It would appear that parking is out of control in Farnham, due to a combination of no enforcement of existing parking regulation and anti social parking.

	Many have to pay nearly £1000 to park in Railway stations to park but the public highway can be used as a permanent parking bay at no cost.
Support	This can't come some soon. People park right down to the corner of the A325 and I often see people reversing back onto the main road because of oncoming traffic
Comment	Support the adding of Double Yellow lines at the junction with Talbot Rd. However to make this quite dangerous junction safer it needs: Bollards to prevent parking on the pavements: Traffic Calming measures, ramps not like the current ones which are mostly ignored and driven over at speed, making it a 20mph zone with "warning lights" and this is a classic case for the need of Cameras. Also enforce lorries to take to correct HGV Route which is not down Weydon Lane with the very narrow bridge that lorries have difficulty on and have blocked the bridge.
Officer Recommendation	It is recommended to proceed as advertised.

Drawing No's: 24034 Tilford Road, Farnham

Response Type	Points raised in objection letter, online form or E-mail (extracts from more lengthy responses with personal details removed)
Objection	Parking is obviously an issue. However people NEED to park to use the village shops/the vets. There appears to be no consideration for disabled parking? Just this plan for yellow lines. Would it not be better to put a total ban on certain areas and create a disabled space and perhaps a 20 minute waiting zone? This would allow people to use the shop and vets and not just park and be in the Woolpack for 3 hours at lunchtime. Obviously evenings are not an issue at all.
Support	I fully support the addition of a residents space to existing spaces after the corner of Morley Road going south. Given the number of residents' cars, it is always difficult to find a space and this addition will help matters. I also fully support the change of the disabled space outside number 62 back to a normal residents space.
Support	With the sharp bend it is very dangerous for cars coming towards Farnham having to overtake on either side of the Stoneyfields exit.
Support	This seems to provide additional parking for the residents. I support this.
Comment	Could the parking spaces on 1 to 13 Tilford Road be restricted to residents only as well.
Officer Recommendation	It is recommended to proceed as advertised.

Drawing No's: 24034 Morley Road, Farnham

Response Type	Points raised in objection letter, online form or E-mail (extracts from more lengthy responses with personal details removed)
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	details removed)
Objection	<p>The main points raised in objection are: -</p> <ul style="list-style-type: none"> • As a local resident to Morley Road and York road I often struggle to find parking. St George's Road, is a permit only road and thereby we have to use the roads surrounding the area such as Morley Road and Albert Road to park in. • Also when family and friends visit they struggle to park and I have to recommend close areas. • By 9 am the Farnham Station car park was full despite the huge cost of daily parking (over and above the high rail fares) Where exactly does Surrey CC and Waverley BC expect commuters to park when the station car park is full? Both authorities allowed British Rail permission to sell the southern former goods yard for housing rather than, as a number of local residents suggested at the time, for additional car parking. I appreciate residents do not like commuters parking in their roads. The simple fact is that whenever you have a controlled parking scheme there are going to be problems at the boundaries. You can keep extending the perimeter but the simple fact is that there is not enough car parking spaces at the station and in the town for the increasing number of users. • Most local commuters have no alternative other than to travel to the station by car. Where I live there is no public transport whatsoever and for most people living south of Farnham such as Frensham or Churt, what few buses there are, don't operate early in the morning. • Once there is an adequate amount of parking available at the station at a sensible price, by all means restrict on-street parking in the surrounding area. • This proposal has not considered a wider fair allocation of parking across all the roads in South Farnham. It simply pushes the parking restrictions further and further out from the station. All the residents of South Farnham need to accept that we need an equitable solution for all the roads not just to "kick it up the curb" to the next road. • Please do not disallow parking in streets around the station. Commuters park sensibly. They must be commended on using public transport. Please do not make it any more difficult than it is already. • Morley Road does not seem to suffer from an acute parking problem. This is a quiet road and the current arrangements allow people to park safely and encourage drivers to drive slowly. Further restrictions of parking on this road will move the parking problem onto other roads. People need to park somewhere!
Support	<p>I am writing to support the proposed parking restrictions in Morley Road. Morley Road which should be a relatively quiet residential road is already suffering from enormous traffic problems due to the proximity of the 6th Form College which appears to be expanding year upon year admitting students from outside the Farnham area. As well as the parents dropping off and picking up early morning/ afternoons, we also have the delivery trucks at least three every day delivering food supplies to the college. I have already pointed out to the college the dangers to students when all this traffic converges at 8:45am We also have frequent coaches parking directly opposite my house picking up students to go on excursions. Possibly, but hopefully not, we will have the added inconvenience of delivery trucks for the proposed new building site within the college grounds. At present traffic parks on both sides of Morley Road and frequently park outside my house with inconsiderate parents sitting waiting for their unfit children who appear to be unable to walk a few yards to the college entrance. There is a car park at the college which is not over used. I object strongly to this road being used also by commuters who arrive at the crack of dawn and stay until 7.00pm or later. Hopefully the proposed scheme will go ahead but to ensure it is successful it is vital that the area is patrolled regularly by traffic wardens.</p>
Comment	<p>Although I have no objection to the proposed change, my only concern is that the cars currently parking in Morley Road and</p>

	York Road each weekday morning will simply move to the closest available locations. I walk to Farnham station at 6.15 every morning and know that the available parking in both locations is usually fully utilised at this early hour. It stands to reason that a number of these car owners will simply look to the nearest possible location to park, one of which is my road - Sheephouse. In fact, your consultation map makes the road leap out as an obvious alternative location, a clear road in a sea of parking restrictions! Sheephouse is a narrow residential road with no existing parking restrictions. However, the pavements are wide and may be considered suitable by others to park on all day. The width of the road does not allow for two vehicles to pass side by side; the pavements need to be clear to enable this. Further, Shepherds Court residential house is at the far end of the road and needs unobstructed ambulance access at all times. Are there plans to review the effects of the proposed parking restrictions, once in place?
Officer Recommendation	Whilst they may look excessive on a plan, the double yellow lines proposed for Morley Road are merely trying to reinforce the fact that vehicles shouldn't park on both sides of the road here or be parked over, or right up to dropped kerb entrances. Unrestricted parking for both commuters and residents will still exist in relatively large quantities. It is therefore recommended to proceed as advertised.

Drawing No's: 24034, 24111 York Road, Farnham

Response Type	Points raised in objection letter, online form or E-mail (extracts from more lengthy responses with personal details removed)
Objection	<p>The main points raised in objection are: -</p> <ul style="list-style-type: none"> We agree that the north side of York Road requires double yellow lines to stop parking there and to allow safe sight lines. However, we disagree with the current plans to have double yellow lines on the south side as well (except at the junction with Firgrove Hill and on the corners to Lancaster Avenue). It is not what any one on this road asked for. I think that a better solution, that would balance the various parking and traffic issues on the road, would be to replicated the proposed parking changes on Lancaster Avenue (single yellow lines with no parking between 11.00 and 12.00) we would like the same on the south side of York Road (but retaining the existing double yellow lines close to the junctions for safety). This would minimise the problem of commuter parking (bearing in mind the road is usually full with commuter cars from 06.30 to 21.00) but would allow residents and visitors to the road to find suitable parking spaces at most times in the day. Unless and until there is more parking capacity at Farnham railway station, restricting parking in the surrounding roads will do nothing more than cause said car park to fill up even faster than it does now. The existing commuter parking on this road is tolerable. We travel along part of York Road regularly to drop our son off at the local nursery and the commuter or college parking does not compromise our journey at all (this is a peak rush hour time of 08.00 and 18.00). This parking restriction will move commuter parking onto other local roads namely Middle Avenue, Swingate Road and Greenhill Road but not deal with root causes of commuter parking.

	<ul style="list-style-type: none"> This proposal has not considered a wider fair allocation of parking across all the roads in South Farnham. It simply pushes the parking restrictions further and further out from the station. All the residents of South Farnham need to accept that we need an equitable solution for all the roads not just to “kick it up the curb”. Why is there no parallel assessment to look into the viability of a free park and ride scheme?
Support	Commuters park on both sides of this road and are inconsiderate to vehicles that use this road. Allowing parking on one side only would increase visibility and safety.
Comment	<p>The main points raised in comment are: -</p> <ul style="list-style-type: none"> Have you determined how many cars will be displaced by the introduction of parking restrictions on York Road? Where the owners of the displaced cars will now park? Will you not just shift the problem elsewhere. It stands to reason that a number of these car owners will simply look to the nearest possible location to park, one of which is my road - Sheephouse. In fact, your consultation map makes the road leap out as an obvious alternative location, a clear road in a sea of parking restrictions! Sheephouse is a narrow residential road with no existing parking restrictions. However, the pavements are wide and may be considered suitable by others to park on all day. The width of the road does not allow for two vehicles to pass side by side; the pavements need to be clear to enable this. Are there plans to review the effects of the proposed parking restrictions, once in place? We are only looking for a consistent implementation of a strategy to apply to all the local roads that are blighted by commuter parking rather than playing one set of residents off against another set. Our preference would be the bays in front of 4 and 6 York Road to be made timed bays to prevent commuters blocking parking all day. This would be in line with Lancaster Avenue, and would be very simple to administer and police. Whilst I welcome the parking controls being extended, I am concerned that restrictions in York Road do not go far enough alleviate the difficulties experienced by on-street parking. I fully support double yellow lines on the north side of York Road but the parking bay restrictions will not solve the current problems experienced. It will remain difficult for cars to exit Lancaster Avenue as cars will still be parked along the south side of York Road up to the junction. It will still remain difficult to enter York Road from Firgrove Hill during rush hour and school exit time as the yellow lines are not long enough. It does not solve the problem that residents in number 2,4 and 6 York Road will continue to have their view obscured as they leave their drives because they will have cars parked outside their house. A parking restriction of 4 hours outside number 2 will be open to abuse as commuters chance parking there all day. Even a 4 hour restriction will mean cars will be permanently parked there as people come and go and it's the only available space during the day. The complexity of this area and the pressures of commuter parking were noted, along with a recognition that there are concerns about consequential displacement into adjacent roads. It was felt that Lancaster Avenue needs to be included in an area solution and Mr D Munro, as local County Councillor, requested that the proposals return to the Local Committee for decision after statutory consultation. If Lancaster Avenue is to be reviewed then I would suggest that York Road is most definitely reviewed again.

Officer Recommendation	The displacement of vehicles as a result of new double yellow lines is inevitable. A number of nearby streets have had restrictions proposed as part of this parking review to help control this displacement. However, like Morley Road, these restrictions are to improve driveway access and maintain parking on one side of the road only. The junctions with Firgrove Hill and Lancaster Avenue will be improved as a result of these proposals and we will be able to monitor this. It is recommended to proceed as advertised.
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Drawing No's: 24121. Lancaster Avenue, Farnham

Response Type	Points raised in objection letter, online form or E-mail (extracts from more lengthy responses with personal details removed)
Objections	<p>The main points raised in objection are: -</p> <ul style="list-style-type: none"> • The proposed restrictions on parking in Lancaster Avenue need to strike a balance between, on the one hand, preventing congestion and disruption to residents and, on the other, providing much needed spaces for non-residents to park. • Parking facilities at Farnham Station are inadequate for the increasing number of commuters, it is important that parking provision is made available for them which is reasonably close to the station. • Lancaster Avenue is a quiet road which is sufficiently wide to have cars parked along one side and still allow traffic to flow unimpeded in both directions. • The proposed restrictions are excessive and provide none of the balance that is required. Therefore I object to the proposals on the grounds that they don't take into account the real needs of non-residents to have suitable parking reasonably close to the station when such parking could be provided along one side of the road. • I object to parking restrictions being made in Lancaster Avenue. Parking restrictions are totally unnecessary in Lancaster Avenue because most residents can park in their driveways leaving the roadside free for visitor parking. Surrey County Council need to look at improving car parking at the railway station by increasing car park capacity and reducing the excessive parking fees. The Council also needs to improve the reliability of the local bus service to & from the station for commuters so that there is a reliable alternative to using their cars. • It does seem as if residents just don't like cars parked outside their houses. Understandable, but not a good enough reason for introducing restrictions on what is a public road. • The Farnham Design Statement 2010 states specifically about Lancaster Avenue "the character of this avenue must be retained, not only for its own sake but also to retain a gradual transition from the highly protected conservation area to the more densely developed town centre." The Design Statement states "The Bourne remains a very pleasant place to live for animals and people alike but could be damaged irrevocably, if protective policies are not applied rigidly". Parking restrictions in Lancaster will displace cars deep into CA44 • The proposed introduction of a single yellow line with a curfew hour on the major stretches of these roads is according to the officers' report "to prevent all day parking". When the South Farnham Residents' Association requested this

	<p>arrangement a few years ago for Lynch Road, Broomleaf Road and Longley Road, which are narrower and far busier than the three being consulted upon. We were told that it was not the policy of Surrey Highways to remove all day parking. We were told that it was important to accommodate all users of the road and area, and so a different scheme had to be devised. What special circumstances apply to Lancaster, Mavins and Little Austins which did not exist for Broomleaf, Lynch and Longley?</p> <ul style="list-style-type: none"> • Consistent and fair application of parking policy is needed to maintain residents' confidence in the system.
Support	<p>The main points raised in objection are: -</p> <ul style="list-style-type: none"> • We wish to confirm our support for the proposed parking restrictions between 11:00 and 12:00 Mon – Fri. Since the last review commuter/ town worker parking has increased considerably. • If proposals for York Road and Morley Road are accepted then Lancaster Road must also be progressed. • There is a problem with residents trying to exit from their driveways with the road parked up bumper and bumper. • Problems with passing occur in particular when large utility trucks such as refuse collection vehicles are operating in the road. • There is an early morning and late evening noise problem. • Trees along the verges are also subject to damage. • I see no other solution. Since we moved to Lancaster Avenue in 2004, the avenue has changed from a quiet and safe road to a midweek car park. On many occasions I have struggled to get out of my drive as (mainly) commuters park inconsiderately to near your drive, opposite your drive. • This is making our avenue unsafe to drive through (as cars are parked on both sides) and extremely hard for residents to get out of their drives, and we can't see cars coming as the parked cars are so near our drives. I hope the plan will go through and that things will change VERY soon. • The proposals are a sensible plan and will improve the current situation. Lancaster Avenue has become an over used car park. I very much hope the proposed changes will be accepted.
Comment	If this proposal is actioned, then it is essential that Mavins Road is also made subject to the same parking restrictions - if for some reason that ceases to be the proposal, then I object to the parking restrictions proposed for Lancaster Avenue
Officer Recommendation	The restrictions chosen for Lancaster Avenue, Little Austins Road and Mavins Road are the shortest restricted period possible in order to prevent commuter parking only. In effect this will free up the road for other types of parking to take place such as school peak time visitors. As a result parking will continue to take place in these roads just to a lesser extent. It is therefore recommended to proceed as advertise.

Drawing No's: 24121 & 24130. Little Austins Road & Mavins Road, Farnham	
Response Type	Points raised in objection letter, online form or E-mail (extracts from more lengthy responses with personal details removed)
Objection	The main points raised in the objections are:

	<ul style="list-style-type: none"> • All this proposal will achieve is a displacement of commuter parking to somewhere else. • Displacement to Greenhill Road will cause significant road safety issues. This road is used as a cut through for motorists and if further, vehicles are parked here it will represent a danger to road users and pedestrians alike, due to the higher speeds adopted. • Pedestrians and specifically children safety will be reduced through increased parking. Many parents and children use the road to get between various locations and St Polycarps and Abbey School. • The root cause of the issue appears to be lack of affordable parking for station users. This proposal does not address this. • Little Austins Road commuter parking is not as severe as is being reported. Most days I see more than a few cars parked. • Mavins Road commuter parking is not as severe as is being reported. Most days I see more than a few cars parked. • The number of local buses has been reduced. Many commuters who used to take buses now drive as they have no alternative. • The proposed signs and yellow lines are not appropriate with the character of the area. • Middle Avenue and Swingate Road will be the next to get parked up and then have restrictions introduced. • Although I have sympathy with the residents of Little Austins Road (and Mavins Road) and their parking problems but it is quite obvious that by restricting all-day commuter parking in these streets the problem will not be solved but simply pushed further up the hill, into Greenhill Road and Middle Avenue. Greenhill Road is used as a cut through route between the Tilford Road and the Frensham Road and is already dangerous.
Support	<p>The main points raised in support are:</p> <ul style="list-style-type: none"> • Double parking narrows the road considerably and creates danger for all road users. • Parked cars prevent road being swept and drains cleaned. • Improved access from drives for residents and a reduction in the amount of careless and inconsiderate parking. • There has been a noticeable increase in noise at anti-social hours of the day from 6am to 10pm during the working week.
Comment	Great Austins Area Preservation Group (GAAPG) would like known that they are neutral in these proposals.
Officer Recommendation	For Little Austins Road, there were no objections from Little Austins Road residents. The objections were mainly from residents in nearby streets, primarily concerned about displacement. For Mavins Road, there was only one objection from a Mavins Road resident, the rest were from residents in nearby streets, again who were primarily concerned about displacement. Unrestricted roads such as Great Austins, Greenhill Road, Middle Avenue and Swingate Road could all see an increase in on street parking by non residents. However, the proposals for Little Austins Road and Mavins Road were also intended to free up these particular streets for school visitors, which is why the midday restriction was chosen. It is recommended to proceed as advertised.

Drawing No: 24129. Red Lion Lane, Farnham

Response Type	Points raised in objection letter, online form or E-mail (extracts from more lengthy responses with personal details removed)
Objections	<p>The main points raised in the objections are:</p> <ul style="list-style-type: none"> • The scheme isn't logical. • There is no problem with parking in Red Lion Lane. During that time I have never encountered any difficulty parking outside my house or anywhere else in the lane. The many be occasional difficulty when events are on at The Maltings but this does not happen often or impede other drivers. • Yellow lines by the Maltings and and the turning area at the top of the road are all that is necessary. • The proposed costs to residents are high. £50 per car, 120 visitor permits at £2 each. The total comes to £290 per year on top of council tax. • This is discrimination against residents that do not have off-street parking. How can it be fair that some residents are penalised for the house they happen to live in. • Leave the road as it is now. • We have more cars than we will be allowed permits for. What would happen? We would have to put visitor permits on our third vehicle. • The scheme should be amended so parking in Red Lion Lane is residents only at all times. Parking is worse in the evenings.
Support	<p>The main points raised in support are:</p> <ul style="list-style-type: none"> • The Local Police by their own admission are unable to enforce the existing restrictions or often can't be bothered despite the 'no motor vehicles beyond this point' signage at the beginning of the lane. • We need a residents parking scheme that actually means no parking unless you live here. We have an unofficial scheme which has no legal standing and is abused regularly. • I understand the fees go towards paying for a warden to enforce the zone and we need this. Many offenders use Red Lion Lane as an overflow from the Maltings and unfortunately some rouge parkers have verbally abused residents when pointed out they should not been there. • Would like a guarantee that the scheme is reviewed after a year to determine its success and if it is working. • Clearer and more visible signage.
Comments	<ul style="list-style-type: none"> • By limiting the restrictions to only certain roads you will push parking, free parkers onto other roads obviously. Abbey Street and Longbridge have limited parking for residents and as a mother with three children under three it is vital I find a space relatively close. To date shoppers take these spaces to avoid parking charges and I have no where to park so have to sit in the car with the children or leave the children in the house to move the car from a temporary position.
Officer Recommendation	There is clearly a lack of support for this scheme and it is therefore recommended not to proceed.

Drawing No: 24129. Trafalgar Court & Firgrove Court, Farnham	
Response Type	Points raised in objection letter, online form or E-mail (extracts from more lengthy responses with personal details removed)
Objections	<p>The main points raised in the objections are:</p> <ul style="list-style-type: none"> • To be charged to leave my car outside my own house, thereby meaning I have to constantly be walking to and from my garage is really not acceptable. • Most people here are elderly and have family and friends turn up without warning. I will have to tell them to go away if I haven't got any visitor permits. • I have never had any parking problems, so as far as I can make out this proposed action is only a money making scheme from elderly impoverished residents. • Family and friends act as carers for residents, they are not registered carers and so would use endless visitor permits, perhaps more than allowed. • The existing signage, although not perfect and a total deterrent is sufficient. A few cars park here, but nothing significant or problematic. • The scheme will not be beneficial to residents, it will isolate them, be costly and an irritation.
Officer Recommendation	There is clearly a complete lack of support for this permit scheme and it is therefore recommended not to proceed. However, it is recommended to proceed with the double yellow lines on the entrances to Trafalgar Court and Firgrove Court for safety reasons.

Drawing No: 24119. Heath Lane, Farnham	
Response Type	Points raised in objection letter, online form or E-mail (extracts from more lengthy responses with personal details removed)
Support	<p>Vehicles park along the bottom of Heath Lane which causes problems when turning off Upper Hale Road and having to wait or reverse back onto the main road.</p> <p>Also vehicles park opposite the Bethel Lane/ Bethel Close junction which means vehicles are driving on the right hand side when other vehicles are pulling out of Bethel Lane right in front of Bethel Close exit, which has caused accidents in the past.</p>
Officer Recommendation	It is recommended to proceed as advertised.

Drawing No: 24127. Upper Hale Road junction with Spring Lane, Farnham	
Response Type	Points raised in objection letter, online form or E-mail (extracts from more lengthy responses with personal details removed)
Objection	<p>The main points raised in the objections are:</p> <ul style="list-style-type: none"> • Already outside my house there is a parking problem. I have 1 car and it's hard to park. • You are proposing to stop people parking on all 4 corners of the junction next to my house. By doing this you will push even more people to park in the only area I can park in. • I do not have a drive as some of my other neighbours do, so this is really important to me. I rely on being able to park close to my house as I run a business & have to carry heavy equipment to and from my front door. • The proposed double yellow lines on the junction of Spring Lane where it turns left towards Upper Hale Road and extended too far. • I do not think it is necessary to extend them in front of Stonehaven and Southview. This just removes more parking spaces which are at a premium in the area, especially following the building of Sure Start on Upper Hale Road which was built with no car parking facility. • The proposed restrictions will force residents/ guests to park on Trinity Hill or further down Folly Lane North. Both these options are poor option. Trinity Hill is used by buses and lorries (including drivers under instruction). Cars parked down Trinity Hill will cause delays and have more of a safety impact/ service issues (such as gritting) than the current arrangement. Parking down Folly Lane North or further down Spring Lane will also congest the narrow roads and negatively impact current parking situation for the local houses. • I am unaware of any accidents/ incidents in the past 12 years of being a local resident with the current parking situation at Spring Lane and would suggest it remains as is.
Comment	<p>Restrictions are going to be patrolled by a parking attendant I think they will be a waste of time. Personally, I cannot see the need to restrict parking on this part of the Upper Hale Road as the road is wide enough for two way traffic to pass. It would have made more sense to propose double yellow lines further down the Upper Hale Road between Tesco and Hale Rec. Parked cars cause congestion and prevent the free flow of two way traffic. This is an A road frequented by large lorries. I've witnessed main a near miss and am frequently held up on this stretch of road. It is dangerous and should have been included in this review.</p>
Officer Recommendation	<p>All of the proposed double yellow lines are to prevent parking on or opposite junctions in this area. The number of cars potentially being displaced is relatively minimal. It is therefore recommended to proceed as advertised.</p>
Drawing No: 24039. Frensham Road j/w Gold Hill (Private), Farnham	
Response Type	Points raised in objection letter, online form or E-mail (extracts from more lengthy responses with personal details removed)

Objection	<p>The main points raised in the objections are: -</p> <ul style="list-style-type: none"> • Parking helps slow traffic speeds down. • Removing parking will have a negative effect on the shops. • No alternative places to park. • The majority park safely, only minority that park obstructively. • Shops rely on passing trade and parking is at a premium here. • Yellow lines spoil the look of the area.
Support	Because of parked cars, it is currently very dangerous to leave Gold Hill and turn either left or right. Vision is usually obscured in both directions. The proposed parking restrictions are highly desirable and welcome.
Comment	The reasons given for these restrictions are sightlines and road safety. Is there a real safety issue at this junction supported by accident records or is it just perceived as dangerous? Councillors need to be sure that there is a genuine justification because these restrictions will have a significant impact on the shops in Lower Bourne which rely on people being able to park.
Officer Recommendation	Parking on a junction cannot be classed as lost space because this practice should not be carried out in the first place. There is a genuine sight line problem here that does need to be addressed. It is therefore recommended to proceed as advertised.

Drawing No: 24131. Frensham Road junction with Stream Farm Close, Farnham	
Response Type	Points raised in objection letter, online form or E-mail (extracts from more lengthy responses with personal details removed)
Objection	The proposed no waiting at any time goes too far down stream farm close, on the corners of the junction I can understand, but I have not observed any non-minor traffic congestion from people parking downstream farm close past the current single white line. It's a handy few spaces for those dropping kids off at the scout hut on fox road, without going down fox road, or parking illegally in the pub car park.
Objection	The reason given for this restriction is to maintain traffic flow. No evidence is given that there is a problem with traffic flow. Stream Farm Close is a cul-de-sac and has very low traffic flows. These restrictions will prevent people dropping off children for the Scout Hall opposite and the Bourne School.
Support	Clearer visibility for motor vehicles.
Comment	The Bourne Residents' Association would comment as follows upon proposed yellow lines at the junction of Stream Farm Close with Frensham Road. Parking is at a premium in the Bourne, especially at school delivery and collection times. Parking demand at this particular location is generated not only by the school but also by the adjacent Scout Hall. Since there is no permission

	to park in the neighbouring Fox public house car park, Stream Farm Close becomes a rare alternative. We are concerned that these factors should be taken into account before any final decision upon yellow lining is taken.
Officer Recommendation	This proposal is simply an upgrade of the advisory white lines which were installed to prevent parking on and on approach to the junction. It is therefore recommended to proceed as advertised.

Drawing No's: 24075 & 24076 Croft Road, South Street, Upper Queen Street, Carlos Street, Town End Street, Latimer Road Permit Zone, Godalming	
Response Type	Points raised in objection letter, online form or E-mail (extracts from more lengthy responses with personal details removed)
Objection	<p>The main points raised in the objections are:</p> <ul style="list-style-type: none"> • This is an un-necessary financial burden imposed without valid/ sufficient reason. • It will be a hindrance to the day- to-day business and enjoyment of our property. • It is another layer of regulation with which we will be forced to comply with and pay for. • It is more to do with raising finance for the council than meeting the needs of the local community. • The consultation has not been extended over a wide enough area, streets beyond the proposed zone need to be consulted as well. • Displaced parking will be a real issue for other streets in the town. • There is a shortage of parking space in Godalming and the need is ever increasing. This scheme will only reduce the amount of parking space available. • Please consider introducing limited waiting as a solution. • It is totally unreasonable that sections of our public roads, owned by everyone, should be reallocated for use by a selected minority. • The money does not go to the local public, but it gets lost in general expenditure. • Road safety made worse. Access for large vehicles. Probably some gains, but equally some losses. Easing of traffic congestion, quite the opposite. What you really mean is that it will be easier for the Local Authority to collect more parking fines and revenue, but worse for drivers. • If residents have to pay for parking there is no guarantee of a space anyway and it prevents shoppers using the public road. • Creating a controlled residents parking zone in one area of Godalming will not solve any parking issues. The problem will simply move from one place to another. • Those with visiting help (eg childcare requirements) will be forced to pay in excess of £365 per year. This is unacceptable and clearly aimed at revenue generation rather than aiding residents in the area. • Brighton Road residents with no off street parking will be left with nowhere to park as some residents use the streets in this permit area for parking.

	<ul style="list-style-type: none"> • I cannot see the need for restricted parking on our road. It is a quiet road and is only generally used by residents. • The current situations works fine as it is. • There is insufficient parking across the whole of Godalming. This scheme will only serve to make it worse. Neither residents nor train users have enough space to park. • Not necessary on a Saturday. • Residents can find somewhere to park at the moment without needing permits. • The problem is too many residents cars not visitors. • Biggest problem is after 6pm.
Support	<p>The main points raised in support are: -</p> <ul style="list-style-type: none"> • I support the proposed permit system and the proposed limit of two permits per household to ensure they are not issued to those with drives or permits are open to abuse. • Parking is very difficult due to most of the spaces being taken by commuters. • I fully support the proposal. I have lived in both Grays Road, Farncombe and Croft Road, Godalming. Both roads are congested due, primarily, to commuter parking. • Being a resident of this road I am strongly in favour of the parking restrictions that are being proposed by the council. • I support this proposal, although I would prefer a scheme with embargoed hours for non-permit holders. In the proposed scheme I would want there to be robust measures to prevent resale of visitors' permits to commuters and to see a maximum number of permits available to any single building. Probably two or three. This scheme cannot come too soon - Croft Rd is now simply a commuter car park. • Firstly thank you! How refreshing to see that the Local Authority have clearly listened to the needs of residents and come up with a practical solution. • I would like to offer my full support for this proposal. I feel that it is currently very unfair that residents of this road cannot park for longer than 4 hours, and that the road is congested with commuters who park for the whole day while they are at work. • Thank goodness. I am wholeheartedly in support of permit holders only parking in this area. • Parking is virtually impossible in this road due to very few houses having off street parking due to commuters parking
Comment	The majority of comments were specific questions with regards to how the scheme would work and existing restrictions currently in place.
Officer Recommendation	<p>Out of the 78 objections received, 49 of these (63%) were from residents living within the proposed permit area. There were 9 objections from Carlos Street residents, 10 from Town End Street, 5 from Croft Road, 2 from South Street, 20 from Latimer Road and 3 from Upper Queen Street.</p> <p>There are approximately 270 properties in the proposed permit area, therefore the 49 resident objections represent a minority of these properties. A couple of objections appear to have come from different</p>

	<p>members of the same household.</p> <p>Latimer Road is showing the highest number of objections and it is possible not to include this street in the permit area. However, the knock on effect of displacement could make the parking in Latimer Road significantly worse if it were to be left out.</p> <p>It is recommended to proceed as advertised with a change in the permit allocation to allow numbers 17,19 and 21 Brighton Road to be able to apply for permits.</p>
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Drawing No: 24078. Victoria Road, Godalming

Response Type	Points raised in objection letter, online form or E-mail (extracts from more lengthy responses with personal details removed)
Objection	<p>The main points raised in the objections are: -</p> <ul style="list-style-type: none"> • I object to having to pay to park in Victoria Road, Godalming, a street I have lived in for 25 years. I do not like the fact that my visitors will have to pay £2 a day and I will be restricted to 120 per year. • I am a widow living on my own and rely on family to visit regularly to help me around the house and garden. They visit often and don't have any trouble parking. With your scheme, I'd have pay money out for exactly the same scenario has I have now. Its daylight robbery. Elderly should be allocated special permits free of charge. • I agree the cost at the moment is reasonable, but it will only go up year on year once we have the permits and I don't agree that I should have to pay to park in the road which I live in. • This scheme is of little benefit to me. I do not want to be obliged to pay £50 a year to park in the street, especially when the scheme does not guarantee me a parking place. Only occasionally do I have difficulty finding a parking place in Victoria road in the times covered by the scheme. • I do not feel adding permits to Victoria road will help with he already difficult parking. There is not enough space on the road for the number of cars down here. We work in London 5 days a week and we never manage to park on Victoria road as it is. • I strongly object to residents parking here - you will create fewer spaces than they already self manage at a detriment to the residents. Where else will they park - this is managed well be residents and does not need this issue raising. • Creating a controlled residents parking zone in one area of Godalming will not solve any parking issues. The problem will simply move from one place to another.
Support	<p>The main points raised in support are: -</p>

	<ul style="list-style-type: none"> • I am in complete support of the Permit parking scheme proposed for Victoria Road. Since work has started at the Key Site, parking has become even more difficult, and once the houses are built (without adequate parking), this situation will only get worse. We also get people parking here to go to work, which means the spaces are used all day. I look forward to being able to park with ease. • I fully support the resident parking scheme proposed for Victoria Road. I moved to Godalming fairly recently from Guildford where a very successful scheme operated in my area. • I've seen the available parking spaces dramatically reduce over time. My wife and I frequently have to park on Cateshall road or in the local supermarket as the street is full. • I fully support the introduction of permitted parking on and in the vicinity of Victoria Road. As a resident I expect to be able to park in or at least near my road. Many non-residents, town workers, in particular staff from waitrose, are seen parking for a full days working hours, in and around Victoria Road, greatly reducing parking spaces for residents. • I support the resident parking scheme proposed for Victoria Road, which should provide the residents a greater opportunity to park in the road that they live in. • I am writing to support the proposed resident permit parking scheme for Victoria Road. I am a resident in the road and parking is not easy, it is quite often difficult to find a space in the road, as too many people who work in Godalming, park in our road and also at the top of the road, in Catteshall Lane. I see residents parking as the only way forward to solve this issue. • I express my full support. As a resident of Victoria Road I expect to be able to park in my road or near my house. Daily non-residents park up Victoria Road for the whole day. • I am writing to support the proposed resident permit parking scheme for Victoria Road. I am a resident in the road and parking is not easy.
Comment	I welcome the parking controls, however I do want to raise the issues and concerns I have about visitors having to pay for parking in Victoria Road. I am surrounded by elderly neighbours who don't have cars, but have regular visits from family. Making them pay to visit elderly relatives seems very unfair. There needs to be flexibility for family members and visitors visiting elderly relatives to assist them.
Officer Recommendation	2 out of the 9 objections were from residents who do not live in Victoria Road, therefore there were 7 objections from Victoria Road residents. All 11 support responses were from residents of Victoria Road. Therefore there is a majority of residents in favour of a permit scheme. It is therefore recommended to proceed as advertised.

Drawing No: 24079. Catteshall Lane j/w Langham Close, Godalming	
Response Type	Points raised in objection letter, online form or E-mail (extracts from more lengthy responses with personal details removed)

Support	This is in support of the proposal of no waiting at any time (double yellow lines) at the junction of Langham Close and Catteshall Lane. As a resident of Langham Close, I often have trouble exiting the close safely in my car, as there are often cars parked on Catteshall Lane, too close to the junction. Preventing parking at this junction would greatly improve the visibility for residents exiting the close, and will therefore reduce the risk of an accident on Catteshall Lane.
Support	With all the building and increase in traffic catteshall lane has become a car park for everyone who works locally even people who work in the town we have seen them park and walked into town behind them . you cannot see either way when you pull out of our close and are halfway across the road before you can see .double yellow lines are essential for safety and so would speed traps / humps you only have to see the buses tearing down catteshall to know something serious is going to happen .
Support	I strongly support the proposal. My wife & I have had numerous near-misses with cars driving along Catteshall Road when pulling out of Langham Close as visibility is extremely poor due to cars parked on the junction. Without the double yellow lines to restrict parking it is surely only a matter of time before a serious accident happens.
Support	It is very difficult to pull out of Langham close with cars parked at both or either side of the entrance to the close (catteshall lane) and often very dangerous. It is almost impossible to get a good view and we often have to pull partially out which is fairly hazardous.
Support	Both my husband and I fully support the proposal of the double yellow lines. As over the years of living in Langham Close we have had many close encounters with cars using Catteshall Lane. As we are forced to go to the middle of the road to see around the many parked cars either side of Langham Close.
Support	I strongly support the proposal. My husband & I have had numerous near-misses with cars driving along Catteshall Road when pulling out of Langham Close as visibility is extremely poor due to cars parked on the junction. Without the double yellow lines to restrict parking it is surely only a matter of time before a serious accident happens.
Officer Recommendation	It is recommended to proceed as advertised.

Drawing No: 24086 Catteshall Road and Brocks Close, Godalming	
Response Type	Points raised in objection letter, online form or E-mail (extracts from more lengthy responses with personal details removed)
Objection	<p>The main points raised in the objections are: -</p> <ul style="list-style-type: none"> • We object to the proposal to introduce a no waiting time restriction on the outer bend entering Brocks Close. Our house is adjacent to this. • As the road is a dead end cul-de-sac we cannot understand how these proposals will benefit anybody or improve the situation. • During the day workers and patients from the medical practice park here and don't cause a problem. • Pointless waste of time adding the yellow lines in - if you managed parking better and penalized those who very, very

	<p>rarely parked badly you will not have an issue. Adding these lines will remove a few needed residents spaces.</p> <ul style="list-style-type: none"> • By putting parking restrictions opposite our Grade 2 listed house you will speed up traffic speeds causing our house to vibrate. Also many people visit the medical centre and at weekends the river Wey. There is not adequate parking at the moment, this will just make the situation worse. • I object to the proposed new parking restriction in Catteshall Road, Brocks Close etc. Although the present parking freedom in the area proposed for restriction is not ideal it is on a gentle bend that provides reasonable visibility for moving traffic in both directions. • The removal of parked cars will dramatically speed up the traffic. As the cars coming from Catteshall Lane NEVER take notice of the 'give way' which is against them, at least the cars coming from A3100 have to stop or slow down to pass the parked cars. There is no problem for the Ambulance as everyone gives way to that anyway.
Comment	We are in agreement for the proposal for restrictions on the corner of Catteshall Road and Warramill Road as this will improve road safety. We don't agree with the rest however, residents have no alternative place to park plus there are visitors to the medical centre and the river Wey.
Support	I absolutely agree with this proposal. Drivers do not seem to know the highway code and this area is never policed. The flow of traffic on Catteshall Lane is made extremely dangerous by parking round the bend.
Officer Recommendation	All the lengths of double yellow lines proposed are on bends and junctions where vehicles shouldn't be parking. Parking cannot take place on both sides of Brock's Close without causing obstruction which is why one side of the street is proposed to be double yellow lined. Parking on the bend on Catteshall Road has been raised as an issue on numerous occasions in the last couple of years. It is recommended to proceed as advertised.

Drawing No: 24087 Ballfield Road j/w Frith Hill Road, Richmond Road and Ormonde Road, Godalming	
Response Type	Points raised in objection letter, online form or E-mail (extracts from more lengthy responses with personal details removed)
Objection	As a resident of Ormonde Road, I strongly object to the proposal of double yellow lines on my road for the following reasons. 1. There is not and never has been a parking issue for myself and my fellow residents up to now, so I question why Waverley want to introduce double yellow lines where they are simply not needed. 2. With increasing numbers of cars in our own and neighbouring road, finding a somewhere park near my home, returning from work at the end of the day, is already a challenge enough. I rarely manage to get a space on my own road, and like many, rely on Ballfield Road to be able to park my car in the evening. Adding parking restrictions merely creates a problem from a non-problem and will make residents lives considerably more difficult. 3. There is absolutely NO parking issue during the day when the road is quiet and has few cars parked, so I question what exactly is the benefit here, and to whom? What time of the day are those proposed enforcements planned to be in place? Are you intending to enforce a restriction in the evening, when people are already at home? 4. This is a completely pointless exercise and inappropriate waste of council funds, and will seriously inconvenience residents. I only happened to find

	out about this proposal by word of mouth from a neighbour. Your A4 notice attached to a single lamp post faces away from passers by into a front garden and therefore I suspect very few residents know about your plans. Which makes for both a poor and unfair PR exercise.
Objection	I am objecting to the proposals for Ballfield Road, Godalming. My reasons are as follows: 1. No case has been made: the issue has not been stated nor have any potential options been explained. Only one proposal has been put forward, which is a heavy handed approach which will increase the urbanisation of this area. 2. The committee report stated the reason for implementing the proposals is to "maintain safety and sight lines." In fact the proposals will reduce road safety by increasing traffic speeds in particular along Ballfield Road. This is a cul-de-sac and currently children play in the road and pets wander the area. Surrey should be implementing schemes to keep traffic speeds in such areas low, not measures that will increase speeds. 3. There is no issue during the day, the issue, if there is one, is at night-time. If the measures are implemented, will they be enforced at 2am? 4. The proposals will not address the problem, only move it somewhere else - for example further down Ballfield Road which could create problems for emergency access or at junctions off Knoll Road. Even worse, residents might park opposite the yellow lines therefore creating a more dangerous chicane effect. 5. If there really is an issue, then there are other potential solutions that could be implemented that would have the benefit of being self-enforcing - these could be explored and discussed with local residents before implementing anything.
Objection	Note this Objection is for the junction between Ballfields road and Ormonde Road. This is a quiet area and children play in the area in the roads during the day, the last thing we want is an increase in traffic speeds and resulting reduction in road safety that will result from the proposed addition of double yellow lines at the entrance to Ormonde Road. We already have instances of delivery vans cutting the corner and swinging into Ormonde Road at speed and having to break sharply to avoid children in the road. Instead of parking restrictions in the form of double yellow lines, traffic calming measures should be considered by Surrey County Council. In addition, there is not enough parking in the area already, which has been cited in recent refusals for housing development planning applications in the area and further restrictions to parking will give residents no-where to park and likely cause residents to park irresponsibly having the opposite of the intended effect of the proposals and thereby reduce road safety. We are open to discussion on traffic calming measures but feel that the proposed parking restrictions will have the opposite of the intended effect cited as "to increase site lines and maintain road safety" and therefore strongly object.
Objection	This is a quiet residential area and there are already insufficient parking spaces for the residents which necessitates some parking near the corners of the junction in order to park anywhere near to home. In the evening it is particularly difficult to park in Ormonde Road and residents are forced to park in Ballfield Road which is also very busy.
Objection	Whilst I see the need to keep the junction with Frith Hill Road clear of parked cars, I do not understand the restrictions proposed for the corners of Richmond Road and Ormonde Road. There is already a shortage of parking in these streets and some evening we have to park elsewhere as the road is full. The junctions are quiet residential streets that are all access only.
Comment	I am commenting about the proposed restrictions for Ballfield Road. There is insufficient parking in the road for the numbers of car owners living in the area. As such car owners are forced to park in unsuitable spots. I accept that sometimes cars are parked in positions that are not suitable and so the parking restrictions would stop this, which is sensible. However, I am concerned that the parking restrictions will reduce the availability of parking even more. I think there needs to be a review of the availability of parking in this area and see what can be done to improve the situation. Most houses do not have off-road parking and it seems a lot of the houses own two cars and so there are a

	lot of cars parked on the road.
Officer Recommendation	The main priority out of these three junctions is the junction of Ballfield Road and Frith Hill Road. In light of the comments made by residents it is recommended to proceed with double yellow lines on this junction only and for the remaining two junctions with Richmond Road and Ormonde Road to be monitored.

Drawing No: 24088. Hare Lane and j/w Wolseley Road, Farncombe	
Response Type	Points raised in objection letter, online form or E-mail (extracts from more lengthy responses with personal details removed)
Objection	I'd like to formally object to the proposal for Wolsey Road. The plans as they stand would leave no parking at all for residents without a plan to replace this facility elsewhere. If there are to be restrictions, the parking must be replaced at the councils cost elsewhere.
Objection	I wish to state my objection to the changes in the area and specifically in front of my property on St Johns Street. The Change is Parking restrictions will result in less spaces being available on my road and will damage the price of my house. The spaces that are available at the moment work as they are as do not require a change. Where else am I supposed to park my car if not on the road outside my house? The surrounding roads are busy already and reduction in the number of available spaces will just make the issue worse.
Objection	There is very limited parking in Hare Lane as it is and it is already difficult for householders let alone their visitors to park, often having to park in adjoining roads and walk. A lot of residents have had drives put in to accommodate their vehicle but a lot of houses have more than one car. With the introduction of a drive and the new entrance to Tanners Mews we have already lost approximately 3 spaces. I object too to the restrictions in George Road, Grays Road and adjoining areas as the commuters will only widen their area and this is why you plan to put restrictions in roads such as Hare Lane and Wolseley Road. I do not want to look out of my window onto double yellow lines and I do not want our village to resemble a town. Having surveyed and consulted a year or so ago, Waverley are introducing this without consulting or considering the residents of this area. We don't want double yellow lines or parking permits!
Objection	The proposal reduces further the already reduced parking available for residents on Hare Lane following the additional curbs and wooden posts that were installed at the entrance to Tanners Mews last year. There is often not enough parking at present overnight and the proposal will reduce this even further, without offering any alternative.
Objection	By putting in permit parking you are pushing people to park on other roads that do not have permits, create cheap car parks with a park & ride scheme to the train stations then road safety would not be an issue!!!
Objection	Making the Hare Lane end of Wolseley Road a double yellow line area would cause even more parking misery for the residents of Wolseley Road than we already endure on a daily basis. This road is a very difficult parking road due

	to its narrowness, the number of houses and the lack of off street parking. Please do not put double yellow lines here. It will increase the amount of fender benders and Wolseley Road rage. On behalf of all those with small children that have to drive round the block several times to find a space and then end up parking a long way away from their home - I implore you not to make this worse.
Objection	I believe this would increase the congestion we already have on Wolseley Road. It's difficult enough for residents to park outside their own homes without the restrictions on double yellow lines. I am fortunate to have a driveway but many don't, most of my neighbours have young children and it would mean that they would have to park many feet away from their house and drag children and shopping down the road which is a huge inconvenience.
Comment	I live on Wolseley Road and we have had an increasing problem with parking, exacerbated by people who live elsewhere parking their cars on our road, and those who leave cars parked whilst using Farncombe station. Although the proposed restrictions are good to help safety, they will make the problem of parking even worse for residents. I would strongly support a residents only permit scheme to help sort out the problem. It is a very narrow road with nose to tail parked cars and sometimes access to larger vehicles e.g. fire engines is impossible, which is a dangerous situation.
Officer Recommendation	The proposals are to upgrade existing sections of single yellow to double. The majority of which are very short lengths by entrances which currently have to be signed stating the single yellow line times. This proposal will mean that these signs can be taken down and as a result will help to de-clutter the road. In addition the double yellow lines will maintain access and sight lines at all times and not just during the day. The upgrade on Wolseley Road is to maintain sight lines on the junction at all times and prevent parking on both sides of the road leading up to this junction. However, the priority is the junction here. It is therefore recommended to proceed with all amendments except for only 10m of double yellow lines to extend into Wolseley Road on both sides, with the remaining length of single yellow in Wolseley Road to remain in place.

Drawing No: 24090 Manor Gardens, Farncombe

Response Type	Points raised in objection letter, online form or E-mail (extracts from more lengthy responses with personal details removed)
Objection	I do not agree that the waiting restriction currently in place should be removed. Visibility turning into and out of manor gardens is poor as cars park on the left as you enter so you have to drive on the wrong side. Turning out, Farncombe street is busy with cars parked along there as well. Cars are usually parked in contravention of the restrictions and these should be maintain and enforced strictly. With cars parked at the mouth of the road on either side would make this more dangerous than it already is.
Objection	Not enough places available so traffic trying to park will be forced to use other roads and not solve problem. Other roads will

	include Nightingale Road which already has all day users and is a bus route.
Officer Recommendation	This is a partial revoke to give residents with limited or no off street parking more space to park within Manor Gardens without compromising road safety. It is therefore recommended to proceed as advertised.

Drawing No: 24091, 24095 Summers Road, Farncombe	
Response Type	Points raised in objection letter, online form or E-mail (extracts from more lengthy responses with personal details removed)
Objection	Response to Waverley RE: Waverley Parking Proposal 3282/WAV Drawing 24091 It is proposed that some of the existing area for restricted parking in Summers Road be changed to no parking at any time. We object to this proposal for the following reasons: 1. When White Star Close was built, no objections were made by the Surrey County Highways Authority. This was made clear on page five of the Officer's Report (Planning Application Record: WA/2006/2708). Had a concern been raised at this point and an area proposed for no parking we would have objected to the development. Therefore this should have been considered at the time of the planning application for White Star Close. 2. The area is excessively large for such a small number of houses to access White Star Close. It would be more acceptable to see a slightly widened area around the entrance, but not the removal of five car parking spaces.
Objection	I'm a resident, I can never park near my house and I have 2 young kids. I object to the restrictions you wish to put in place.
Objection	Loss of resident, commuter and visitor parking in this road will increase pressure on surrounding streets, including George Road.
Objection	Loss of parking capacity on this road will intensify pressure on parking on other roads, including George road.
Officer Recommendation	The proposals along the St John's Street end of Summers Road are to prevent parking outside a residential entrance and the entrance to White Star Close. Sight lines for White Star Close were raised as a particular issue and have been address with this proposal. The proposals for the Leisure Centre end of Summers Road are to prevent improve traffic flow and road safety opposite two junctions. The loss of parking is relatively minimal but it is required in order to address these issues. It is therefore recommended to proceed as advertised.

Drawing No: 24092 & 24093 George Road, Grays Road and Elizabeth Road (Between Perrior and George Road), Permit Area, Farncombe	
Response Type	Points raised in objection letter, online form or E-mail (extracts from more lengthy responses with personal details removed)
Objection	The main points raised in the objections are:

- The cost of buying residents and visitor permits.
- I don't think the parking is as bad as you make it out to be.
- It will penalise other Farncombe residents wishing to park in these roads and visit their allotment. (objection received from *Farncombe & District Working Men's Allotment Association Ltd*)
- There will be displaced parking to surrounding streets.
- You're not solving parking issues, just moving it around the neighbourhood.
- The existing 'system' works already.
- These restrictions will just be an inconvenience and an overall loss of space.
- At the moment we don't have to pay and have a reasonable chance of getting a parking space.
- Money making scheme for the council, not for the benefit of local residents.
- Farncombe rejected this idea a couple of years ago. We rejected it then and rejected it now.
- The consultation period was not long enough or cover a wide enough area of Farncombe. Adjoining roads should have also been consulted
- Would like to have APM's marked out instead of the proposed double yellow lines as this will not lose so much parking space.
- This will cause a knock on effect for surrounding roads in Farncombe as commuters and home owners will move their cars out to unaffected roads.
- Unfair for local house owners as no guarantee of parking near to property.
- I currently live in Station Road and you can never get a space in this road due to commuters if you go ahead with Grays road we will never be able to park.
- There is not a commuter problem in this area. People have parked on the road outside their houses for years. Why should they pay to do so?
- Loss of amenity. Excessive use of yellow lines reducing the total overall number of spaces. Inconvenience to me and my family and visitors.
- Imposing charges or bringing in Residents Only Permits will have a severe impact of parking on other streets around the Farncombe area. Commuters will still come to Farncombe as the station offers a reliable, fast service to Waterloo and unfortunately there isn't sufficient station car parking for all the commuters wanting to travel.
- Proposed scheme does not seem to offer any benefits to residents in George Road. It seems to be a significant cost with no guarantee of being able to park outside or even close to my house. Commuters do not create that much of an issue.
- I strongly object to the proposed residents parking scheme in George Road, Farncombe where my husband and I have lived since 1977. This will cause an unacceptable burden of expense to residents, will not guarantee us a space in the zone in any event, and will adversely affect the value of properties in the designated parking zone.

	<ul style="list-style-type: none"> • During most working days there are spare parking spaces once residents have gone to work. The problems is that residents own cars cause the congestion in evenings and at weekends when the commuters are not there - a resident's scheme will not improve parking for residents. We sometimes have to park further down the road but this is rarely far and does not warrant the cost and inconvenience of the proposed restrictions. • The scheme you are introducing will mean all those people who drive to Farncombe station on weekdays (who I presume this scheme is meant to deter) will instead park on the surrounding streets - therefore you will merely displace the problem. • I have lived on George Road in Farncombe for almost eleven years and in that time I have never had a problem parking my car. The furthest I have had to park at any time is on Elizabeth Road which is a 30 second walk. • Too many yellow lines - taking out a large number of spaces, including where people park across their drive currently, this will lead to an additional burden on limited spaces. • Parking is as bad if not worse at weekends I can often park near my house during the week but at the weekend this is almost always impossible- conclusion- nothing to do with commuters- 2. I feel the problems that occur are largely due to the number of residents cars, most households have at least 2 vehicles. 3. Residents only parking does not guarantee a space outside of, or even near your home so in my view it will change nothing. • I am against Residents Parking in ANY area of Farncombe though particularly George Road as there is NO need for it. It has been kick started again (and less than two years after it was thrown out for not having enough support or legally fair evidence). • As an allotment user I need easy access with my car for carrying compost, tools etc. without this easy access it will significantly impact on my use and enjoyment of my allotment. • You propose taking away 8 spaces in George Road so parking will actually be worse, visitors and workmen will need visitors permits, and by putting double yellow lines across dropped kerbs people with drives won't be able to park visitors there or even their cars. • There is no problem with commuter parking in my experience. It is inequitable to penalise the local residents (with parking restrictions/fees) because of the misconceived problem. If the Council believes there is a problem, then the Council should proceed at its own expense. • I am a car owner living in George Road. I object to resident parking permits because a) I have lived here approx. 5 years and have not found a problem parking - I have never had to park more that 40 seconds walk from my home. I do not agree to having to pay to park outside my own home c) I do not agree with having to pay for visitors permits / pay for my family to visit me. • This will cause a knock on effect for surrounding roads in Farncombe as commuters and home owners will move their cars out to unaffected roads.
Support	The main points raised in support are: -

	<ul style="list-style-type: none"> • My wife and I desperate for a residents parking scheme. We are not keen on the costs, but think it is cost is a price worth paying. Each week day from 6.30am to 9.00pm commuters dominate the parking on Grays Road making life very difficult for us. We and none of our visitors can park near our home for most of the week. • It's about time the parking nightmare is sorted! • Being a resident of Grays Road I am supportive of the proposals to introduce permit holders only parking bays. • I support the proposals for the following reasons: - during the year I have lived at this address I have never been able to find a space on Grays Road during working hours, although it isn't a problem on weekends. • I fully support the proposal. I have lived in both Grays Road, Farncombe and Croft Road, Godalming. Both roads are congested due, primarily, to commuter parking. • I welcome the proposal. • I applaud the proposals to charge residents and visitors for parking in George Road (and elsewhere). • I do support the parking bay plan but note that this will surely move the problem onto other streets, as commuters will park their cars away in other roads such as Warren and Combe Road, which are all congested already. • I fully support the parking restrictions on George road and welcome the changes wholeheartedly. With two small children we regularly are unable to park near our house and this becomes a regular stress. May I take this opportunity in thanking you for doing this and anything I can do to ensure this goes through, please get in touch. • At last!!! Myself and my husband are in full support of introducing parking permits for George Road. As it is currently a nightmare to be able to park anywhere near your own house due to all the commenters using it as a free car park! • Excellent idea - long overdue Fed up seeing commuters park early morning and come back late at night. • I fully support the proposed changes to the parking controls at George Road and Grays Road in Farncombe. As residents we are blighted by the commuters parking and I often find that I need to park two or three streets away from my house when returning from work. • Dear sirs, I would like to register my strong support for the proposed parking restrictions in George Road. Residents parking would be a godsend.
Officer Recommendation	<p>In terms of responses, there are clearly an overwhelming number of objections to this scheme. However, the following additional information needs to be taken into account: -</p> <ul style="list-style-type: none"> • There were no objections to permits bays in Grays Road from any Grays Road resident, only support responses.

	<ul style="list-style-type: none"> • Around 70 objections were from residents of George Road. This is only around 32% of the total number of objections received. • Only 3 objections logged from Elizabeth Road residents. <p>The above data shows that the majority of the objections were not from residents actually living in the area where the permit scheme is being proposed. However, there is clearly a lack of support for permit bays in George Road which is the heart of the residents scheme.</p> <p>It is possible to only introduce residents parking in Grays Road although it is known that residents in nearby adjoining streets park in Grays Road when unable to park in their own street, and this will be lost as a result of the permit scheme being introduced in Grays Road only. It can also be said that there is still heavy objection to any residents parking in Farncombe and having a scheme in Grays Road only will be going against the majority views of the town.</p> <p>It is therefore recommended not to proceed.</p>
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Drawing No: 24061 & 24136. New Road, Wormley	
Response Type	Points raised in objection letter, online form or E-mail (extracts from more lengthy responses with personal details removed)
Objection	My wife and I are objecting to daily parking in New Road Wormley by Station commuters in the roadway particularly on the grass verges. We consider this to dangerous for pedestrians with no pavement who have to walk in the road. New Road is exceedingly busy being on a bus route and having large lorries passing through to either the industrial estate in Combe Lane or the drive servicing business in the station approach.
Support	The proposal comes as a welcome relief as existing situation is dangerous. I fully support it. Please consider looking at extending double yellow lines at junction with Combe Lane as large vehicles having pulled out to avoid parked cars are on the wrong side of the road when cars are turning left into the road from Combe Lane causing potential for accidents.
Support	I own one of the properties directly affected by the commuter parking on the grass verge on New Road. This is a rural road which has been blighted by rail commuter parking to the point where it is now extremely hazardous and dangerous for pedestrians and road users to pass along the road safely. Furthermore the grass verge has been obliterated causing a huge eyesore in a designated Area of Outstanding Natural Beauty. The verge had been home to many important species including native orchids which have now been decimated by commuters who, for the sake of expediency and opportunism, choose not to use the dedicated parking facility at the train station. If our commitment to preserving the rural natural of this locality means

	anything at all then the parking proposal should be adopted without delay.
Support	As a resident of New Road Wormley I fully support the proposals for double yellow lines along New Road as shown on the drawings 24061 & 24136, 24135 (and upper end of Combe Lane). Parking in New Road has destroyed our country grass verge and the rural character of our road, making an eyesore in this AONB, and is by station users when a perfectly good car park is available.
Support	Revised parking restrictions were introduced in part of New Road, at the end closest to the station, in the Autumn of 2012. Double yellow lines were painted on part of the highway. This solved the serious problem of inappropriate commuter parking at the junction of New Road and Coombe Lane. However, the restrictions moved the commuter parking problem further down the road towards Hambledon Crossroads. The cost of parking in the station car parks is high and to save money passengers park on the unrestricted grass verges on the south side of New Road. I write in support of the proposal to extend parking restrictions in my road for the following reasons: (1) the parked cars pose serious dangers to pedestrians who now have to move out into the road to pass them. There are no pavements in the unrestricted parts of New Road. This danger is exacerbated at night because of the lack of street lighting. (2) the cars have churned up the grass verges leaving them damaged and unsightly. (3) on occasion cars park on the grass verge directly in front of my house, which will potentially cause permanent damage to the surface water drain running underneath the verge.
Support	I think the proposal to put double yellow lines down the remainder of New Road is an excellent idea. I fully support it as it is the only way that the character of this rural road will be maintained and the serious dangers caused by illegal parking on a bus route will be avoided.
Support	I fully support the proposal to impose a 'no parking at any time' restriction in New Road as shown on SCC drawings 24061 and 24136. New Road has been badly affected by commuter parking for almost 2 years (autumn 2012), raising serious safety and environmental concerns. I believe the 'no parking' restriction is the only practical solution.
Support	I support the road lining in New Road, Wormley. This is essential to protect the grass verges and the environment on New Road which lies within an area of designated Outstanding Natural Beauty. I also support the 'No Parking' double lining as this is a bus route and used by pedestrians and cyclists whose safety is being affected by the random car parking which is also causing immense damage to the verges.
Support	I fully support the parking restrictions proposed for New Road, Wormley. 1. Environment : The commuters that have been parking along New Road in the last two years have caused significant damage to the verges in an Area of Outstanding Natural Beauty. 2. Safety: Many residents from Hambledon and Wormley regularly walk to and from Witley station using this road. Pedestrians now have to walk out on the road to avoid the cars and the mud from the destroyed verge (churned by the parking cars). When the No. 71 bus passes these parked cars, it is particularly dangerous for pedestrians. I sincerely hope that the 'no parking at any time' restriction will be put in place as soon as possible, and the verges repaired.
Support	Since autumn 2012 when single yellow line parking restrictions were introduced on part of New Road, commuters have regularly parked their cars on the section of the road not covered by the restriction. This was initially just a few cars, but the number of cars continues to increase. This practice is dangerous for both road users and pedestrians, and is damaging the road's appearance. In terms of safety, New Road is a main route to the station and cars travel along it at speed (there is currently no speed limit). The parked cars are partially blocking the road and pedestrians have to step into the road to pass them, which is dangerous. The road is also a bus route and buses have to pull out to pass the parked cars. Oncoming cars have to give way. On return from work, owners of parked cars frequently make three-point turns in the road, which compounds

	the hazard. Regarding the impact on the environment, New Road is in an area designated as an Area of Great Landscape Value by Surrey County Council. The parked vehicles are increasingly destroying the grass verges and spoiling the appearance of the road. This is especially unfortunate because the verges were damaged by the sewerage installation project some years ago and had only just started to recover. This recovery is now being reversed by the damage caused by the parked vehicles. For the above reasons, I strongly support the application to introduce additional parking restrictions on New Road.
Support	I support the proposal to extend the parking restrictions for the full length of New Road. New Road is being increasingly used by rail commuters with complete disregard for the safety of other road users. Rail users park from early in the morning until late at night totally destroying the verges and forcing pedestrians to walk in the road.
Officer Recommendation	It is recommended to proceed as advertised.

Drawing No: 24061, 24135 Combe Lane, Wormley	
Response Type	Points raised in objection letter, online form or E-mail (extracts from more lengthy responses with personal details removed)
Objection	I objected to the first parking restrictions along Combe Lane & New Road because it meant all the commuters would be forced to park outside my house causing huge inconvenience for myself [I have no driveway and have to park on the road] but also a major traffic hazard around the busy junction into Coopers Industrial estate which is already bad due to workers in the estate parking on the road [council rejected PP for a car park in the estate for some reason] meaning all the traffic exiting the junction is blind to oncoming traffic [there are regular near misses]. With this second review it now means the only place for commuters to park along the entire length of the road is outside my house and around the industrial estate junction which is going to exasperate the problems in this area. All other houses along the roads have their own driveways and don't have busy junctions - why take parking away from these areas where it has no impact and displace it on somewhere where residents have to park outside their homes. I have a wife with a baby, a toddler and a dog who already struggles to park outside our house and often has to park far away and then walk down the road which has no street lighting, no footpath, no speed limit and a blind junction around the industrial estate - accident waiting to happen?!? Please, please, please is there anything that can be done to get residential parking outside our house?
Officer Recommendation	It is recommended to proceed as advertised.

Drawing No: 24135 Brook Road, Wormley	
Response Type	Points raised in objection letter, online form or E-mail (extracts from more lengthy responses with personal details removed)
Support	Strong support for this as initial step towards solving the danger to pedestrians, including schoolchildren, from over parking and

	resultant speeding traffic in narrow residential road. 1 injury and several very near misses in recent years. Yellow lines should also extend opposite entrance to Queen Mary House (King Edward's School) to enable turning into the gateway by ambulance/fire brigade, which can't be easily done when a large vehicle parks opposite. Particularly important once parking in other roads in vicinity of station is restricted. Speed will need to be monitored carefully and ideally 30mph restriction imposed as phase 2 around the Station Road junction which is a crossing point for children.
Support	I think speed and parking restrictions would be of great benefit here. There are always lots of parked cars along the road and this makes access by emergency services potentially difficult as they need room to swing round and enter our school gates at the correct angle. The parked cars pose a threat to our school children who frequently cross the road and may have to do this by stepping out in between parked cars impeding their ability to cross safely and be seen by oncoming traffic.
Comment	I completely agree that parking and waiting along Brook Rd between Bridewell Court and Petworth Road needs looking at as many cars park there all day to avoid payment at the station. Also the speed of traffic coming out of the woods from the Brook end of Brook Road is far too fast, especially as it goes past 2 Care for the Elderly homes and a public footpath to the station (used frequently by schoolchildren) and a school side entrance. This road also ought to be a 30 mph zone from Bridewell Ct to Petworth Rd, with school and elderly warning signs.
Officer Recommendation	It is recommended to proceed as advertised.

Drawing No: 24067 Portsmouth Road, Milford

Response Type	Points raised in objection letter, online form or E-mail (extracts from more lengthy responses with personal details removed)
Comment	I support the double yellow line proposals to improve sight line emerging from The Lawns We also need a single yellow line outside East Milford/Gothic/Forge Cottages to further improve the sight line & keep the busy Mon-Fri 9-5 traffic moving freely. This stretch is used constantly by clients/staff of Luck's Yard Clinic while a public car park costing only 10p is available for their use only yards away.
Officer Recommendation	It is recommended to proceed as advertised.

Drawing No: 24070 The Drive and j/w Brighton Road, Godalming

Response Type	Points raised in objection letter, online form or E-mail (extracts from more lengthy responses with personal details removed)
Support	We strongly support the proposed addition of double yellow lines opposite Fairfield Cottage, The Drive extending from the school keep clear marking. At present, either entering or exiting Fairfield Cottage when a car is parked opposite (as is regularly

	the case and always at school times) is very difficult and drivers are required to make 3, 4 or 5 point turns. This is obviously hazardous for pedestrians and in particular school children leaving the school.
Comment	Extending the existing non-parking area will merely exacerbate the problems of school traffic, further down the road. We live in the bungalow 'Maples' and throughout the summer months an ice cream van (same trader) parks outside for at least 90 mins, with its engine running for an hour continuously. Over the last two years we have on several occasions politely asked the driver to (at the very least) stagger his parking along the road on different days. In response to this, we have been told this is not possible because other residents have objected, and one occasion we were met with verbal abuse. The noise of the engine running is distracting, not only as our front bedroom is used as an office but when doing any gardening in the front garden. We are not unreasonable but The Drive is considered a pleasant place to live and the constant irritation of an engine running is, we think, justifiable for a mention on your website.
Comment	I recommend that the length of The Drive from St. Edmonds School to Brighton Road be made a no parking zone on the following grounds: • The Drive is a narrow road; • Current parking restricts the visibility of vehicles exiting residences and The Close; • It is difficult, and at times impossible to turn safely when exiting residences; • There are three schools in the area, and parking adds to the congestion and danger to school children.
Officer Recommendation	It is recommended to proceed as advertised.

Drawing No: 24073 Shackstead Lane, Godalming

Response Type	Points raised in objection letter, online form or E-mail (extracts from more lengthy responses with personal details removed)
Objection	Placing double yellow lines at the bottom of Shackstead Lane will have the effect of moving cars that park at that end of the street further up the Lane. As things stand it can be quite tricky for residents to find a car parking space during office hours due to people leaving their cars to walk to Godalming Station/High Street and the staff who work in the Old Forge business at the bottom of the Lane. Also, when the Inn on the Lake pub car park is full (most weekends), people use the bottom of Shackstead Lane as a sort of overflow car park. Whilst I am sympathetic to the reasons for wanting to install double yellow lines at the given point, the effect of doing this will simply make things much harder for the residents of Shackstead Lane. Unless the council wishes to consider a CPZ (Controlled Parking Zone) along this road, I am hereby registering my objection to this proposal. A resident parking permit system would be a much better solution to the problem and be better for the residents.
Objection	There is limited on street parking for the residents in Shackstead Road and any reduction in the number of spaces will have a detrimental effect. The area in question is often used by visitors to the dental practice and the Inn on the Lake. If it is removed people will start parking higher up the hill and thus taking parking from residents. A solution would be to widen the road and allow parking all the way up Shackstead Lane as was agreed by SCC when the Bargate Wood area was developed!
Officer Recommendation	These proposed double yellow lines are to address the problem of cars parking opposite the junction with Waterside Lane. Displacement is inevitable although the vehicles will be moved away from the junction to a safer part of Shackstead Lane. It is recommended to proceed as advertised.

Drawing No: 24124 Busbridge Lane j/w Crownpits Lane, Godalming	
Response Type	Points raised in objection letter, online form or E-mail (extracts from more lengthy responses with personal details removed)
Objection	I have lived in Busbridge for over twenty five years and have never found an issue with this junction. There is already a large 'No Parking' sign written on the road at this junction which works well. We do not need yellow lines. My grounds for the objection is that it is not necessary, and brings an ugly addition to a quiet residential community. I think current laws are adequate which restricts parking at junctions. We are a rural community and do not require the infringement of an urban nature.
Objection	There is already a large NO PARKING sign on the road which in my experience has worked well for over 25 years. Are you planning yellow lines? If so please don't go ahead as people never park where they are shown on the map anyway! Don't waste your money on yellow lines here, just maintain the ones on Crownpits lane itself, near the green childrens playground, where people do park dangerously all the time.
Objection	It is not necessary to put double yellow lines which will create an eye sore where no one ever currently parks. It is a country lane in appearance and will not make the road any safer.
Officer Recommendation	There have been advisory white lines at this junction for sometime which are not enforceable road markings. The proposed double yellow lines are to formalise these no parking arrangements. It is recommended to proceed as advertised.

Drawing No: 24124. Oakdene Road, Godalming	
Response Type	Points raised in objection letter, online form or E-mail (extracts from more lengthy responses with personal details removed)
Objection	I object due to a number of concerns within the local community. I believe this is a really extreme action for the road. There is a parking issue during term time only. As Waverley continues to support the growing college, the amount of parking places requires also increases. A single yellow line Monday to Friday 9:00am to 5:00pm during term time only is all that is required. This would prevent student parking but still allow residents and their visitors to park.
Objection	I grew up on this bend and my parents live there now so I know this road very well. Double yellow lines seem a bit extreme - the parking is particularly bad these 6 months as both Oakdene Corner and 2 other house beside the bend have had/are having extensive building works. that is only a temporary situation though. For the last 15 years, the only issue has been college kids parking up and down the road. This parking issue only occurs during college hours, during college termtimes. Double yellows imply it is a constant problem, which there is not. Oakdene road and that bend in particular, during school holidays, with no building work being undertaken, is empty. There is absolutely

	no need for double yellows. If it is felt there must be a parking restriction, single yellow during a short day 9-3 would prevent the college cars parking dangerously around that bend which could be a sensible solution. I think it would be a shame to impose a permanent parking restriction of any sort during a temporary situation. i don't know when you have looked at the road but I presume you have looked during a school term and then in the holidays as otherwise, it is not a true picture.
Objection	In my opinion the addition of double yellow lines along sections of Oakdene Road is not needed. Parking restrictions if needed would only be of use in term time and then only Monday to Friday. A single yellow line would be able to fulfill this function without the overkill of a double yellow.
Objection	My house is on the bend and therefore the property most affected by this proposal - Double yellow lines are visually unpleasant, not necessary and out of place here. There is only a problem when students from the college park thoughtlessly so a single yellow line for term time weekdays only is a solution or more parking on the college grounds. This proposal is far too drastic a measure and will inconvenience the residents of Oakdene Road.
Objection	The double yellow parking restriction is very "over the top" for a problem that occurs between 0830 and 1700 in College Term Time. A single yellow, week days only, would be a preferred solution.
Objection	Although I live on Tuesley Lane, the back gate to my property exits onto Oakdene Rd, exactly where the proposed double yellow lines are to be placed on the bend. Whereas, as a resident of this area we are pleased to see some action being taken to alleviate the huge problems we get courtesy of Godalming College students parking inconsiderately, the proposals seem rather to target local residents instead. Surely it would be more sensible for a single yellow line?
Objection	Objection to the Car parking restrictions in Oakdene Rd, Godalming Ref Waverley DPE Godalming Implemented Traffic Orders 3282/WAV 24124 Rev A proposal 09/11. Objection these proposed parking restrictions should be time bound. Between 08:00 to 17:00 weekdays, as this is only caused by Godalming College 6th Form Students car parking in the Oakdene Road. This problem only generally exists only yearly between Nov until April, after April there are less students as they are on study leave. Between May and Nov there are no issues at all. Objection one side of Oakdene Road should have parking restrictions only, not both sides. Objection To the parking restrictions being in force 24 hrs per day 7 days a week, as after 17:00 weekdays and during the weekend there are no issues at all from car parking as there are no students. So by enforcing these restrictions during the weekday nights and weekends it will cause issues and hardship for residents who have visitors, or deliveries and for residents who are not mobile or have difficulty walking. Thank you
Objection	Any reduction in the number of places with the introduction of double yellow lines will have a detrimental effect on the whole area of Godalming which is heavily used by Godalming College.
Comment	I support the proposed changes but worried that most of Tuesley Lane from the top of Holloway Hill to the junction with Shackstead Lane (which includes the Oakdene Road Junction) will be more or less unrestricted on both sides. At present many people park on one side only but if they start to use both sides due to less parking elsewhere there will be a major traffic problem. Can we not have double yellow lines down the side with no pavement for much of the

	way both for reasons of traffic flow and safety.
Comment	Although I mainly support the lines on the blind bend it will just cause safety problems in the stretch of road between the double yellow lines at the junction with Tuesley Lane and the bend. Turning into Oakdene Road from the Godalming direction on Tuesley Lane is dangerous already once lines are painted it is assumed that the unmarked stretch is safe to park with no regard to avoiding obstruction. I don't know what the answer is but perhaps double yellow lines should be continuous on one side of the road and join the two sets.
Officer Recommendation	There appears to be more support for single yellow lines here as opposed to double. As the problem is mainly being stated as student parking during the working week, it is recommended to downgrade the proposed double yellow lines to 'no waiting Monday to Friday 8.30am to 6.30pm'.

Drawing No: 24124. Duncombe Road j/w Tuesley Lane, Godalming

Response Type	Points raised in objection letter, online form or E-mail (extracts from more lengthy responses with personal details removed)
Support	It is important to prevent cars and hoppa busses from clogging this junction, turning into Duncombe road can be hazardous.
Comment	Whilst I fully support the addition of restrictions at the junction referred to they do not go far enough. Parking restrictions such as residents only should be introduced for the entirety of Duncombe Road as the insufficient parking provided by Godalming College results in overspill parking in Duncombe Road which create dangerous situations with continuous parking on both sides of the road.
Officer Recommendation	It is recommended to proceed as advertised.

Drawing No: 24124. Busbridge Lane, Godalming

Response Type	Points raised in objection letter, online form or E-mail (extracts from more lengthy responses with personal details removed)
Objection	We are concerned about the impact this will have on other roads in busbridge. Cars parking here, will only be pushed back onto other roads Which are already bursting with parked cars throughout the day. Park road and the Drive are already incredibly full, due to 3 schools' cars parking and also it appears college students park along here too. It is starting to get dangerous, particularly on the corner with Tuesley Lane. We object to the proposal.
Support	I wish to support the proposal for limited parking on Busbridge Lane between Summerhouse Road and the

	Recreation Ground. I live at Firtree Cottage, 24A Busbridge Lane so am well aware of the present situation. The road is very narrow, with limited pavements, making it dangerous for pedestrians particularly children and people pushing infants in pushchairs. The road is frequently used by people with children going to the Recreation Ground. At present cars are parking on the pavement, and at the side of the road causing a hazard for pedestrians and car drivers. If cars park on the pavement this restricts the use of already limited pavements. Cars are also being parked on or partly on the grass verges. All houses at this end of the Lane have adequate parking. Cars are often driven at speed making matters worse. This is a narrow residential lane unsuitable for cars being driven at speed. The parking of cars increases the hazardous conditions. Cars are often parked all day presumably by people working in Godalming.
Comment	1. INCLUDE AREA AROUND BUSBRIDGE LANE IN RESIDENTS PARKING ZONE? As a resident of lower Holloway Hill who has been included in the residents parking permit scheme which covers the area from Croft Road onwards, it is wondered whether it may be prudent to extend the residents parking scheme in to this area. The reason being is that the residents parking zone is likely to disperse commuters who up in to this area (as it is one of the adjacent areas that has a significant amount of un restricted parking). Also the roads surrounding Busbridge Lane, Summerhouse lane, Ramsden Road etc are used as an 'overspill' for those of us who live in Croft Road, when we are unable to park near our houses (as it is easily accessible by walking up Holloway Hill or by the steps leading from Croft Road up in to Summerhouse Road) 2. WILL RESIDENTS PARKING PERMITS BE VALID FOR OTHER ZONES IN LOCALITY (e.g Godalming & Farncombe)? Having lived in London (Wandsworth) where Residents Parking Permits are issued, whilst there were multiple areas that were subject to these the 'zones' were interchangeable and proved very convenient if you were to pop to the local shops (also subject to such controls), this would I am sure be also welcomed by local business reliant on local residents trade.
Officer Recommendation	It is recommended to proceed as advertised.

Drawing No: 24050, 24052. Derby Road, Haslemere	
Response Type	Points raised in objection letter, online form or E-mail (extracts from more lengthy responses with personal details removed)
Objection	I object to the council's proposals to restrict parking in Derby Road on the grounds that there is inadequate alternative parking in Haslemere for commuters using Haslemere station.
Objection	People Need to be able to park for free. Haslemere is the quickest train into London from the area, the train is already over priced £37 for a days return. Not everyone who lives in or near Haslemere is on a 6 figure salary and can afford car parks on top. I frequently have to catch a 5.30 am train and walk in the dark in the winter and get home late. There is no cheap convenient parking for commuters. The residents of these roads have off street

	parking for numerous cars and the cars have always been parked here. There is no need to change the parking. Have never seen an accident or anyone parked in front of residents homes. This is just causing inconvenience for a lot of people.
Support	These proposals are important and will make the corner with Church Road much safer for the children as well as legitimizing the illegal parking that parents currently do - but restricted to a safe distance from the corner.
Support	1 Weydown Road is so crowded with parked cars it is dangerous to exit from ones drive. 2 Staggered parking would provide at least some form of speed control, and help with the safety for all drivers. 3 Provide some degree of balance for residents of the road, most of whom bought houses with no idea that the road would ever become a car park for commuters, and the commuters who have nowhere else to park as no multi storey car park has been provided for them.
Support	Traffic goes very fast full of commuters
Support	Proposed parking restrictions are long overdue and will make the road safer due to slowing the traffic down and restricting double parking. I fully support this proposal.
Support	No comments given.
Support	No comments given.
Comment	The proposed changes to parking restrictions in Haslemere will inevitably result in the displacement of parked vehicles to roads beyond the restricted area. Some of these are unsuitable for parking and contrary to the intention of scheme will negatively impact road safety and increase instances of obstruction and localised congestion. It is clear from the new double yellow lines at the corner of Hill Road and Park Road that the architects of the scheme are anticipating a significant increase in parking on these roads. As a resident of Park Road, I am concerned that parking will significantly restrict the access to my driveway; this has been an issue on occasions in the past, but will become a regular occurrence. At this point the highway is only 3.5m wide and access to my driveway is further restricted by a lamp post tight to the corner of the drive and highway. Parking here will also restrict the flow of traffic and cause particular issues for emergency and larger vehicles. I therefore request that in addition to the current proposals, double yellow lines are added to prevent parking in the roadway outside Mount House, Hope House, Rosewood and Crofton in Park Road.
Officer Recommendation	It is recommended to proceed as advertised.

Drawing No: 24050. Church Road, Haslemere	
Response Type	Points raised in objection letter, online form or E-mail (extracts from more lengthy responses with personal details removed)
Objection	Never had any issues driving on the road, frequently there is no one parked by the church and have never seen

	parking in front of Residences drives
Support	These proposals are important and will make the corner with Church Road much safer for the children as well as legitimizing the illegal parking that parents currently do - but restricted to a safe distance from the corner.
Officer Recommendation	It is recommended to proceed as advertised.

Drawing No: 24050, 24052, 24116, 24138, & 24139. Weydown Road, Haslemere	
Response Type	Points raised in objection letter, online form or E-mail (extracts from more lengthy responses with personal details removed)
Objection	<p>The main points raised in the objections are: -</p> <ul style="list-style-type: none"> • I oppose the proposed on-street parking restrictions in Waverley. The lack of parking facilities in the proximity of Haslemere railway station is well recognised. • My objection is based on the apparent loss of day time parking spaces on Weydown Road. This is a wide road, where most residents have ample off street parking, and it provides necessary spaces for commuters who cannot afford to use the station or Weydown road car parks and have no other alternatives. • I object to the proposal to restrict parking in Weydown Road on the grounds that there is inadequate alternative parking in Haslemere for commuters using Haslemere station. • Where do you propose commuters may park free of charge in the future? I pay in excess of £4000 a year to commute to London, I pay council tax, income tax and vehicle licence tax. I resent being prevented from parking in a road where every house has ample parking for in excess of 5 cars.
Support	<p>The main points raised in support are: -</p> <ul style="list-style-type: none"> • The implementation of yellow line parking restrictions on our road is imperative for: Safety and visibility. Access for residents getting in/ out of driveway. Safety of pedestrian and school children walking along and crossing the road. • These proposed parking restriction are long overdue and I welcome them since they will improve road safety which the police have stated is an urgent requirement. • I support the scheme because it will reduce commuter parking on both sides of the road and improve safety. Currently visibility when trying to pull out of drives is extremely poor and you have to nudge out blind. In addition it is only possible to drive single file down the road during the day - also unsafe give the speed of traffic. • I support the scheme because it will reduce commuter parking on both sides of the road and improve safety. Currently visibility when trying to pull out of drives is extremely poor and you have to nudge out blind.

	<ul style="list-style-type: none"> • I live on Weydown Road. The current situation is quite dangerous and makes me very apprehensive to leave my driveway and go on the road because vision is so impaired. I believe the proposed parking orders covering the road are very sensible and will help to reduce the danger that currently exists. So I strongly support the proposal and hope it will be implemented as soon as possible. • I am fully supportive of the proposed changes to the parking arrangements for Weydown Road. These changes are urgently needed as the density of commuter parking has risen dramatically over the last two years or so, from only parking on the western side of the road to today parking on both sides of the road in an unrestricted fashion. • Desperately needed it is very unsafe and road is very narrow when lorries and delivery trucks come. • I wish to support all of the Weydown Road & Derby Road proposals. Currently the roads are very dangerous with poor sightlines and road rage incidents when busy. I don't object to commuters parking in the road but they need to be spaced out so that cars can pass each other and there is less Russian roulette coming out of driveways. I have had two near misses this month. • I support the proposed adjustments. The current situation of double-sided parking is unacceptable. • The parking proposals will eradicate the double parking, provide an element of traffic calming (due to the staggered nature of the bays) whilst still offering considerable numbers of parking places to commuters (but in a much more ordered and safer format). • Proposed parking restrictions are long overdue and will make the road safer due to slowing the traffic down and restricting double parking. I fully support this proposal. • I wish to congratulate the Council. Your proposals whilst dealing efficiently with the safety concerns of the police and local residents nevertheless ensure that there will still be sufficient spaces for on street parking in the road for the commuters' cars that currently park in the road. The present situation is appalling and an accident waiting to happen. The SCC lining proposals are excellent and I strongly support the Council's plan.
Comment	The proposed changes to parking restrictions in Haslemere will inevitably result in the displacement of parked vehicles to roads beyond the restricted area. Some of these are unsuitable for parking and contrary to the intention of scheme will negatively impact road safety and increase instances of obstruction and localised congestion.
Officer Recommendation	<p>Weydown Road is used for parking by rail commuters using Haslemere Station. In recent years parking has taken place on both sides of the road, particularly at the lower end.</p> <p>Parking on both sides is obstructive for through traffic and causes difficulties for residents pulling out onto the road from their driveways. Residents have complained about this situation and been involved in the development of the advertised proposals. Surrey Police also support the introduction of new restrictions to prevent the current situation.</p> <p>There have been objections to the proposals from commuters (only 6) on the grounds that there is insufficient parking in the existing car parks or elsewhere in the town. There also seems to be some misunderstanding that all long term parking will be removed in Weydown Road.</p>

	The proposals in Weydown Road are intended to retain long term parking in the road but spread it out in a managed way. There will still be capacity for about 80 vehicles in the road which is typically the level of occupancy at the moment. However, the new arrangements should create a degree of traffic restraint and allow better access to driveways. It is therefore recommended to proceed as advertised.
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Drawing No: 24049 Lion Lane, Haslemere

Response Type	Points raised in objection letter, online form or E-mail (extracts from more lengthy responses with personal details removed)
Objection	<p>The main points raised in the objections are: -</p> <ul style="list-style-type: none"> • I strongly object to the proposed double yellow lines. Parking in Lion Lane has become an increasing problem for residents, visitors, deliveries and workmen. A situation not helped by having two schools in the lane. • The loss of this parking space will create an increase in demand for what is already a limited resource. • By taking away on-street parking you are interfering with the peaceful enjoyable of Lion Lane residents property. • By removing the cars from the street outside the school you will cause vehicle speeds to increase and you will increase noise pollution. • I strongly object to the proposed no waiting at any time in Lion Lane between No's 56 and 76. The loss of this parking space will create an increase in demand for what is already a limited resource.
Support	I very much support the proposals. Parking opposite the entrance to the Junior School, on an almost blind corner, is causing vehicles to swerve to avoid oncoming traffic. Elsewhere, inconsiderate parking on pavements whilst children are being take to, or collected from, the schools is causing a hazard to both other drivers and - even more important - pedestrians. I just hope that when these proposals are implemented that they are policed effectively.
Comment	Regarding the proposed 'No Waiting' zone on Lion Lane - as shown on drawing number 24049 rev A. I would like to enquire as to where you propose residents park their cars. I have no objection to a no waiting zone at this location as long as residents of affected houses receive parking permits free of charge plus additional free permits to visitors of these residents. I would like to make the following suggestion - Insist that Shottermill Junior School (opposite the proposed No waiting zone) provide parking on the school site for parents collecting their children as most parking issues in this area seem to be caused by inconsiderate parents at drop off and collection time. If the council aren't planning to issue free of charge residents and visitors permits then please accept this as my objection to your proposed plans. I would also like to object to the complete lack of consultation with residents on this matter and the scant information provided to us.
Comment	I am an elderly resident with mobility issues. I have no family or assistance. Therefore a car is essential to me, just to get food

	into the house. I hope I can convince you of both my need for a car and the ability to park it as close to my house as possible.
Comment	In the area around the Junior School shouldn't the restrictions be around school drop off and pick up times rather than at all times. Many cars park in these spaces at night and this is not a problem, and they will have to park somewhere. Perhaps the council should not have allowed such a lot of infill.
Officer Recommendation	In addition to these objections, the parking team met with residents of Lion Lane to discuss the restrictions. There is clearly a lack of support for these proposals which were intended to improve traffic flow for both local residents and visitors. It is recommended not to proceed.

Drawing No: 24051 Weysprings, Haslemere	
Response Type	Points raised in objection letter, online form or E-mail (extracts from more lengthy responses with personal details removed)
Objection	Revoking the no waiting will not reduce instances of obstruction or reduce congestion. It serves no purpose. A red Alfa Romeo car regularly parks on the lines making it difficult to get out. Better enforcement rather than revocation is what it is needed. Paying a contractor to remove the lines will be an unnecessary expense.
Officer Recommendation	The revocation is only across the driveway to number 2 Weysprings. The majority of the double yellow lines will remain in place. It is therefore recommended to proceed as advertised.

Drawing No: 24055 Tanners Lane, Haslemere	
Response Type	Points raised in objection letter, online form or E-mail (extracts from more lengthy responses with personal details removed)
Objection	Have never had a problem driving on Tanners Lane with cars parked, if anything it is a good thing as slows the traffic. There is not enough free parking for the Station which has a lot of outside commuters. Most residences have private parking and I have never seen any selfish parking.
Objection	I object to the council's proposal to restrict parking in Tanners Lane on the grounds that there is inadequate alternative parking in Haslemere for commuters using Haslemere station.
Comment	The proposed changes to parking restrictions in Haslemere will inevitably result in the displacement of parked vehicles to roads beyond the restricted area. Some of these are unsuitable for parking and contrary to the intention of scheme will negatively impact road safety and increase instances of obstruction and localised congestion. It is clear from the new double yellow lines at the corner of Hill Road and Park Road that the architects of the scheme are anticipating a significant increase in parking on these roads. As a resident of Park Road, I am concerned that

	parking will significantly restrict the access to my driveway; this has been an issue on occasions in the past, but will become a regular occurrence. At this point the highway is only 3.5m wide and access to my driveway is further restricted by a lamp post tight to the corner of the drive and highway. Parking here will also restrict the flow of traffic and cause particular issues for emergency and larger vehicles. I therefore request that in addition to the current proposals, double yellow lines are added to prevent parking in the roadway outside Mount House, Hope House, Rosewood and Crofton in Park Road.
Officer Recommendation	Whilst displacement of vehicles and the loss of parking is inevitable, the yellow lines are being proposed purely to improve sight lines, traffic flow and road safety in Tanners Lane. It is therefore recommended to proceed as advertised.

Drawing No: 24057 Kings Road, Haslemere	
Response Type	Points raised in objection letter, online form or E-mail (extracts from more lengthy responses with personal details removed)
Objection	I object to the council's proposals to further restrict parking in Kings Road on the grounds that there is inadequate alternative parking in Haslemere for commuters using Haslemere station.
Officer Recommendation	The advertised double yellow line restrictions have been in place for several months after being previously introduced as part of a temporary traffic order. This proposal is to make the order permanent. On the ground there will not be any additional restrictions installed. It is therefore recommended to proceed as advertised.

Drawing No: 24058 & 24117. Courts Hill Road, Haslemere	
Response Type	Points raised in objection letter, online form or E-mail (extracts from more lengthy responses with personal details removed)
Objection	<p>The main points raised in the objections are: -</p> <ul style="list-style-type: none"> • Claims about low use and displacement are flawed. The bay is no more lightly used than the 'Sandrock' scheme. This bay is used by residents visitors and a high turnover of vehicles. Moreover demand for the bay will increase if SCC implements its proposal to increase the number of permits for those properties with steep driveways. • The proposal seriously degrades traffic safety and movement and access to the highway. If implemented all eastbound traffic with head into the blind corner on the 'wrong side' of the road and face on-coming westbound traffic, often speeding to the railway station. This will be dangerous for all of us.

	<ul style="list-style-type: none"> • The proposal is unsafe and therefore contrary to one of the main objectives of the parking review. Revoking the present restriction on this bay will unquestionably result in the bay being filled with commuter vehicles all day. This will recreate the longest unbroken line of park cars in the whole of Courts Hill Road, and will do so at one of the roads narrowest and most vulnerable positions. The proposal will make access more difficult for residents of No:25 Courts Hill Road. • The proposal to introduce 4 lengths of double yellow lines to prevent parking opposite the drives to numbers 1a, 3 to 9, 11 and 15 Courts Hill Road would mean those commuters no longer able to park on the eastern side of Courts Hill Road and would undoubtedly look to park elsewhere in the road. The proposals to revoke the existing 'permit holders only' parking bay outside Haughton House would be their obvious choice. This would be a backward step as Haughton House is very close to a sharp, blind bend and a line of parked cars would mean any vehicle or bicycle coming from the western end of Courts Hill Road would be compelled to drive on the right hand side of the road as they approach the bend. • I object to the council's proposals to restrict parking in Courts Hill Road on the grounds that there is inadequate alternative parking in Haslemere for commuters using Haslemere station. • Haslemere does not have enough free parking, i have no objection to lines on one side of the street but there should be parking available. • I object to the proposal on the grounds that it does not give adequate visibility splay to various exits along the eastern end of Courts Hill Road. If implemented as proposed they would actually be a technical breach of your own highway planning guidelines. Specifically there is no proposed parking ban next to the entrances of 4-6; 8 & 8a Courts Hill Road. • I strongly object to the revoking of the 'permit holders only' parking bay outside Haughton House. This is on the grounds of road safety, emergency vehicle access, access for refuse vehicles and road congestions. The under utilisation (as put by Surrey CC) has had significant benefit: Road safety has improved with the Courts Mount Road junction as people are sensibly leaving the space near the junction empty to improve visibility for all. • The proposal seriously degrades traffic safety and Movement and access to the Highway Revoking the Residents bay and allowing anyone to park within the retained cage markings will result in the bay being filled with commuter vehicles from early morning to late evening every weekday. The new "free" parking bay will create the longest line of parked vehicles in the whole of Courts Hill Road, yet the bay is situated one of the road's narrowest and most vulnerable positions. If implemented, all eastbound traffic will head into head into the blind corner on the "wrong" side of the road and face fast moving westbound traffic, often speeding to the railway station, with little or no warning.
Comment	<p>I would like to request that the entrance of 22 Courts Hill Road be painted across with yellow lines in a continuation to the lines being painted opposite house numbers 15 & 17 Courts Hill Road (ref 24058.24117) (amendment made, Waverley meeting minutes 13/12/2013) Reason When exiting our driveway onto Courts Hill Road we do so from a very steep upward incline which makes visibility up and down Courts Hill Road practically impossible when cars are parked too close to our entrance. Although this is being addressed on the left hand side of our driveway when we exit in the above mentioned amendment yellow lines need to be painted for at least 2m to the right hand side of our driveway from where we exit. This will give us visibility in the right hand direction as well. Implementing this requirement will help avoid a possible future accident /collision.</p>

Comment	The proposed changes to parking restrictions in Haslemere will inevitably result in the displacement of parked vehicles to roads beyond the restricted area. Some of these are unsuitable for parking and contrary to the intention of scheme will negatively impact road safety and increase instances of obstruction and localised congestion. It is clear from the new double yellow lines at the corner of Hill Road and Park Road that the architects of the scheme are anticipating a significant increase in parking on these roads. As a resident of Park Road, I am concerned that parking will significantly restrict the access to my driveway; this has been an issue on occasions in the past, but will become a regular occurrence. At this point the highway is only 3.5m wide and access to my driveway is further restricted by a lamp post tight to the corner of the drive and highway. Parking here will also restrict the flow of traffic and cause particular issues for emergency and larger vehicles. I therefore request that in addition to the current proposals, double yellow lines are added to prevent parking in the roadway outside Mount House, Hope House, Rosewood and Crofton in Park Road.
Officer Recommendation	The permit holder only bay outside Haughton House is clear of the junction and the location was discussed on site with residents in this half of Courts Hill Road when the proposals were first being drawn up. However, I can understand the concerns raised in the objections. These concerns are really questioning the bay's location because the residents are saying that when cars park in the bay it causes a hazard. This bay is 35m in length. Based on what has been advertised and the changes we are allowed to make at this stage, it is recommended to only revoke 20m and to leave the remaining 15m as permit holders only. The 15m section will be the end closest to the junction to help address the concerns raised in the objections.

Drawing No: 24140. High Lane j/w Derby Road and Weycombe Road, Haslemere	
Response Type	Points raised in objection letter, online form or E-mail (extracts from more lengthy responses with personal details removed)
Support	No comments made.
Officer Recommendation	It is recommended to proceed as advertised.

Drawing No: 24142. Thursley Road, Elstead	
Response Type	Points raised in objection letter, online form or E-mail (extracts from more lengthy responses with personal details removed)
Objection	Current parking rules: * acts as natural `hazard` to slow cars down. * is good for local business and community

	events * does not increase difficulty in crossing
Objection	Not required. This will increase congestion and is adequate as it currently is.
Objection	I believe there is no requirement for this. People generally park sensibly. Yellow lines will detract from the beautiful village scene and create an eyesore. also without constant policing they will be ineffectual- not that they are needed anyway
Objection	It is unclear from your website exactly what you are proposing, but we understand yellow lines around the Village Green are on the list. This is a village, not a town, and yellow lines and no parking notices will spoil a pretty centre to our village. People here are polite and considerate and do not need yellow lines. The only place where they might be appropriate is where Thursley Road takes off from the Milford Road. If you have money to spend, we would much rather you spent it on mending the pot holes which damage our cars. Thank you.
Objection	I don't think that there should be any signs or yellow lines on the road as this will contribute to the urbanisation of a rural setting. The important thing is to try and keep Elstead looking like a rural village. At the same time I don't feel that illegal parking causes any particular safety problems here so restrictions are not needed. This also applies to Springfield Road.
Objection	No cost/benefit analysis has been published. As it is illegal to park within a specified distance of a road junction, what further benefit is there in double yellow lines? What is the proposed method and additional budgeted cost of this further enforcement?
Objection	Elstead does not require this intrusion of town centre parking markings as it would totally ruin the rural aspect of the village. Who is going to enforce it anyway? As an alternative why not introduce a one hour stop time so it frees up space for shoppers rather than the cars of workers in the area. Far, far better this money was spent on resolving the excessive and DANGEROUS speed of vehicles along the B3001 and Thursley Road as well as the increasing size of commercial lorries using these roads. This subject should be taken out of the too difficult tray. One advantage of the parked vehicles, at least, is it enforces drivers to SLOW down.
Objection	I do not agree with yellow lines in Elstead. They will restrict access to the Spar shop. If additional parking lay-bys were provided around the green or in the vicinity, then some yellow lines near junctions might be acceptable. Also I don't want to see the village spoilt by restrictions and additional signage.
Objection	Yellow lines are not necessary, traffic problems do not warrant them and they will spoil the village green.
Objection	Elstead village green is designated Conservation Area in Area of Outstanding Natural Beauty. Yellow lines are totally unnecessary and will scar the rural aspect. Signage will be intrusive. Who will police the lines? Who will pay for policing the yellow lines? Yellow lines considered unacceptable in Godalming High Street and so why inflict them Elstead.
Objection	Yellow lines here would prevent close delivery by car of elderly and disabled people wishing to shop at the Spar, as it is the only shop in the village.
Straw Poll	A straw poll carried out by the Elstead News website returned results of 24% of respondents in favour of the proposal and 76% against. A total of 34 votes were cast.

Support	Excellent idea. The current practice of people parking around the junction of the Green and Thursley Rd is very dangerous. In particular , delivery vans for SPAR regularly park partially on the pavement, making it very difficult and sometimes impossible for pedestrians to use the pavement. I presume/hope that "no waiting at any time" includes no stopping to deliver?
Support	People are always parking on that junction which is unsafe. I think the yellow lines will reinforce the fact that they are not allowed to park there.
Support	The restriction on parking at the Woolpack western corner junction of The Green and Milford Road represents a valid safety feature, but there is little to commend the other proposals for Thursley Road. They do not appear to be warranted
Comment	Going by the plan available online, restrictions are focused around the village green, and there's nothing being proposed / done about the horrendous situation between Copse Edge and the current Post Office around school drop off and pick up times. Parents park up to both edges of Moors Lane making it impossible to drive out of Moors Lane with any view of oncoming traffic from either direction. I imagine it's as bad for those trying to leave Copse Edge or Red House Lane. When there are evening events at the school cars are parked as far up Thursley Road as the Church, all along the road beyond the school making it a terrifying experience to drive along Thursday Road. Please could you explain why you have decided to exclude this area from your consultation.
Comment	The problem is the junction as it is difficult to cross the road to the shop due to cars coming from multiple directions, particularly when the delivery lorries block the road
Officer Recommendation	These double yellow lines are proposed entirely for safety and sight line reasons. At the moment there are no parking restrictions in Elstead and there is clearly some opposition to introducing restrictions in the village. However, these locations are frequently raised at local committee meetings and no doubt these will be raised again if these proposals are not introduced at this stage. It is therefore recommended to proceed as advertised although the Parking Team will also support a decision not to proceed if the committee wish to make this on 9 May 2014.

Drawing No: 24142 Milford Road j/w Upper Springfield, Elstead	
Response Type	Points raised in objection letter, online form or E-mail (extracts from more lengthy responses with personal details removed)
Objection	I have noticed that there may be yellow lines around the Green in Elstead. I have lived here for 20 years and do not see the need for this. On the grounds that it will mean unsightly signs and yellow lines, and affect local businesses Please leave our village as it is and has been for hundreds of years. Villagers have not requested these changes.
Objection	Attendance at recent Parish Council meetings have observed that there is no general agreement that visual parking restrictions are needed and are unlikely to be observed. *There are no local car parking facilities or designated car parking spaces and yet the perceived parking problems could easily be vastly improved by the removal of grass verges in Springfield Road and shaving off some of the extensive verges adjacent to the Village Green
Objection	This will restrict access to the Doctors surgery. I do not agree with yellow lines in Elstead unless a village car park is

	constructed in the vicinity.
Objection	Yellow lines are unnecessary as the proposal plans to paint lines on the corners of the junctions. Parking in these locations is already a road traffic offence and should be penalised/prosecuted by Surrey Police.
Objection	Yellow lines are not necessary it is impossible to park here anyway.
Objection	Not required. Access to doctor's surgery will suffer. Current access is acceptable.
Objection	They are just not needed. They are ugly and will be an eyesore to an otherwise lovely village. they will also no doubt be ignored so there is no point anyway.
Objection	This is a particularly difficult stretch of road. It is near the surgery and there is nowhere to park if you are using the surgery.
Objection	There does not need to be any yellow lines or signs here as it contributes to the urbansiation of the village. I'd like to keep the rural look and feel and don't think the current situation is unsafe.
Objection	Yellow lines totally unnecessary and an eyesore in an Area of Outstanding Natural Beauty, amidst many listed buildings. No-one parks at this junction. Who will police the lines? Who will pay for this policing?
Objection	No cost/benefit analysis has been published. As it is illegal to park within a specified distance of a road junction, what further benefit is there in double yellow lines? What is the proposed method and additional budgeted cost of this further enforcement? Why can you not list the roads on which you are asking for opinions in alphabetical order?
Support	This can only improve the current condition
Support	Parking outside the doctors' surgery causes obstruction to traffic in this narrow road and requires vehicles to mount the verge and pavement. A layby or short stretch of road widening would be beneficial and relieve the congestion
Comment	It does very congested around the doctors surgery sometimes making it difficult to access/ exit my house but I am concerned parking will just shift further up the road. There are a number of elderly people who need to access the surgery so where will they be able to park - provision is needed there
Comment	It is one thing to try and stop people parking at the junction which is dangerous. I am grateful for the disabled parking space however it is more often than not either used or worse part used by non disabled badge holders. Can I suggest a sign that says 'please report non disabled users' or something? Also it is people parking on the Grass and paving area on the opposite side to the disabled space that caused more of the problems. Perhaps some kind of barriers to prevent this happening would be better? Just a suggestion.
Officer Recommendation	These double yellow lines are proposed entirely for safety and sight line reasons. At the moment there are no parking restrictions in Elstead and there is clearly some opposition to introducing restrictions in the village. However, these locations are frequently raised at local committee meetings and no doubt these will be raised again if these proposals are not introduced at this stage. It is therefore recommended to proceed as advertised although the Parking Team will also support a decision not to proceed if the committee wish to make this on 9 May 2014.

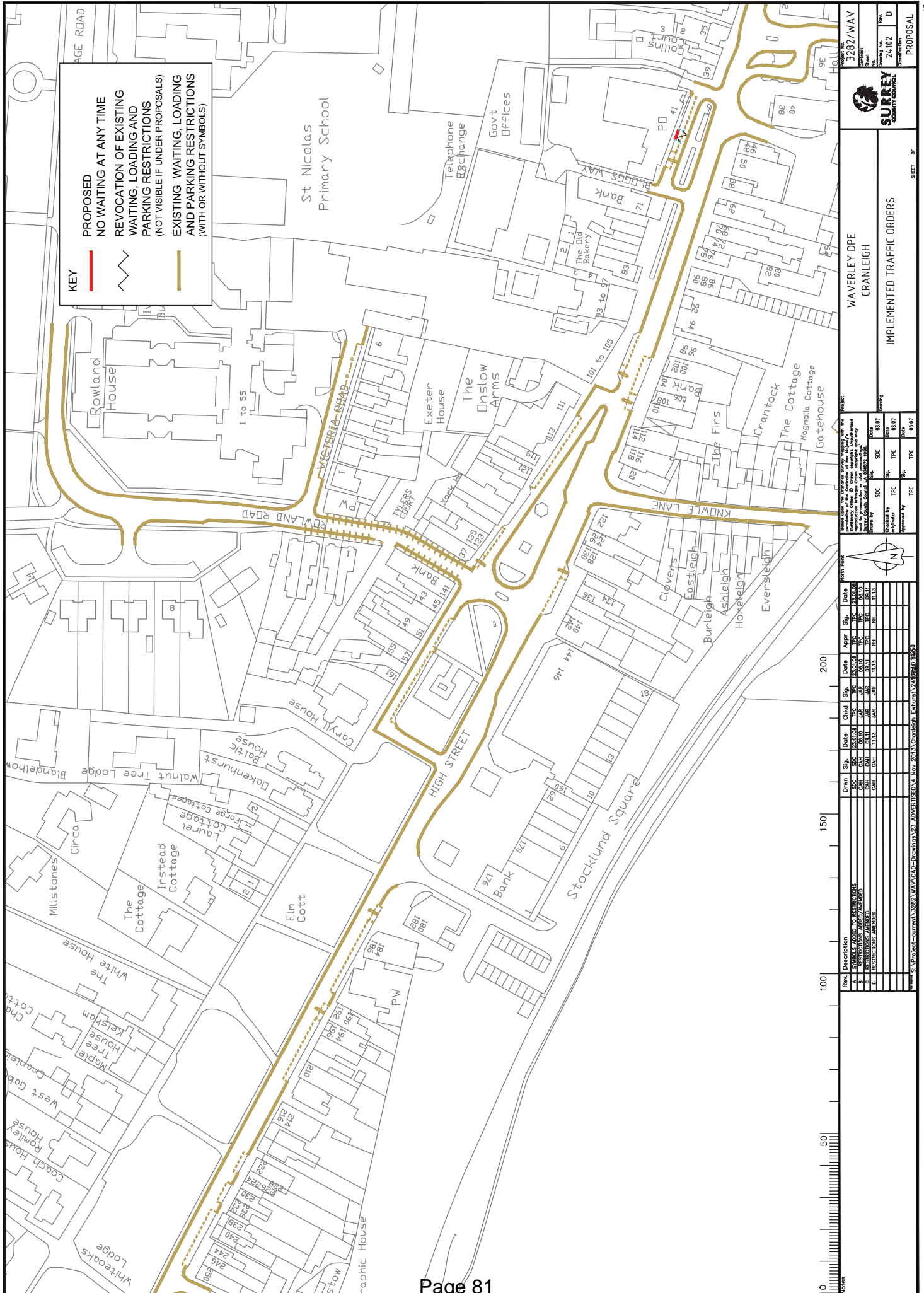
Drawing No: 24045. London Road, Hindhead

Response Type	Points raised in objection letter, online form or E-mail (extracts from more lengthy responses with personal details removed)
Support	I strongly support extending the double yellow lines outside the Devils Punchbowl Hotel. The National Trust land and car park now attract a vast number of visitors to this short section of London Road, certainly over 1,000 cars per day over a sunny weekend and many hundreds each day during the week. Many people object to paying the car park fee, so park on the road, on the verge, across our driveway and in the local parking places that residents wish to use and anywhere else they can find. The situation is chaotic, and with the building construction currently taking place, the traffic volume is making our lives a misery. Any parking restriction is welcome.
Officer Recommendation	It is recommended to proceed as advertised.

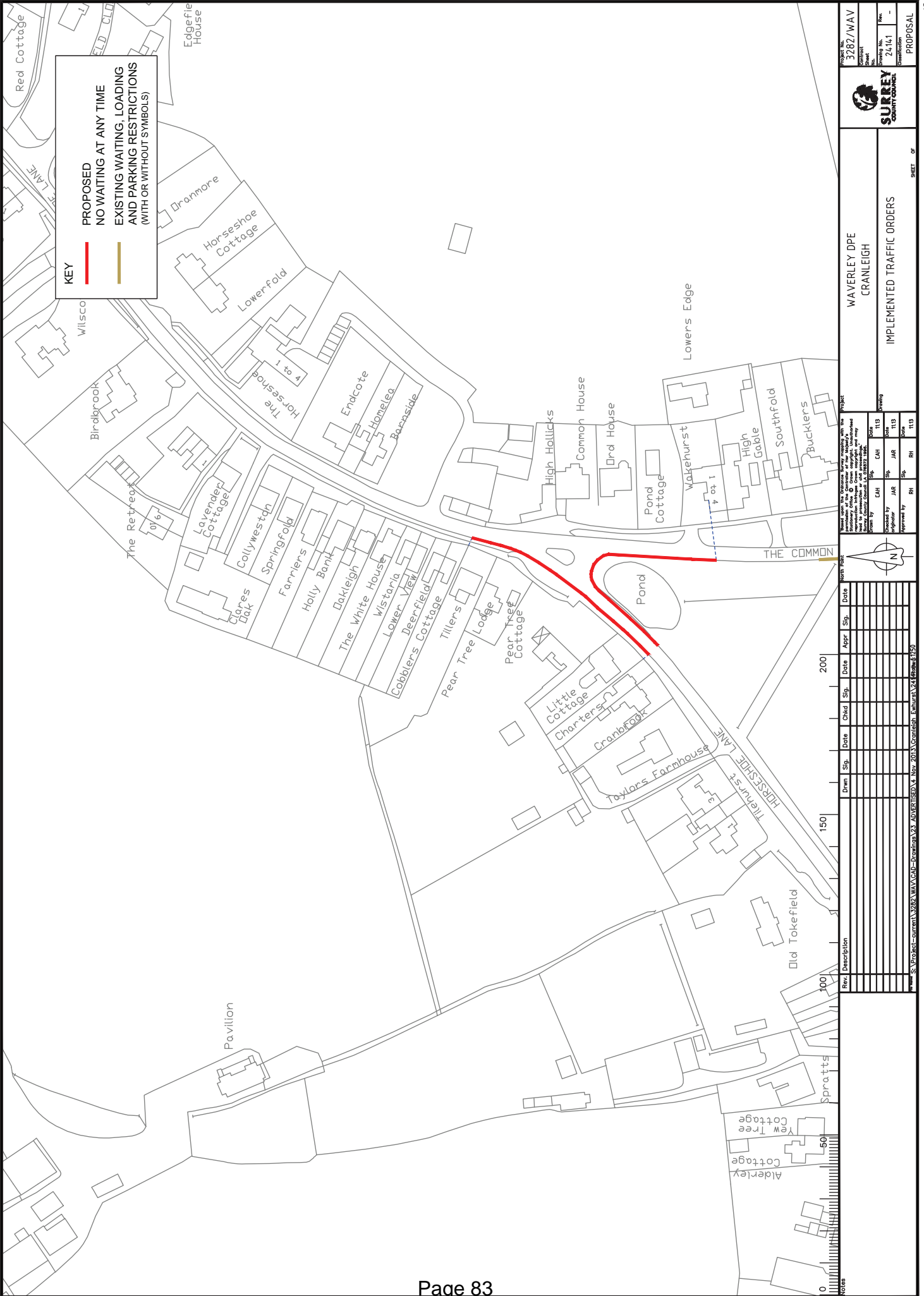
Drawing No: 24137. Tower Road, Hindhead.

Response Type	Points raised in objection letter, online form or E-mail (extracts from more lengthy responses with personal details removed)
Support	I am Chairman of the Tower Road, Pine Bank and Moorlands Close Residents Association. There appears to be among the residents support for the new parking restrictions proposed by Local Waverley Committee in Tower Road, Glenville Gardens and London Road. We beleive this will improve safety for both users of vehicles and pedestrians including children attending Stepping Stones School.
Support	I would ask that in supporting these parking restrictions a small area directly opposite the entrance/exit of Moorlands Close is also restricted. Lorries & some vehicles have difficulty in getting in or out at this junction.
Support	Wholeheartedly support this proposal. If there hasn't been an accident in Tower Road, Hindhead yet there will be before long as the parking is a nightmare!
Support	We welcome with reservation the proposed measures. The visibility for drivers when existing Glenville Gardens has been severely impaired by drivers who park with no consideration. I am concerned about the displacement that may occur in Glenville Gardens as motorists will not wish to walk a few extra yards.
Officer Recommendation	It is recommended to proceed as advertised.

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Project		Waverley DPE		CRANLEIGH		SURREY COUNTY COUNCIL		PROPOSAL	
Project No.	3282/WAV	Project Name	Waverley DPE		Project No.	24102	Project Date	24/10/20	Project Status
Project Description	Waverley DPE		CRANLEIGH		Project Description	Waverley DPE		CRANLEIGH	
Project Location	Waverley DPE		CRANLEIGH		Project Location	Waverley DPE		CRANLEIGH	
Project Manager	Waverley DPE		CRANLEIGH		Project Manager	Waverley DPE		CRANLEIGH	
Project Engineer	Waverley DPE		CRANLEIGH		Project Engineer	Waverley DPE		CRANLEIGH	
Project Designer	Waverley DPE		CRANLEIGH		Project Designer	Waverley DPE		CRANLEIGH	
Project Checker	Waverley DPE		CRANLEIGH		Project Checker	Waverley DPE		CRANLEIGH	
Project Approver	Waverley DPE		CRANLEIGH		Project Approver	Waverley DPE		CRANLEIGH	
Project Date	24/10/20		24/10/20		Project Date	24/10/20		24/10/20	
Project Status	PROPOSAL		PROPOSAL		Project Status	PROPOSAL		PROPOSAL	
Project Sheet	SHEET 1 OF 1		SHEET 1 OF 1		Project Sheet	SHEET 1 OF 1		SHEET 1 OF 1	
Project Title	Waverley DPE		CRANLEIGH		Project Title	Waverley DPE		CRANLEIGH	
Project Reference	Waverley DPE		CRANLEIGH		Project Reference	Waverley DPE		CRANLEIGH	
Project Number	24102		24102		Project Number	24102		24102	
Project Date	24/10/20		24/10/20		Project Date	24/10/20		24/10/20	
Project Status	PROPOSAL		PROPOSAL		Project Status	PROPOSAL		PROPOSAL	
Project Sheet	SHEET 1 OF 1		SHEET 1 OF 1		Project Sheet	SHEET 1 OF 1		SHEET 1 OF 1	
Project Title	Waverley DPE		CRANLEIGH		Project Title	Waverley DPE		CRANLEIGH	
Project Reference	Waverley DPE		CRANLEIGH		Project Reference	Waverley DPE		CRANLEIGH	
Project Number	24102		24102		Project Number	24102		24102	
Project Date	24/10/20		24/10/20		Project Date	24/10/20		24/10/20	
Project Status	PROPOSAL		PROPOSAL		Project Status	PROPOSAL		PROPOSAL	
Project Sheet	SHEET 1 OF 1		SHEET 1 OF 1		Project Sheet	SHEET 1 OF 1		SHEET 1 OF 1	
Project Title	Waverley DPE		CRANLEIGH		Project Title	Waverley DPE		CRANLEIGH	
Project Reference	Waverley DPE		CRANLEIGH		Project Reference	Waverley DPE		CRANLEIGH	
Project Number	24102		24102		Project Number	24102		24102	
Project Date	24/10/20		24/10/20		Project Date	24/10/20		24/10/20	
Project Status	PROPOSAL		PROPOSAL		Project Status	PROPOSAL		PROPOSAL	
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Project Sheet	SHEET 1 OF 1		SHEET 1 OF 1		Project Sheet	SHEET 1 OF 1		SHEET 1 OF 1	
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Project Sheet	SHEET 1 OF 1		SHEET 1 OF 1		Project Sheet	SHEET			



KEY

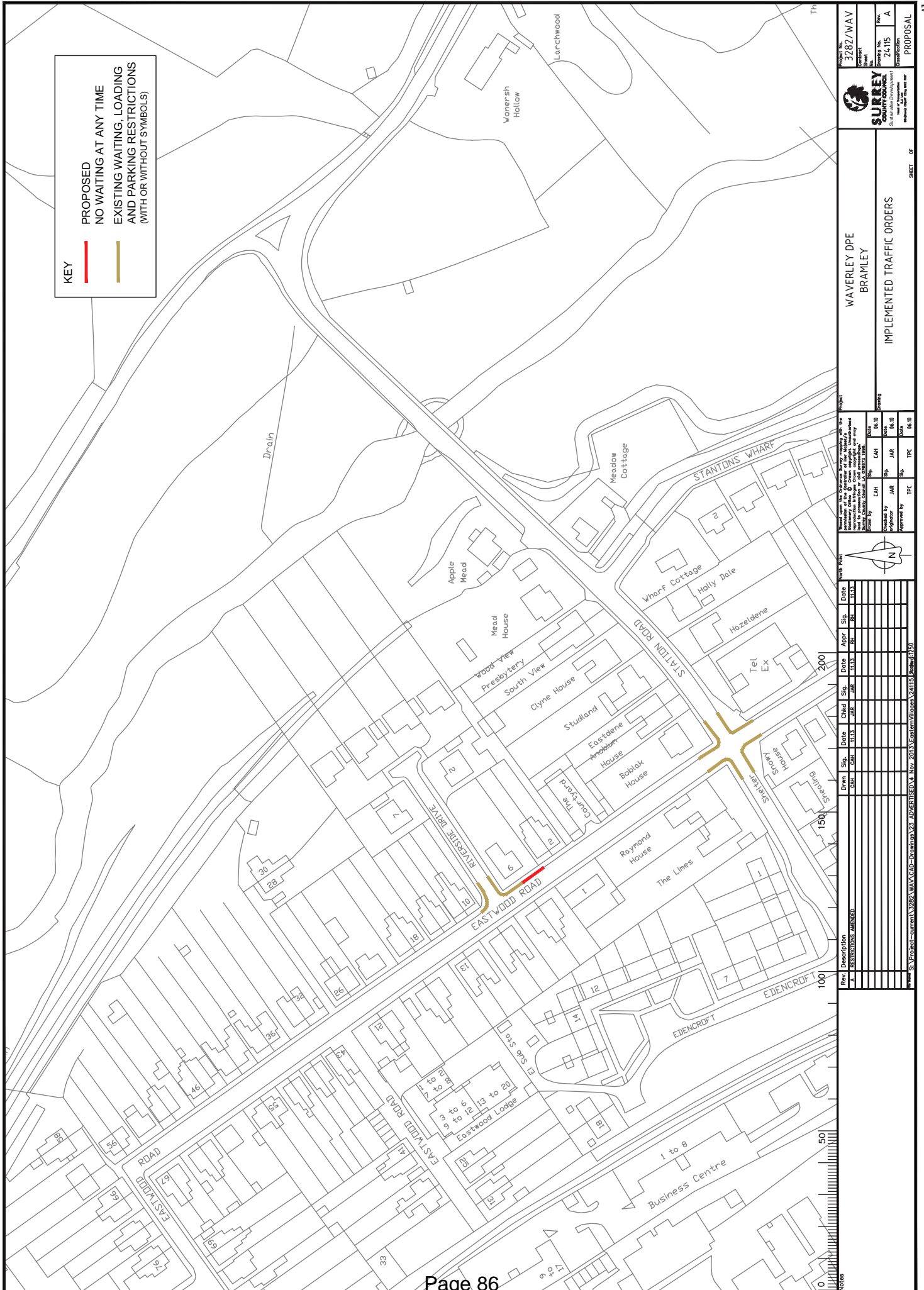
PROPOSED
NO WAITING AT ANY TIME

EXISTING WAITING, LOADING
AND PARKING RESTRICTIONS
(WITH OR WITHOUT SYMBOLS)

Project No. 3282/WAV		SURREY COUNTY COUNCIL		PROPOSAL	
Waverley DPE		CRANLEIGH		SHEET 1 OF 1	
IMPLEMENTED TRAFFIC ORDERS		Project		Drawing	
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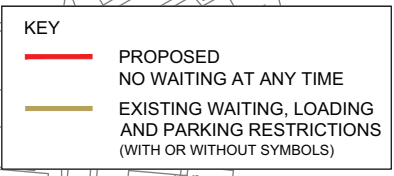
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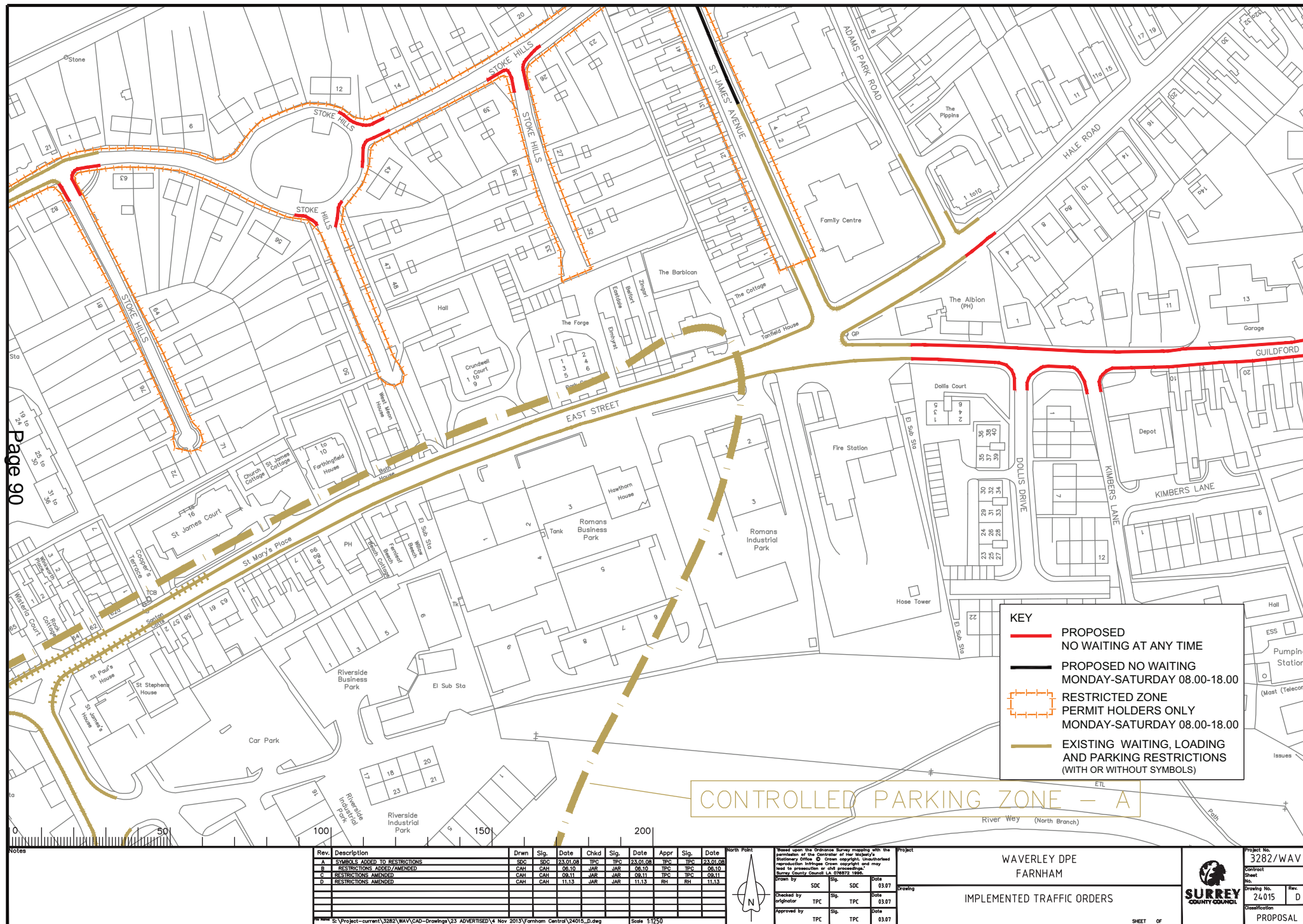
Project
WAVERLEY DPE
FARNHAM

Drawing
IMPLEMENTED TRAFFIC ORDERS

SHEET 01



Project No. 3282/WAV	
Contract Sheet No.	
Drawing No. 24013	Rev. B
Classification PROPOSAL	



Notes

Rev.	Description	Drwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date
A	SYMBOLS ADDED TO RESTRICTIONS	SDC	SDC	23.01.08	TPC	TPC	23.01.08	TPC	TPC	23.01.08
B	RESTRICTIONS ADDED/AMENDED	CAH	CAH	06.10	JAR	JAR	06.10	TPC	TPC	06.10
C	RESTRICTIONS AMENDED	CAH	CAH	09.11	JAR	JAR	09.11	TPC	TPC	09.11
D	RESTRICTIONS AMENDED	CAH	CAH	11.13	JAR	JAR	11.13	RH	RH	11.13

North Point



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Surrey County Council LA 20872 1000.

Drawn by	Sig.	SDC	Date
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Checked by originator	Sig.	TPC	Date
			03.07
Approved by	Sig.	TPC	Date
			03.07

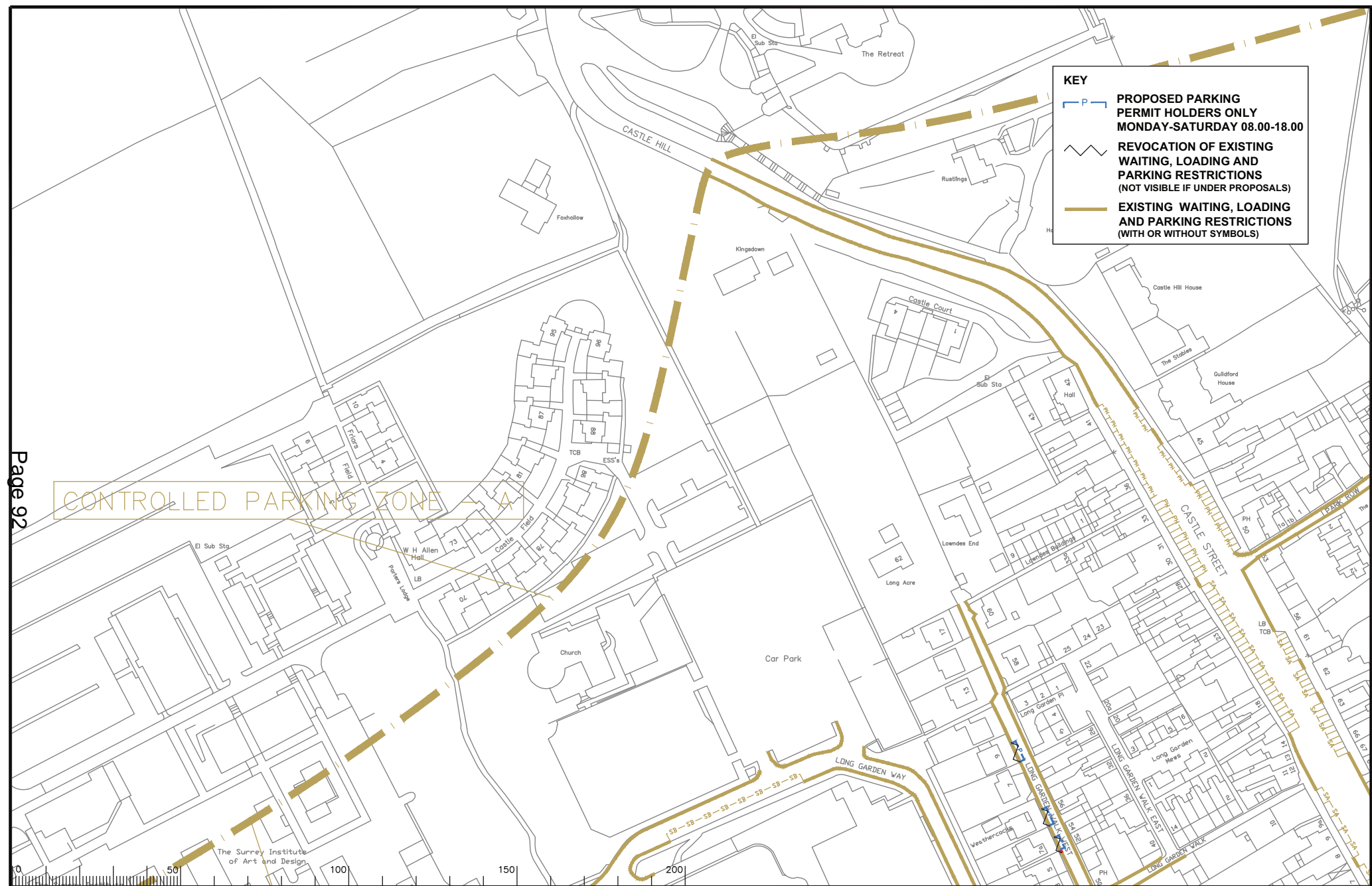
WAVERLEY DPE
FARNHAM

IMPLEMENTED TRAFFIC ORDERS



Project No.	3282/WAV
Contract No.	
Drawing No.	24015
Rev.	D
Classification	PROPOSAL

SHEET OF



KEY

- PROPOSED PARKING PERMIT HOLDERS ONLY MONDAY-SATURDAY 08.00-18.00
- REVOCATION OF EXISTING WAITING, LOADING AND PARKING RESTRICTIONS (NOT VISIBLE IF UNDER PROPOSALS)
- EXISTING WAITING, LOADING AND PARKING RESTRICTIONS (WITH OR WITHOUT SYMBOLS)

CONTROLLED PARKING ZONE - A

Notes

Rev.	Description	Drwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date
A	SYMBOLS ADDED TO RESTRICTIONS	SDC	SDC	23.01.08	TPC	TPC	23.01.08	TPC	TPC	23.01.08
B	RESTRICTIONS AMENDED	CAH	CAH	09.11	JAR	JAR	09.11	TPC	TPC	09.11
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D	RESTRICTIONS AMENDED	CAH	CAH	11.13	JAR	JAR	11.13	RH	RH	11.13



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Drawn by SDC
Checked by TPC
Approved by TPC

Sig. SDC
Sig. TPC
Sig. TPC

Date 01.07
Date 03.07
Date 03.07

Project
**WAVERLEY DPE
FARNHAM**

Drawing
IMPLEMENTED TRAFFIC ORDERS

Project No.
3282/WAV

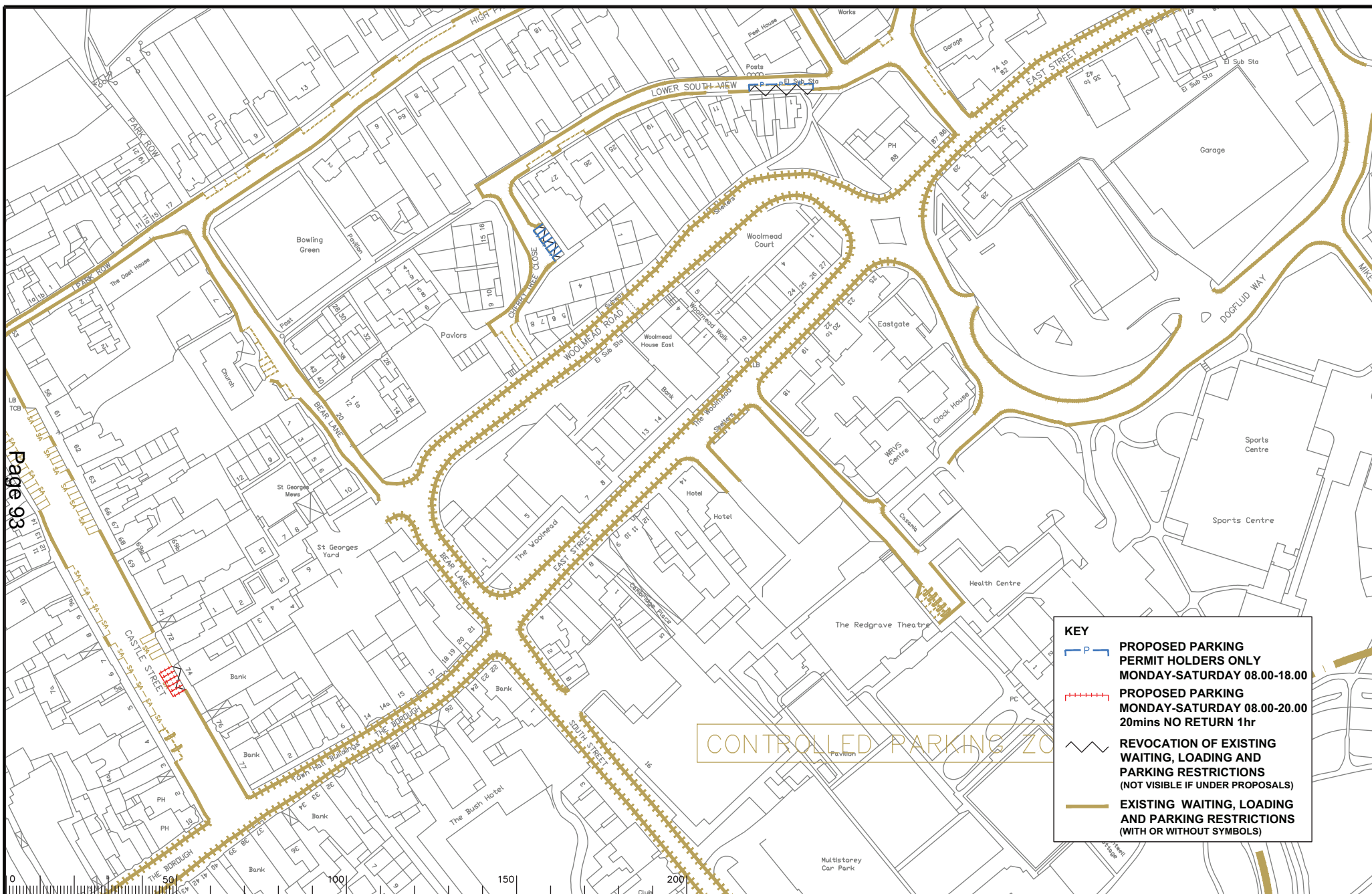
Contract Sheet No.
24017

Rev.
D

Classification
PROPOSAL

SURREY COUNTY COUNCIL

SHEET OF



KEY

PROPOSED PARKING PERMIT HOLDERS ONLY MONDAY-SATURDAY 08.00-18.00

PROPOSED PARKING MONDAY-SATURDAY 08.00-20.00 20mins NO RETURN 1hr

REVOCATION OF EXISTING WAITING, LOADING AND PARKING RESTRICTIONS (NOT VISIBLE IF UNDER PROPOSALS)

EXISTING WAITING, LOADING AND PARKING RESTRICTIONS (WITH OR WITHOUT SYMBOLS)

Rev.	Description	Drwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date
A	SYMBOLS ADDED TO RESTRICTIONS	SDC	SDC	23.01.08	TPC	TPC	23.01.08	TPC	TPC	23.01.08
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D	RESTRICTIONS AMENDED	CAH	CAH	09.11	JAR	JAR	09.11	TPC	TPC	09.11
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Surrey County Council LA 278672 1995.

Drawn by SDC

Checked by originator TPC

Approved by TPC

Sig. SDC

Sig. TPC

Sig. TPC

Date 03.07

Date 03.07

Date 03.07

Project WAVERLEY DPE FARNHAM

Drawing IMPLEMENTED TRAFFIC ORDERS

Project No. 3282/WAV

Contract Sheet No. 24018

Classification PROPOSAL

SURREY COUNTY COUNCIL

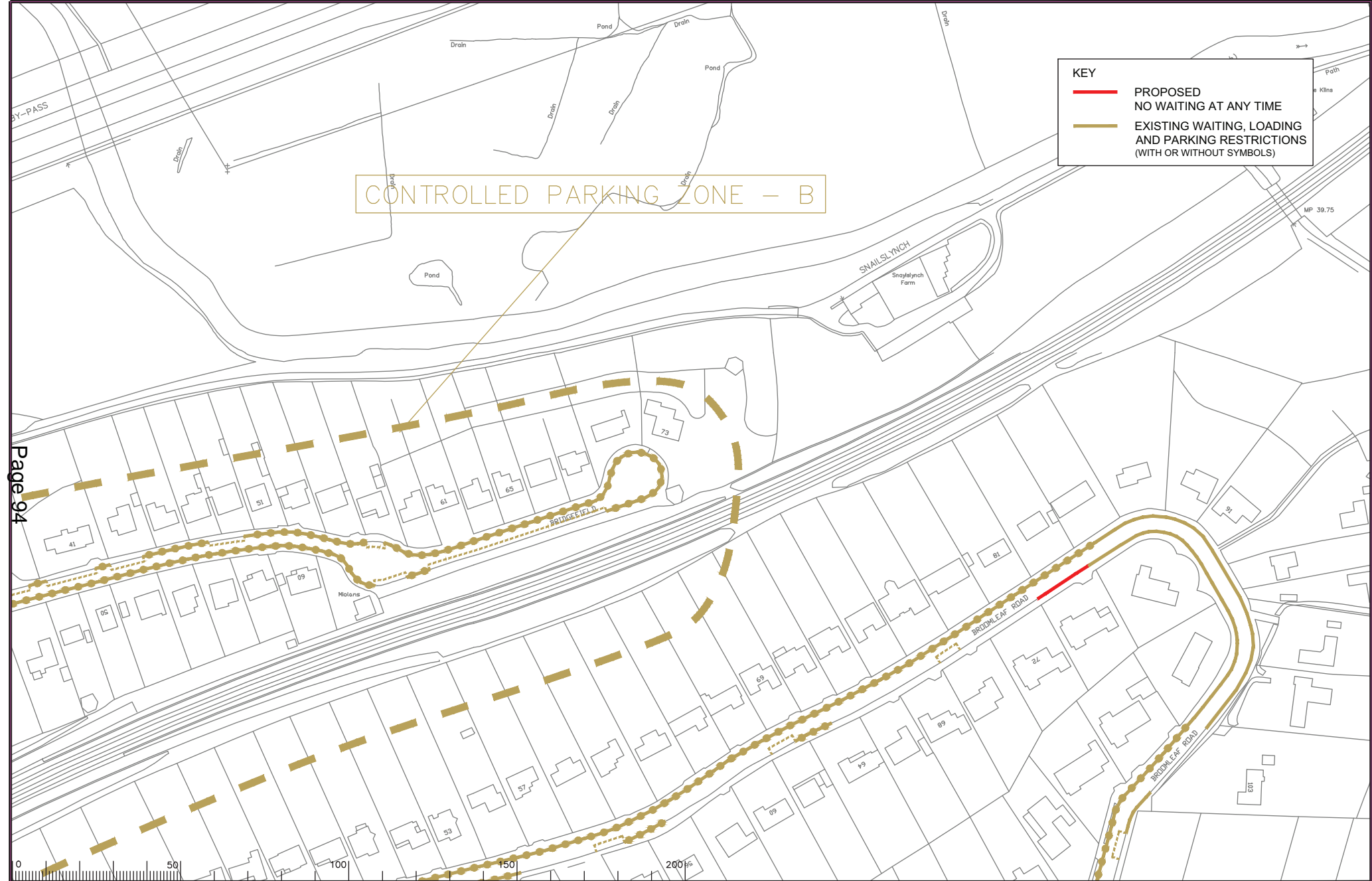
Project No. 3282/WAV

Contract Sheet No. 24018

Classification PROPOSAL

SHEET 07

OF



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Rev.	Description	Drwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date
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B	RESTRICTIONS AMENDED	CAH	CAH	08.09	JAR	JAR	08.09	TPC	TPC	08.09
C	RESTRICTIONS ADDED/AMENDED	CAH	CAH	08.10	JAR	JAR	08.10	TPC	TPC	08.10
D	RESTRICTIONS AMENDED	CAH	CAH	11.13	JAR	JAR	11.13	RH	RH	11.13

Scale: 1:1250

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Drawn by: SDC
Checked by: TPC
Approved by: TPC

Sig.: SDC
Sig.: TPC
Sig.: TPC

Date: 01.07
Date: 03.07
Date: 03.07

Project: Waverley DPE FARNHAM

Drawing: IMPLEMENTED TRAFFIC ORDERS

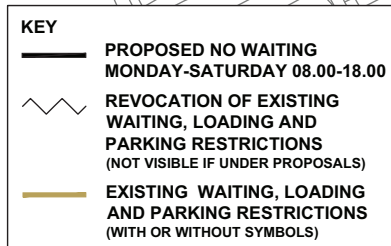
Project No: 3282/WAV

Contract Sheet No: 24020

Rev: D

Classification: PROPOSAL

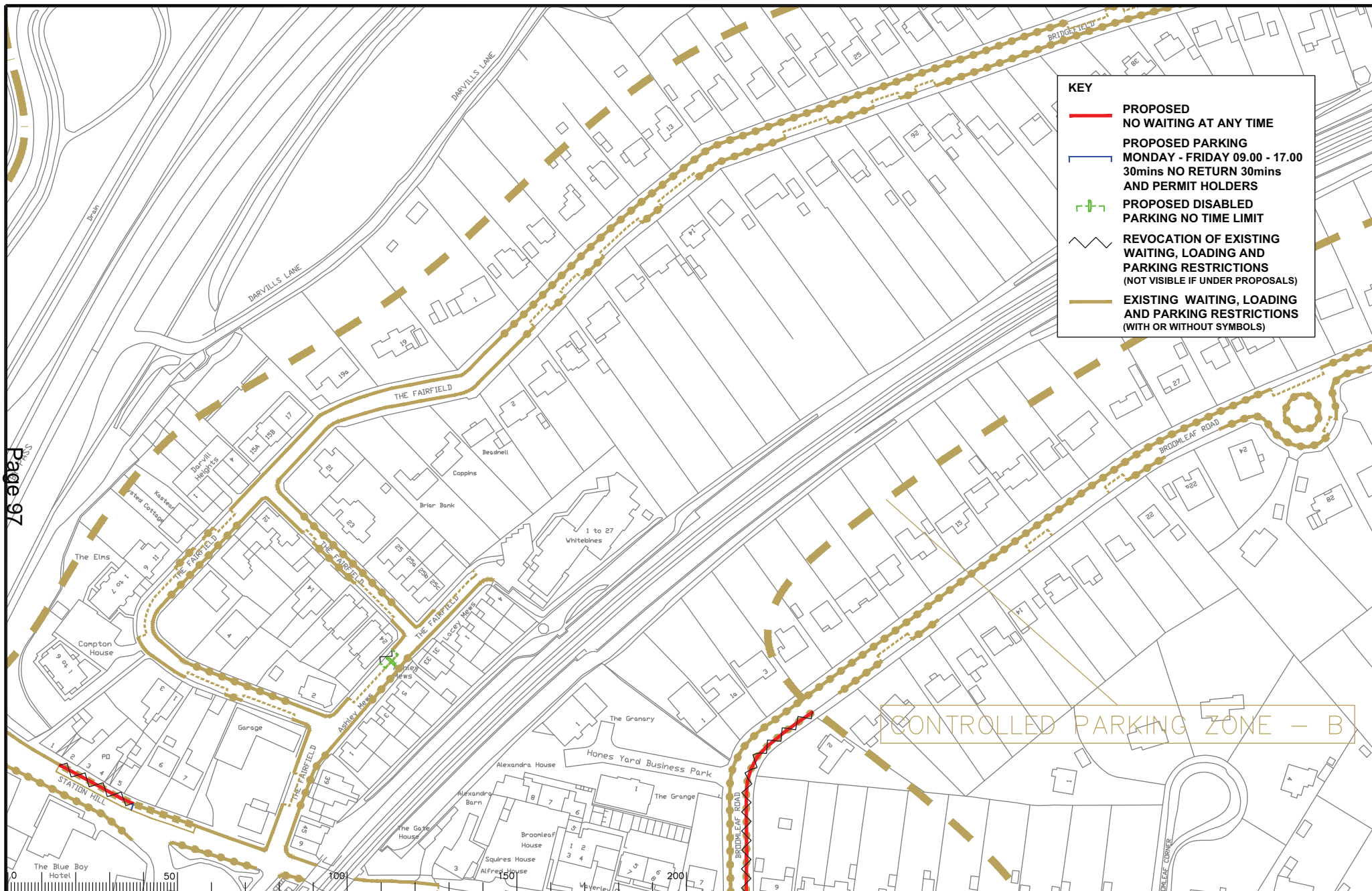
SURREY COUNTY COUNCIL
Sustainable Development
Road & Transport
Highways Department



Project	
Drawing	

Project No. 3282/WAV	
Contract Sheet No.	
Drawing No. 24022	Rev. B
Classification PROPOSAL	





CONTROLLED PARKING ZONE – B

[illegible]

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Surrey County Council LA 076872 1995.

Drawn by	Sig.	Date
SDC	SDC	03.07
Checked by originator	Sig.	Date
TPC	TPC	03.07
Approved by	Sig.	Date
TPC	TPC	03.07

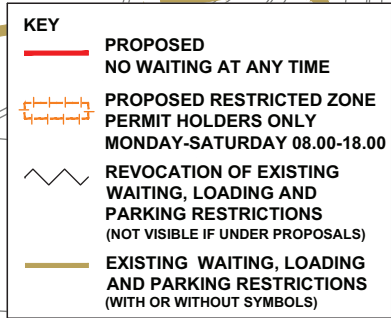
WAVERLEY DPE
FARNHAM

IMPLEMENTED TRAFFIC ORDERS



SURREY
COUNTY COUNCIL

Project No. 3282/WAV	
Contract Sheet No.	
Drawing No. 24025	Rev. D
Classification PROPOSAL	



North Point

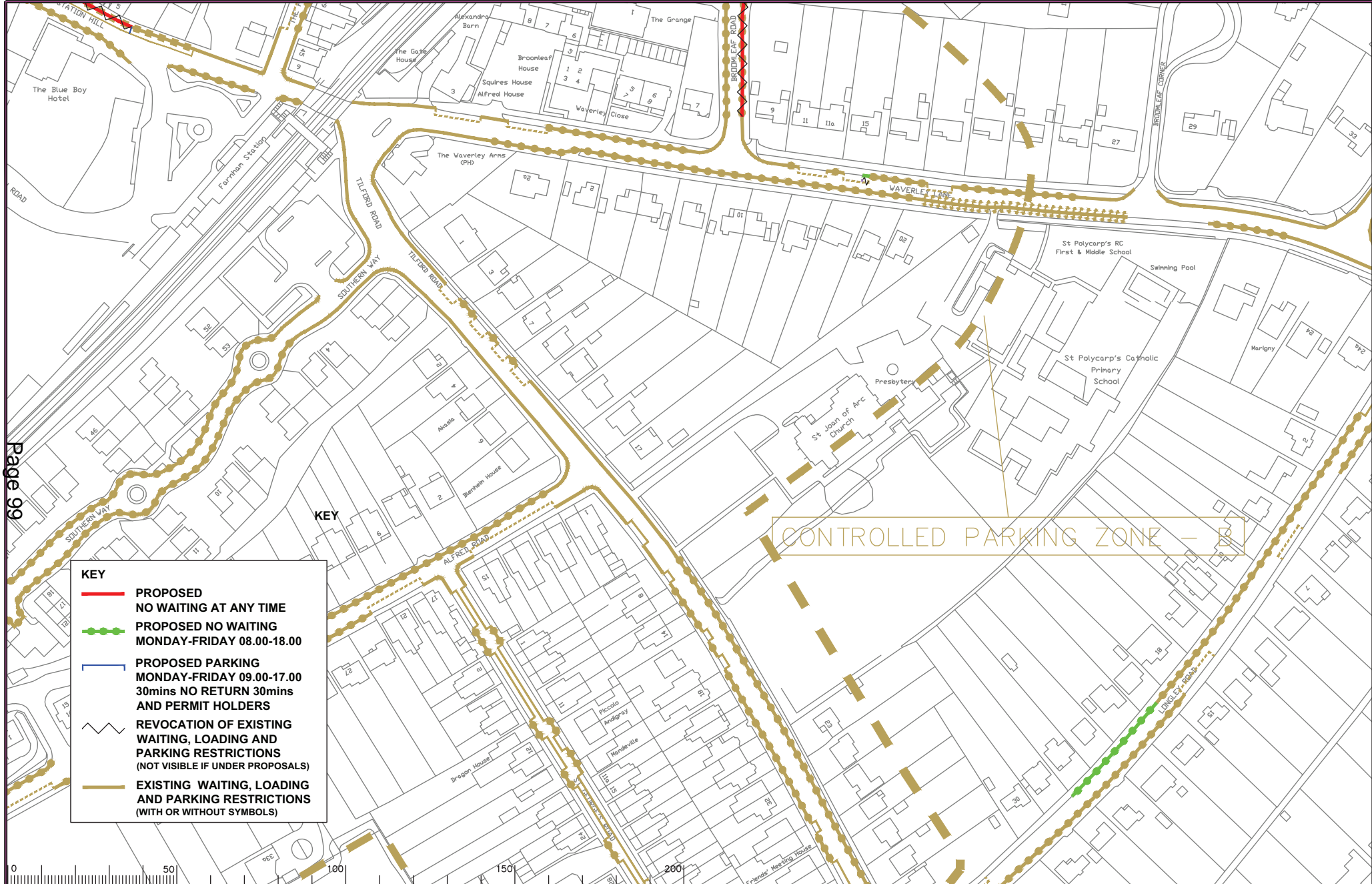


Project
Drawing



SURREY
COUNTY COUNCIL

	Project No.	
	3282/WAV	
	Contract Sheet No.	
	Drawing No.	Rev.
	24027	C
Classification		
PROPOSAL		



Page 99

KEY

- PROPOSED NO WAITING AT ANY TIME**
- PROPOSED NO WAITING MONDAY-FRIDAY 08.00-18.00**
- PROPOSED PARKING MONDAY-FRIDAY 09.00-17.00 30mins NO RETURN 30mins AND PERMIT HOLDERS**
- REVOCATION OF EXISTING WAITING, LOADING AND PARKING RESTRICTIONS (NOT VISIBLE IF UNDER PROPOSALS)**
- EXISTING WAITING, LOADING AND PARKING RESTRICTIONS (WITH OR WITHOUT SYMBOLS)**

Rev.	Description	Drwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date
A	SYMBOLS ADDED TO RESTRICTIONS	SDC	SDC	23.01.08	TPC	TPC	23.01.08	TPC	TPC	23.01.08
B	RESTRICTIONS AMENDED	CAN	CAN	09.10	JAR	JAR	09.10	TPC	TPC	09.10
C	RESTRICTIONS ADDED/AMENDED	CAN	CAN	09.11	JAR	JAR	09.11	TPC	TPC	09.11
D	RESTRICTIONS AMENDED	CAN	CAN	11.13	JAR	JAR	11.13	RH	RH	11.13
E	RESTRICTIONS AMENDED	CAN	CAN	11.13	JAR	JAR	11.13	RH	RH	11.13

North Point

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Drawn by SDC Sig. SDC Date 03.07

Checked by originator TPC Sig. TPC Date 03.07

Approved by TPC Sig. TPC Date 03.07

Project

Waverley DPE FARNHAM

Implemented Traffic Orders

Project No. 3282/WAV

Contract Sheet No. 24029

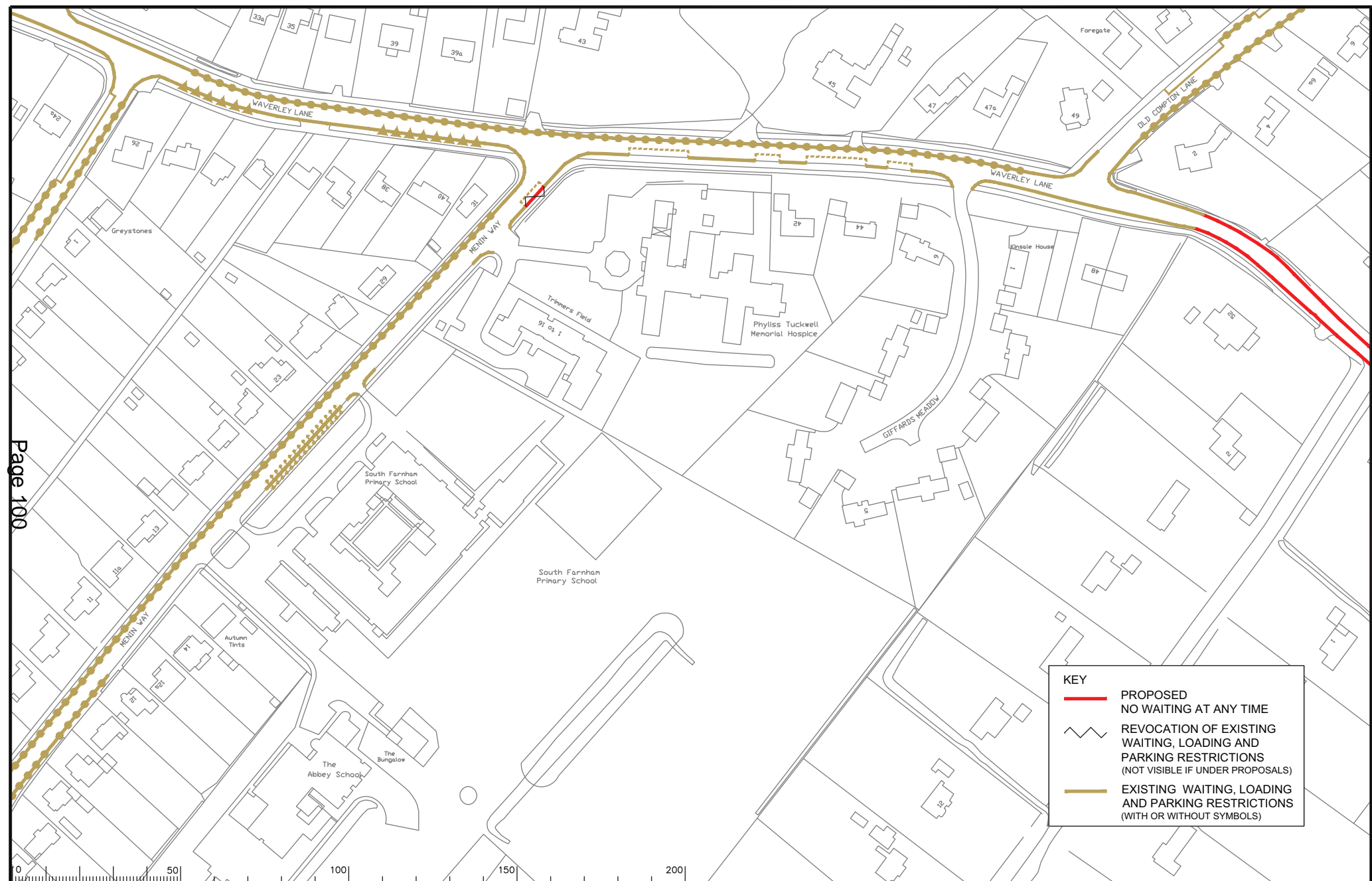
Rev. E

Classification

PROPOSAL

SURREY COUNTY COUNCIL

ITEM 7



KEY

PROPOSED
NO WAITING AT ANY TIME

REVOCATION OF EXISTING
WAITING, LOADING AND
PARKING RESTRICTIONS
(NOT VISIBLE IF UNDER PROPOSALS)

EXISTING WAITING, LOADING
AND PARKING RESTRICTIONS
(WITH OR WITHOUT SYMBOLS)

Notes

Rev.	Description	Drwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date
A	SYMBOLS ADDED TO RESTRICTIONS	SDC	SDC	23.01.08	TPC	TPC	23.01.08	TPC	TPC	23.01.08
B	RESTRICTIONS AMENDED	CAH	CAH	09.10	JAR	JAR	09.10	TPC	TPC	09.10
C	RESTRICTIONS ADDED/AMENDED	CAH	CAH	09.10	JAR	JAR	09.10	TPC	TPC	09.10
D	RESTRICTIONS AMENDED	CAH	CAH	09.11	JAR	JAR	09.11	TPC	TPC	09.11
E	RESTRICTIONS AMENDED	CAH	CAH	11.13	JAR	JAR	11.13	RH	RH	11.13

North Point

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Drawn by SDC Sig. SDC Date 03.07

Checked by originator TPC Sig. TPC Date 03.07

Approved by TPC Sig. TPC Date 03.07

Project

Waverley DPE
FARNHAM

Drawing

IMPLEMENTED TRAFFIC ORDERS

Project No.

3282/WAV

Contract Sheet No.

24030

Rev.

E

Classification

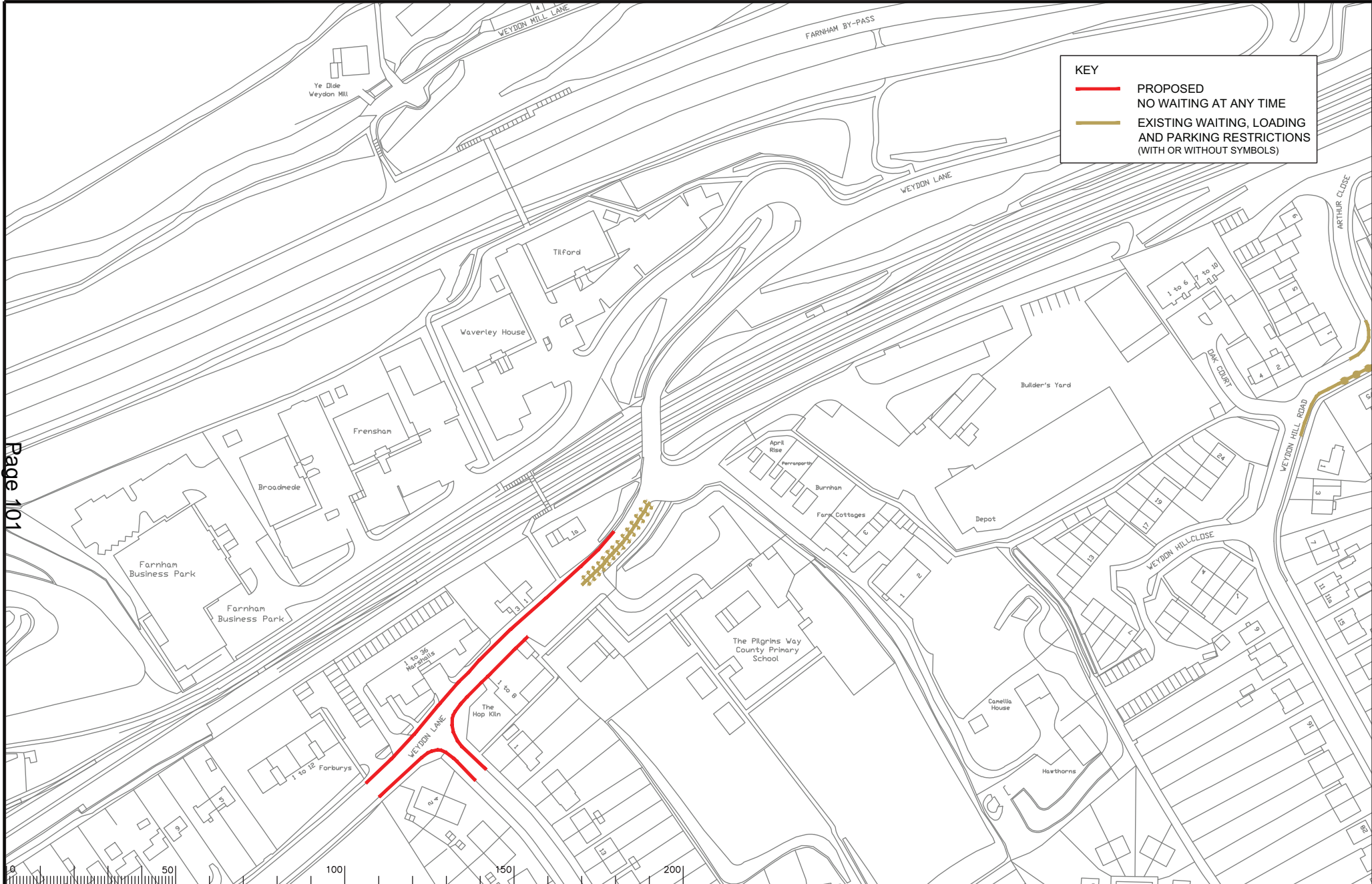
PROPOSAL

SURREY COUNTY COUNCIL

SHEET OF

Scale 1:1250

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KEY

PROPOSED
NO WAITING AT ANY TIME

EXISTING WAITING, LOADING
AND PARKING RESTRICTIONS
(WITH OR WITHOUT SYMBOLS)

Page 101

ITEM 7

Notes

Rev.	Description	Drwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date
A	RESTRICTIONS AMENDED	CAH	CAH	OCT 09	JAR	JAR	OCT 08	TPC	TPC	OCT 08
B	RESTRICTIONS AMENDED TO MATCH EXISTING MARKINGS	CAH	CAH	09.11	JAR	JAR	09.11	TPC	TPC	09.11
C	RESTRICTIONS AMENDED	CAH	CAH	11.13	JAR	JAR	11.13	BN	BN	11.13

North Point

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Surrey County Council LA 20823 1000.

Drawn by

SDC

Sig.

SDC

Date

03.07

Checked by

TPC

Sig.

TPC

Date

03.07

Approved by

TPC

Sig.

TPC

Date

03.07

Project

Waverley DPE
FARNHAM

Drawing

IMPLEMNTED TRAFFIC ORDERS

Project No.

3282/WAV

Contract

24032

Rev.

C

Classification

PROPOSAL

SURREY
COUNTY COUNCIL

SHEET

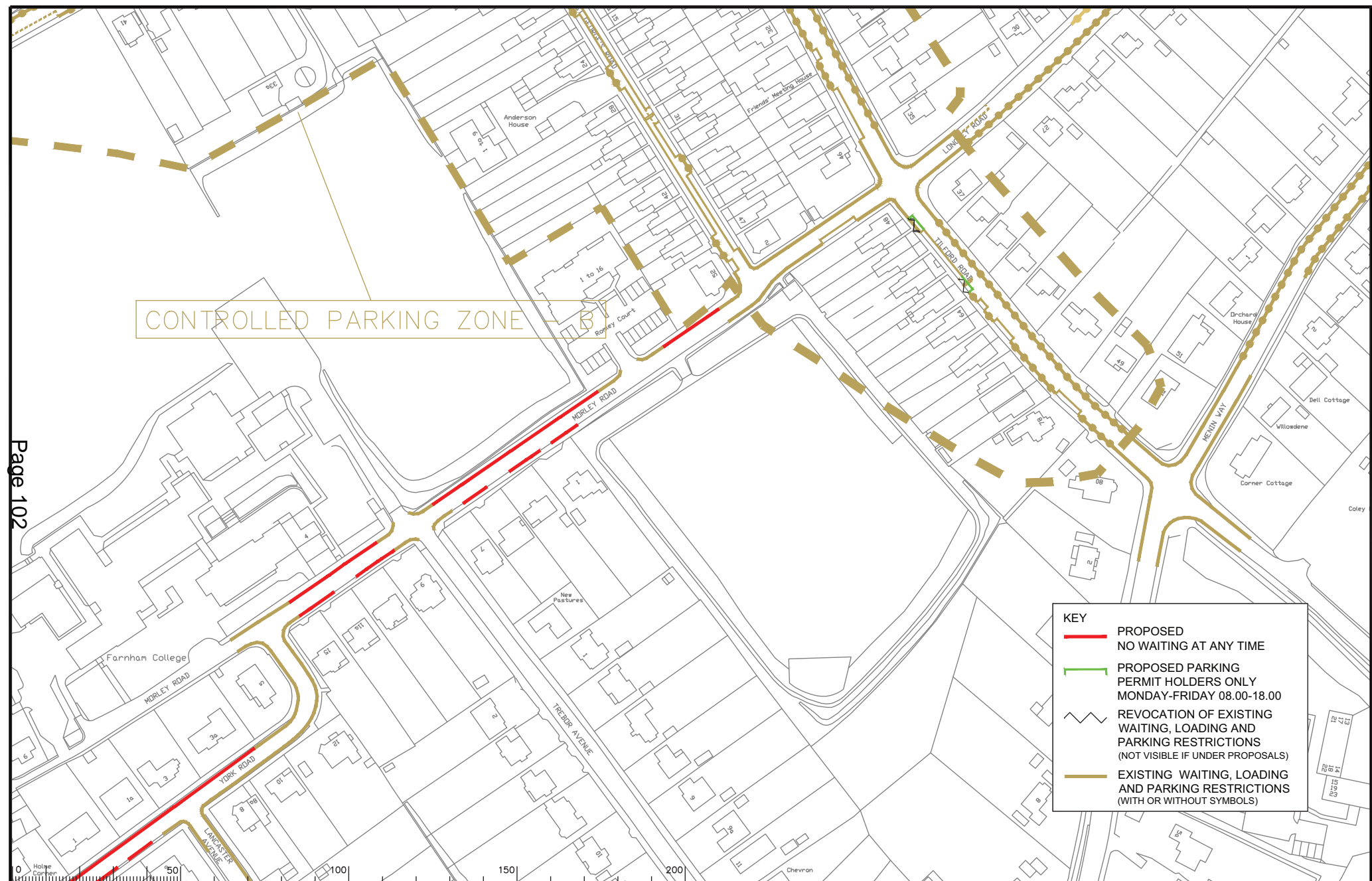
OF

Scale

1:1250

File Name

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CONTROLLED PARKING ZONE - B

KEY

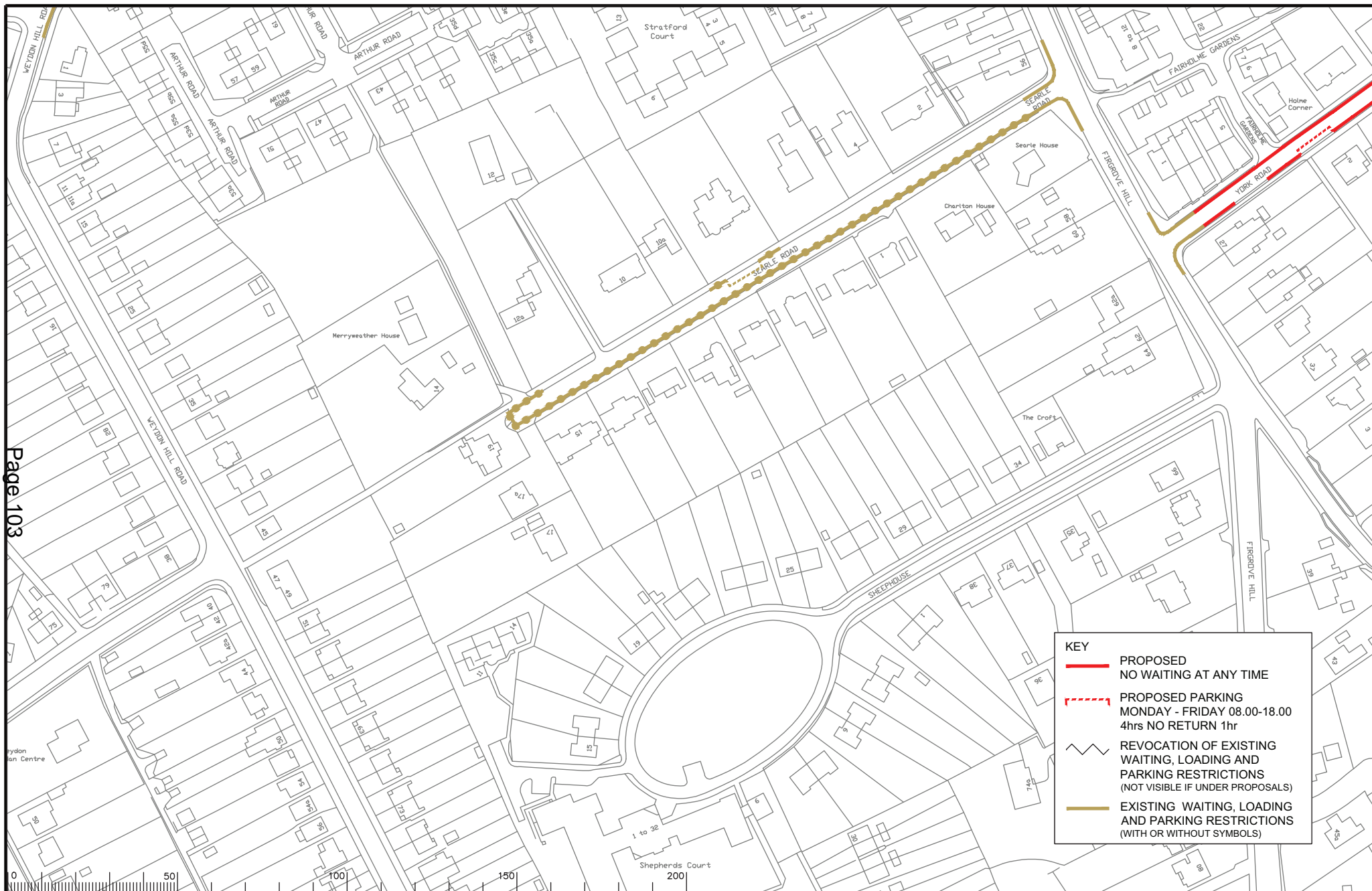
PROPOSED
NO WAITING AT ANY TIME

PROPOSED PARKING
PERMIT HOLDERS ONLY
MONDAY-FRIDAY 08.00-18.00





REVOCATION OF EXISTING
WAITING, LOADING AND
PARKING RESTRICTIONS
(NOT VISIBLE IF UNDER PROPOSALS)

EXISTING WAITING, LOADING
AND PARKING RESTRICTIONS
(WITH OR WITHOUT SYMBOLS)

Notes											<div>North Point</div> <div></div>	<div>Based upon the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office, OS Crown copyright. Unauthorised reproduction or use in any form may be a criminal offence under the Copyright, Designs and Patents Act 1988 and/or may lead to prosecution or civil proceedings. Please don't 'steal' the OS. OS Licence No. 100019141</div>	<div>Project</div> <div>WAVERLEY DPE FARNHAM</div>	<div>Project No.</div> <div>3282/WAV</div>	<div>Contract No.</div> <div>24034</div>	<div>Drawing No.</div> <div>24034</div>	<div>Rev.</div> <div>D</div>	<div>Classification</div> <div>PROPOSAL</div>																																																																																																																																											
<div>Rev.</div> <div>Description</div>	<div>Drwn</div> <div>Sig.</div> <div>Date</div>	<div>Chkd</div> <div>Sig.</div> <div>Date</div>	<div>Appr</div> <div>Sig.</div> <div>Date</div>	<div>TPC</div> <div>TPC</div> <div>TPC</div>	<div>TPC</div> <div>TPC</div> <div>TPC</div>	<div>TPC</div> <div>TPC</div> <div>TPC</div>	<div>TPC</div> <div>TPC</div> <div>TPC</div>	<div>TPC</div> <div>TPC</div> <div>TPC</div>	<div>TPC</div> <div>TPC</div> <div>TPC</div>	<div>TPC</div> <div>TPC</div> <div>TPC</div>									<div>TPC</div> <div>TPC</div> <div>TPC</div>	<div>TPC</div> <div>TPC</div> <div>TPC</div>	<div>TPC</div> <div>TPC</div> <div>TPC</div>	<div>TPC</div> <div>TPC</div> <div>TPC</div>	<div>TPC</div> <div>TPC</div> <div>TPC</div>	<div>TPC</div> <div>TPC</div> <div>TPC</div>	<div>TPC</div> <div>TPC</div> <div>TPC</div>	<div>TPC</div> <div>TPC</div> <div>TPC</div>	<div>TPC</div> <div>TPC</div> <div>TPC</div>	<div>TPC</div> <div>TPC</div> <div>TPC</div>	<div>TPC</div> <div>TPC</div> 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KEY

	PROPOSED NO WAITING AT ANY TIME
	PROPOSED PARKING MONDAY - FRIDAY 08.00-18.00 4hrs NO RETURN 1hr
	REVOCATION OF EXISTING WAITING, LOADING AND PARKING RESTRICTIONS (NOT VISIBLE IF UNDER PROPOSALS)
	EXISTING WAITING, LOADING AND PARKING RESTRICTIONS (WITH OR WITHOUT SYMBOLS)

[illegible]

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Surrey County Council LA 076572 1996.

Drawn by	CAH	Sig.	CAH	Date	10.09
Checked by originator	JAR	Sig.	JAR	Date	10.09
Approved by	TPC	Sig.	TPC	Date	10.09

Project	
Drawing	

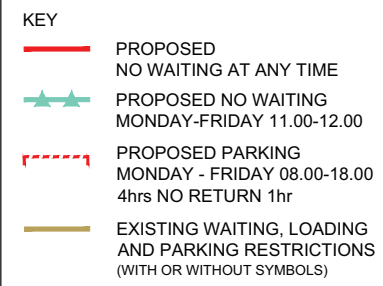
WAVERLEY DPE
FARNHAM

IMPLEMENTED TRAFFIC ORDERS



SURREY
COUNTY COUNCIL
Sustainable Development

Project No. 3282/WAV	
Contract Sheet No.	
Drawing No. 24111	Rev. B
Classification PROPOSAL	



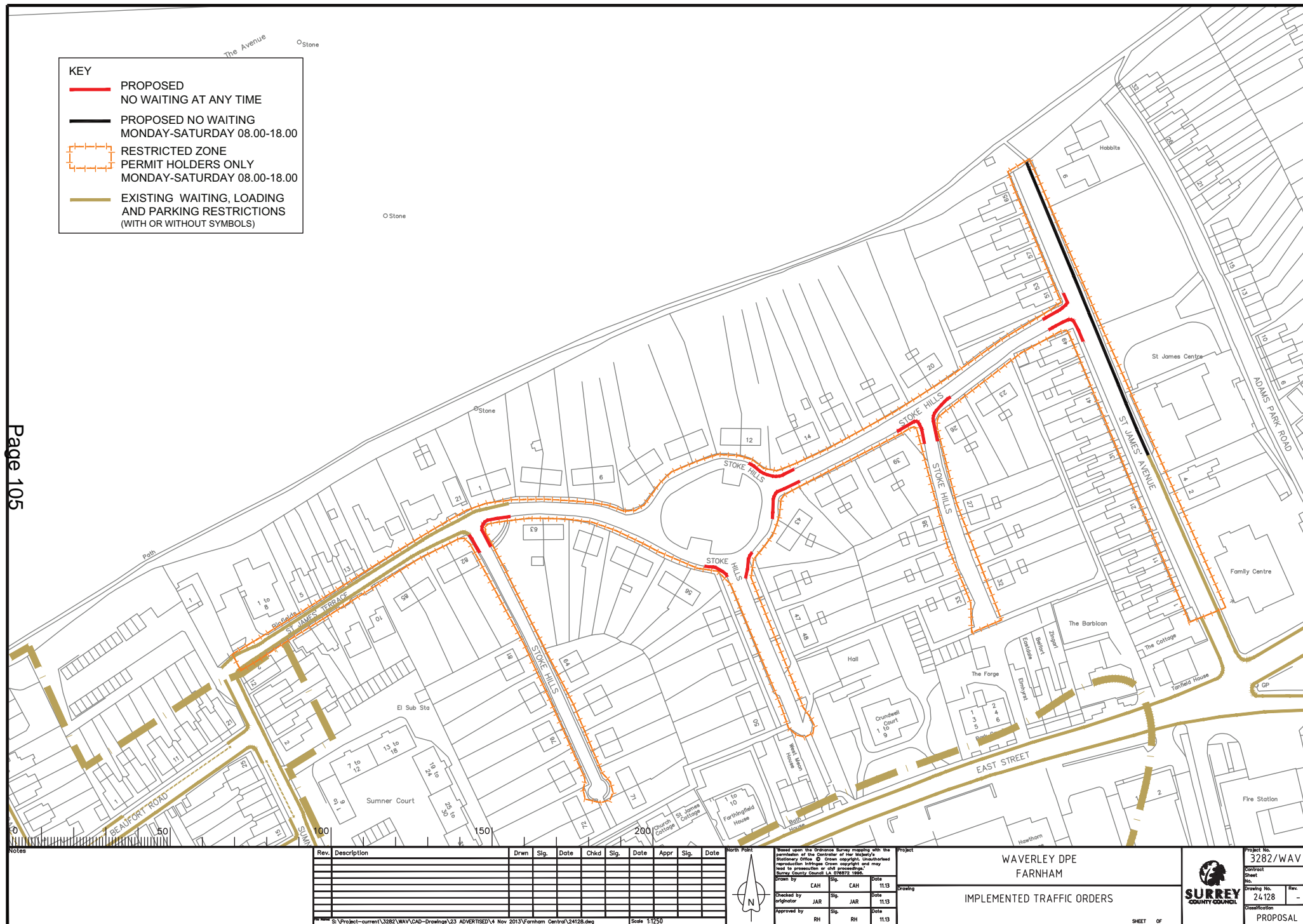
North Point

A north arrow pointing upwards, with the letter 'N' inside a circle. The arrow is a simple line with a circular head.


Project	
Drawn	


SHEET OF




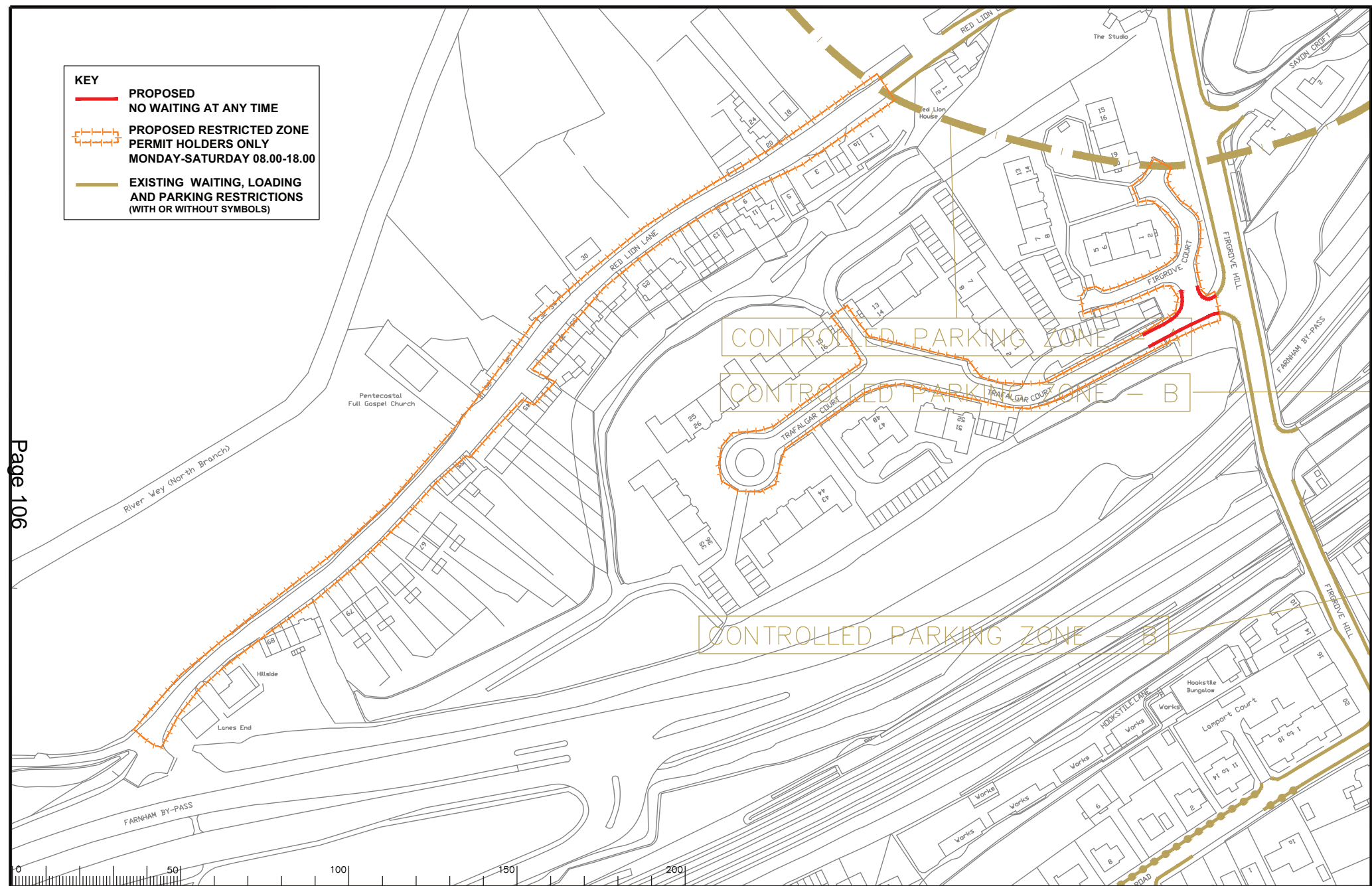


KEY

 **PROPOSED NO WAITING AT ANY TIME**

 **PROPOSED RESTRICTED ZONE PERMIT HOLDERS ONLY MONDAY-SATURDAY 08.00-18.00**

 **EXISTING WAITING, LOADING AND PARKING RESTRICTIONS (WITH OR WITHOUT SYMBOLS)**




Notes

Rev.	Description	Drwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date

Scale 1:1250

North Point




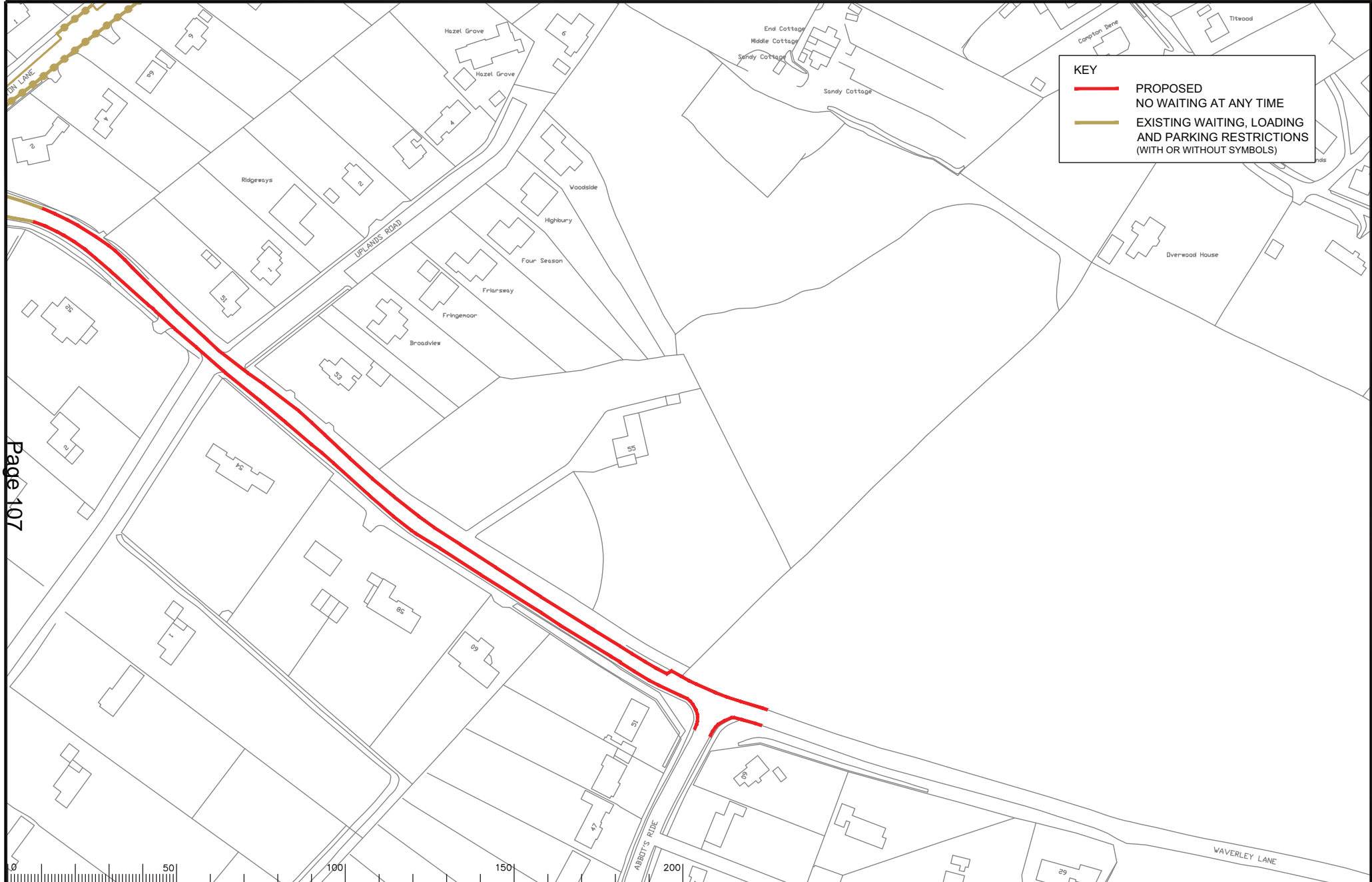
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Drawn by: CAH, Sig. CAH, Date 11.13
Checked by: JAR, Sig. JAR, Date 11.13
Approved by: RH, Sig. RH, Date 11.13

Project: WAYERLEY DPE FARNHAM
Drawing: IMPLEMENTED TRAFFIC ORDERS

Project No. 3282/WAV
Contract Sheet No. 24.129
Drawing No. 01 of 11
Classification: PROPOSAL





KEY

PROPOSED
NO WAITING AT ANY TIME

EXISTING WAITING, LOADING
AND PARKING RESTRICTIONS
(WITH OR WITHOUT SYMBOLS)

Page 107

ITEM 7

Notes

Rev.	Description	Drwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date

North Point

Based upon the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationary Office. Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Surrey County Council LA 02852, 1995.

Drawn by	CAH	Sig.	CAH	Date	11.13
Checked by	JAR	Sig.	JAR	Date	11.13
Approved by	RH	Sig.	RH	Date	11.13

Project

Waverley DPE
FARNHAM

Drawing

IMPLEMENTED TRAFFIC ORDERS

SURREY
COUNTY COUNCIL

Project No.	3282/WAV
Contract No.	24132
Drawing No.	-
Classification	PROPOSAL

SHEET

OF

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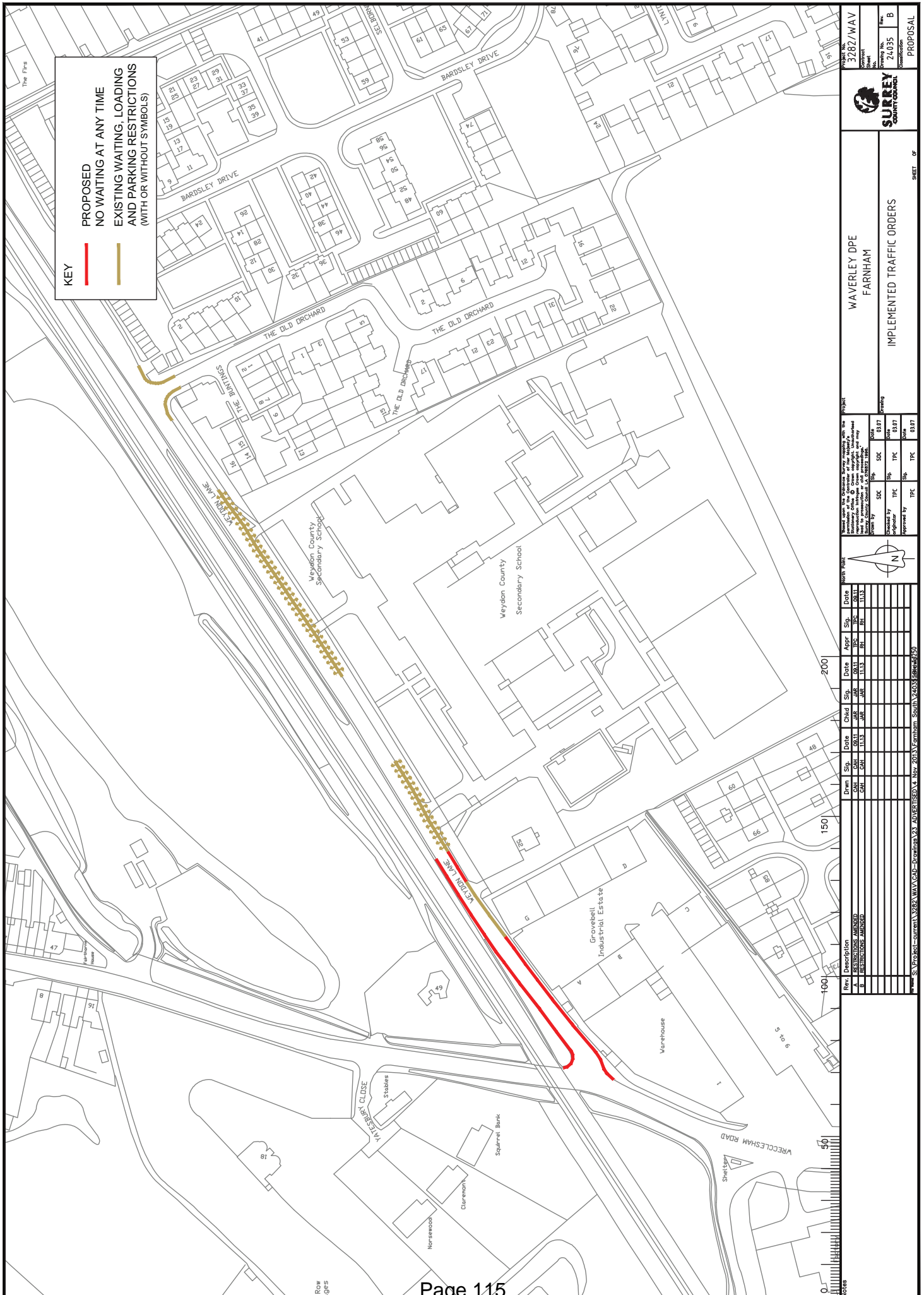
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KEY

PROPOSED
NO WAITING AT ANY TIME

EXISTING WAITING, LOADING
AND PARKING RESTRICTIONS
(WITH OR WITHOUT SYMBOLS)

Project No. 3282/WAV

Project Name Waverley DPE Farnham

Client Surrey County Council

Drawn By [Name]

Checked By [Name]

Approved By [Name]

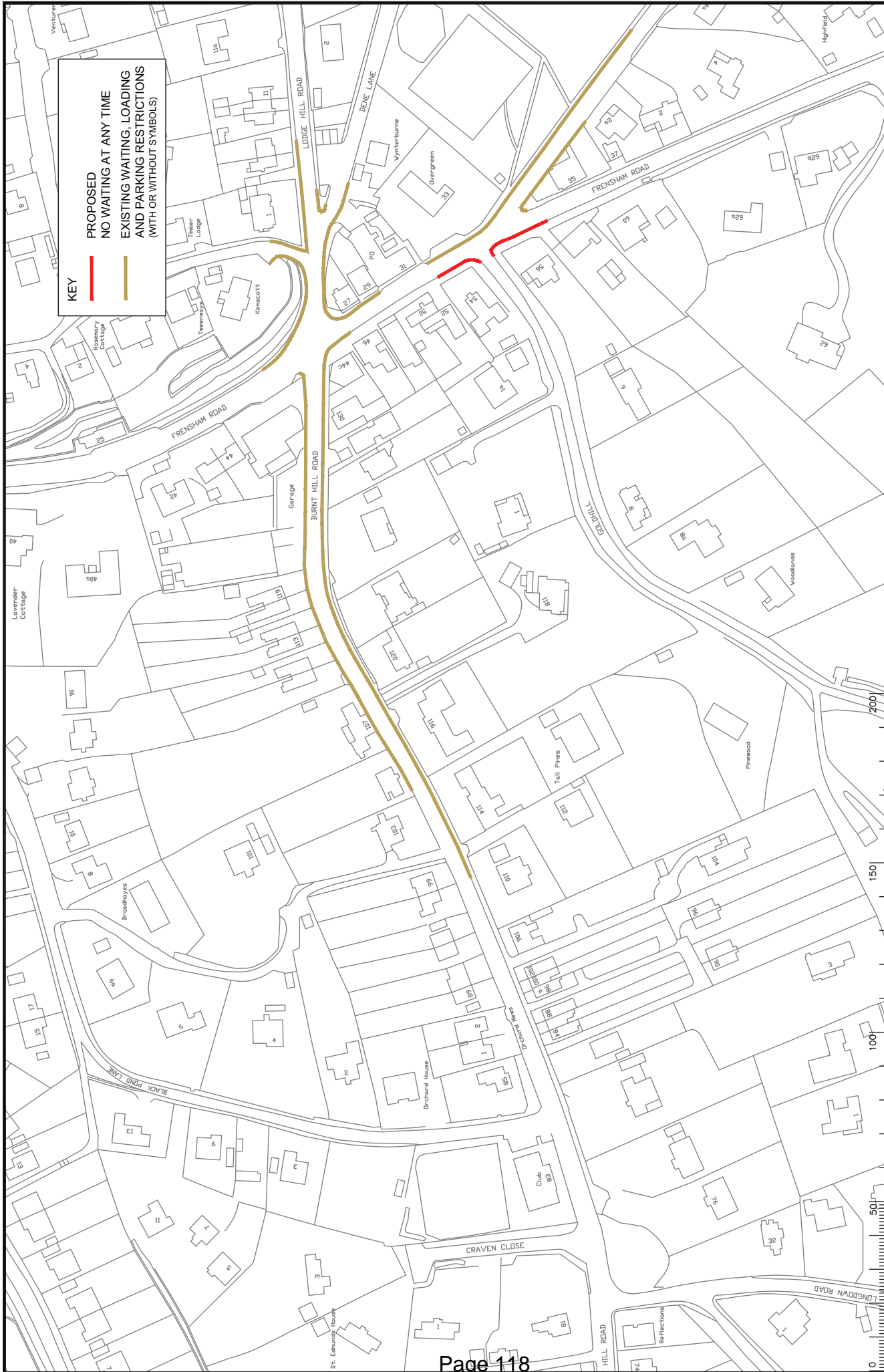
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Date 01/11/20

Rev.	Description	Drawn	Sp.	Date	Chk'd	Sp.	Date	Appr'd	Sp.	Date
A	REVISIONS AMENDED	CH	CH	09/11	JR	JR	11/13	BN	BN	11/13
B	REVISIONS AMENDED	CH	CH	11/13	JR	JR	11/13	BN	BN	11/13

Notes: 1. All restrictions are subject to the Council's discretion. 2. All restrictions are subject to the Council's discretion. 3. All restrictions are subject to the Council's discretion.



KEY

- PROPOSED NO WAITING AT ANY TIME
- EXISTING WAITING, LOADING AND PARKING RESTRICTIONS (WITH OR WITHOUT SYMBOLS)

SURREY COUNTY COUNCIL
Sustainable Development
Highways and Transport Services

Project No.
3282/WAV

Document No.
24039

Rev.
B

Project Name
WAYERLEY DPE LOWER BOURNE

Project Location
IMPLEMNTED TRAFFIC ORDERS

Project Status
PROPOSAL

Rev. Description

Drawn

Sig.

Date

Chk'd

Sig.

Date

Appr'd

Sig.

Date

1

RESTRICTIONS ADDED/AMENDED

CH

06/10

06/10

06/10

06/10

06/10

2

RESTRICTIONS AMENDED

CH

11/13

11/13

11/13

11/13

11/13

North Arrow

Scale 1:1000

Scale 1:500

Scale 1:250

Checked by

Sig.

Date

Checked by

Sig.

Date

Approved by

Sig.

Date

01/07

01/07

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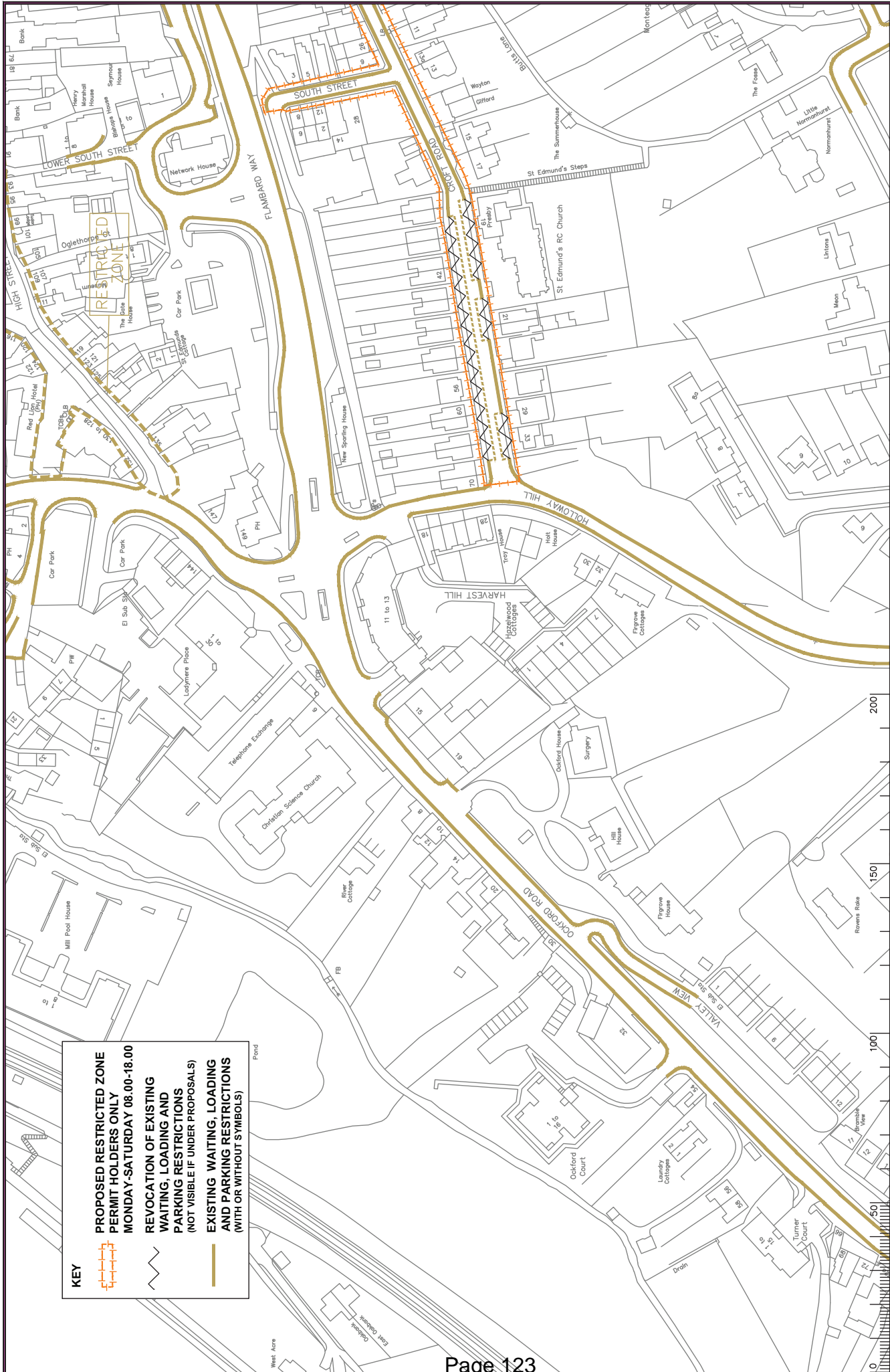
01/07

01/07

SS_Visualisation_V24039_WAVAGAD-Bradford_V33_ADVERTISE_V4_Nov_2013_N.Farnham_South_V24039_Signage_V250



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KEY

- PROPOSED RESTRICTED ZONE
- PERMIT HOLDERS ONLY
- MONDAY-SATURDAY 08.00-18.00
- REVOCATION OF EXISTING PARKING RESTRICTIONS (NOT VISIBLE IF UNDER PROPOSALS)
- EXISTING WAITING, LOADING AND PARKING RESTRICTIONS (WITH OR WITHOUT SYMBOLS)

SURREY COUNTY COUNCIL
Sustainable Development

Project No. 3282/WAV

Document No. 24075

Version D

PROPOSAL

Waverley DPE
GODALMING

IMPLEMENTED TRAFFIC ORDERS

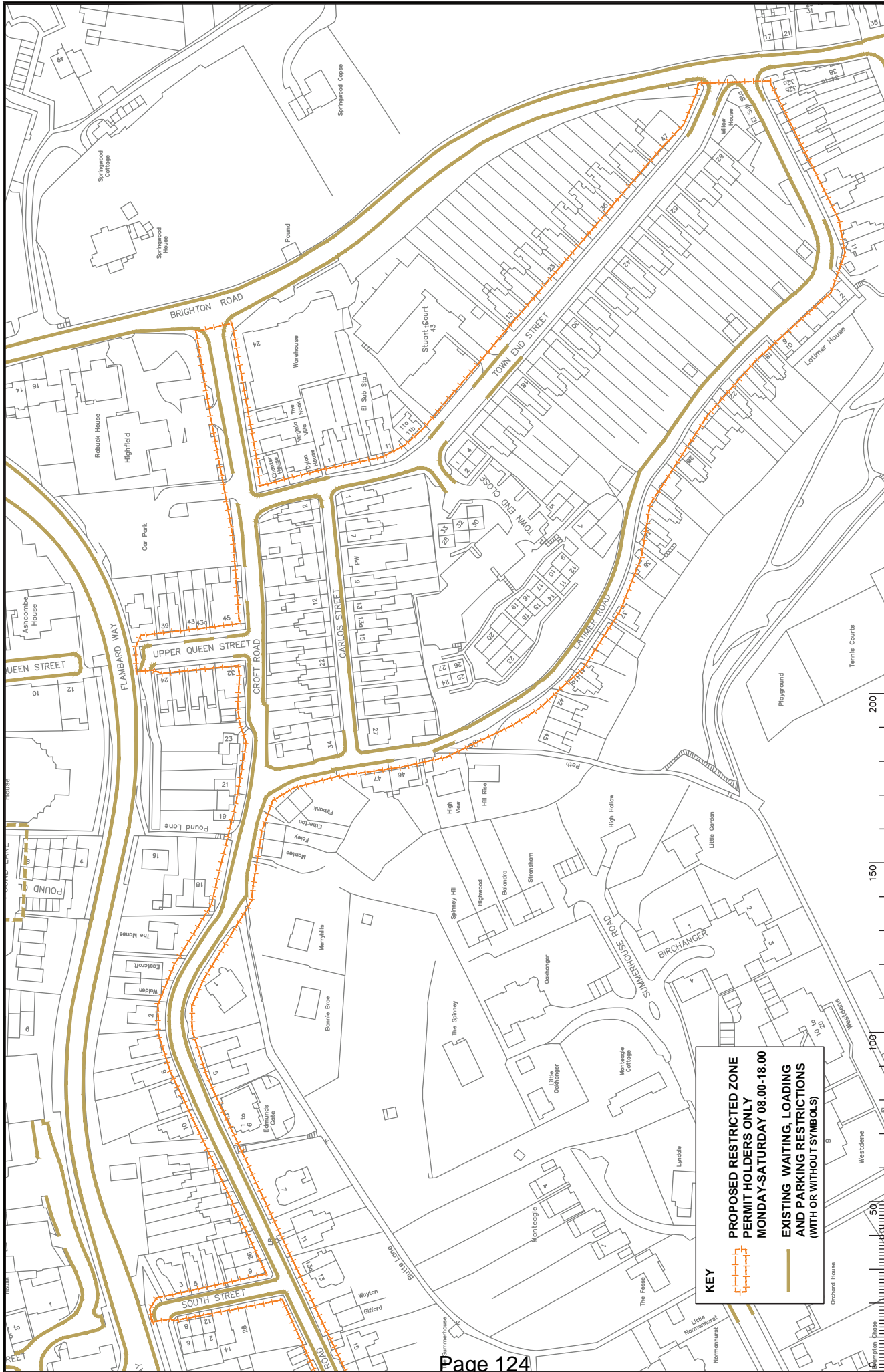
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A	SYMBOLS ADDED TO RESTRICTIONS	SEC	SEC	23.03.08	TPC	TPC	23.03.08			
B	RESTRICTIONS AMENDED	CHM	CHM	05.09.08	AMR	AMR	05.09.08			
C	RESTRICTIONS AMENDED	CHM	CHM	11.13.13	AMR	AMR	11.13.13			
D	RESTRICTIONS AMENDED	CHM	CHM	11.13.13	AMR	AMR	11.13.13			

North Arrow

Scale: 1:500

Notes: See Project - current V28A WAGAD - Godalming V3. ADVISED 14 Nov 2013 Godalming North V24075 08.00-18.00



KEY

- PROPOSED RESTRICTED ZONE
PERMIT HOLDERS ONLY
MONDAY-SATURDAY 08.00-18.00
- EXISTING WAITING, LOADING
AND PARKING RESTRICTIONS
(WITH OR WITHOUT SYMBOLS)

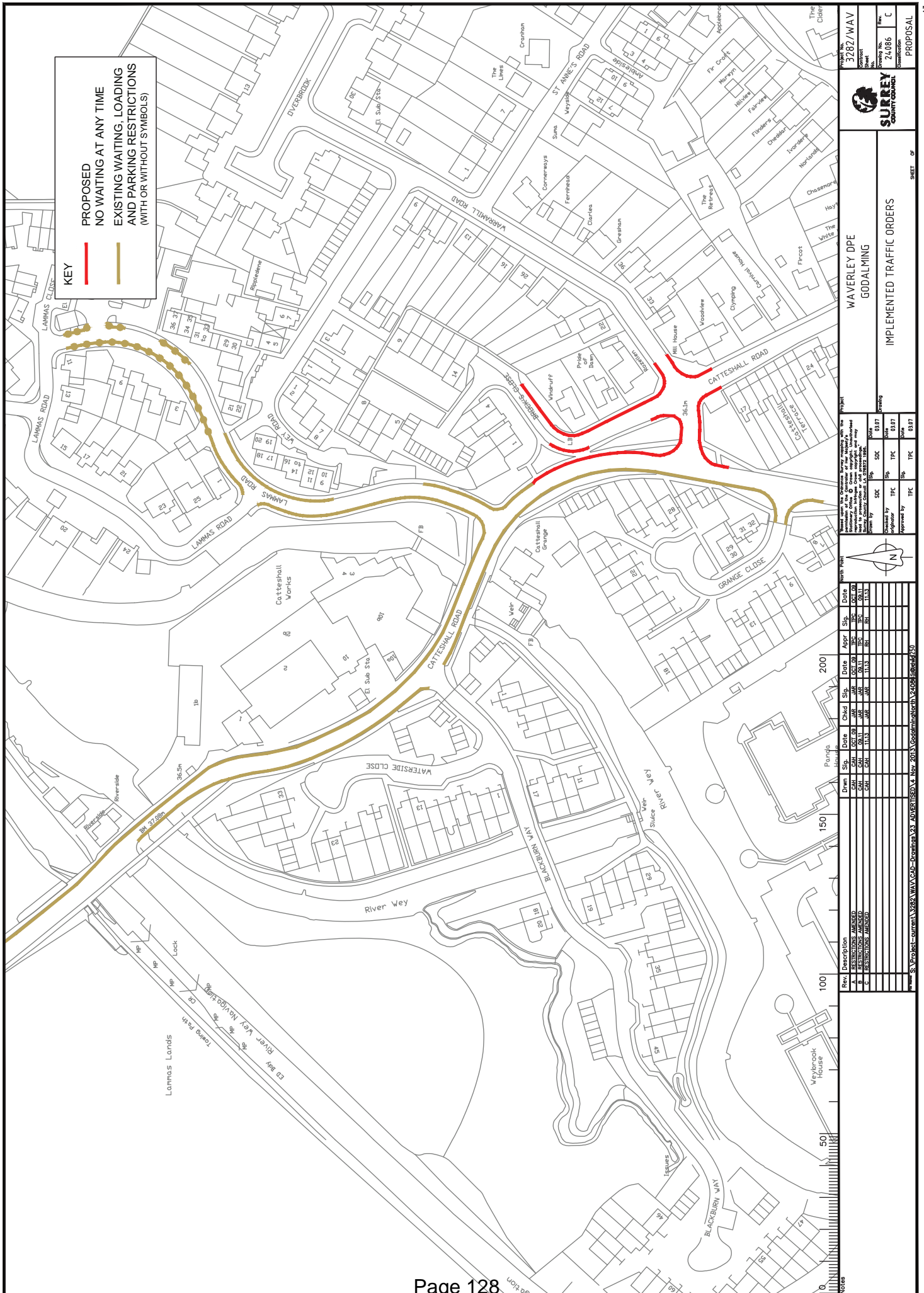
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Implemented Traffic Orders										Implemented Traffic Orders									
Surrey County Council										Surrey County Council									
3282/WAV										3282/WAV									
24.076										24.076									
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SHEET OF										SHEET OF									
A3										A3									



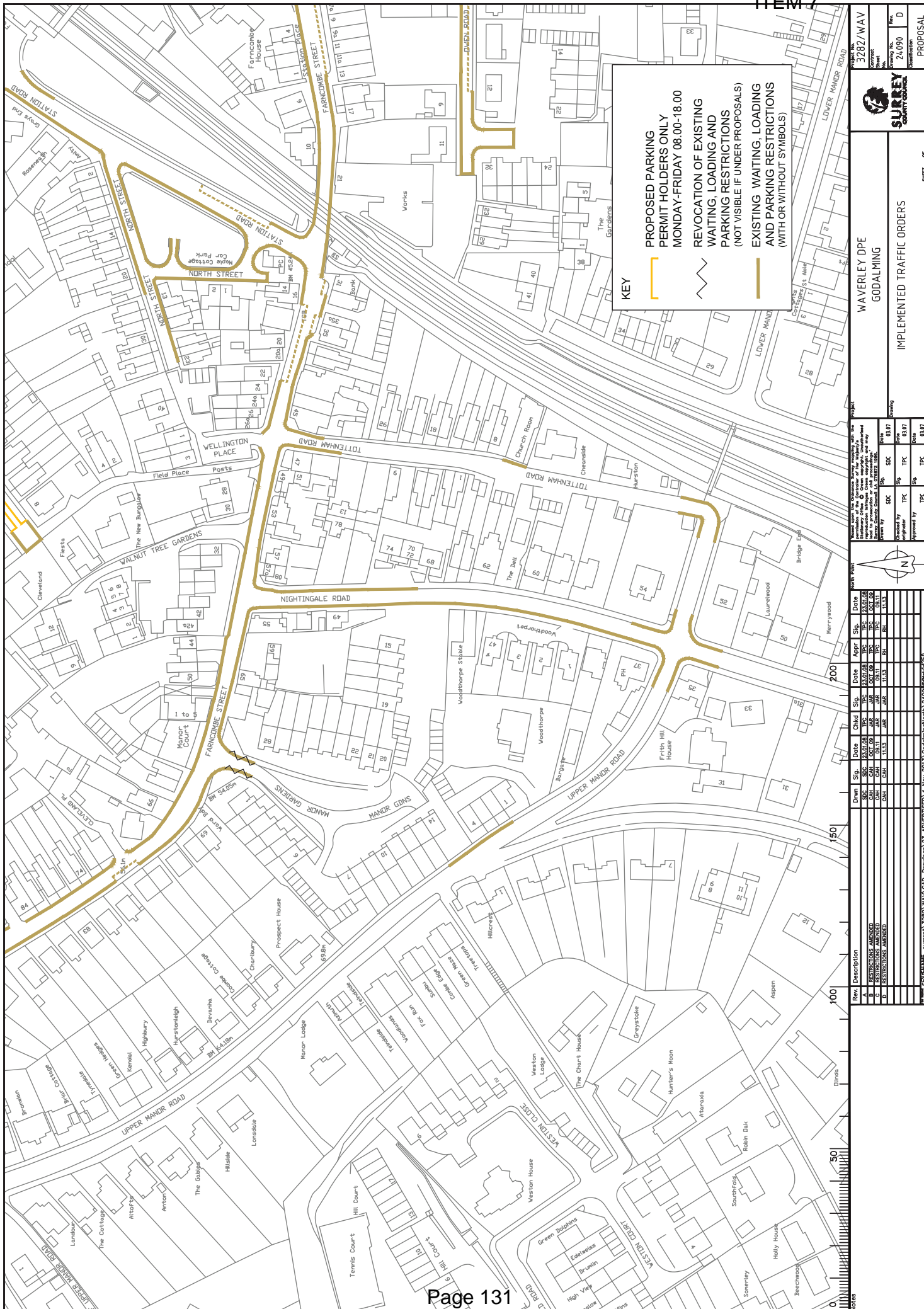
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		Author	Surrey County Council		Author	Surrey County Council		Author	Surrey County Council		Author	Surrey County Council	
		Checker	Surrey County Council		Checker	Surrey County Council		Checker	Surrey County Council		Checker	Surrey County Council	
		Approver	Surrey County Council		Approver	Surrey County Council		Approver	Surrey County Council		Approver	Surrey County Council	
		Project No.	3282/WAV		Project Name	Waverley DPE		Project Date	24/07/24		Project Status	PROPOSAL	
		Document No.	24/077		Document Title	IMPLEMENTED TRAFFIC ORDERS		Document Date	03/07/24		Document Status	C	
		Author	Surrey County Council		Author	Surrey County Council		Author	Surrey County Council		Author	Surrey County Council	
		Checker	Surrey County Council		Checker	Surrey County Council		Checker	Surrey County Council		Checker	Surrey County Council	
		Approver	Surrey County Council		Approver	Surrey County Council		Approver	Surrey County Council		Approver	Surrey County Council	

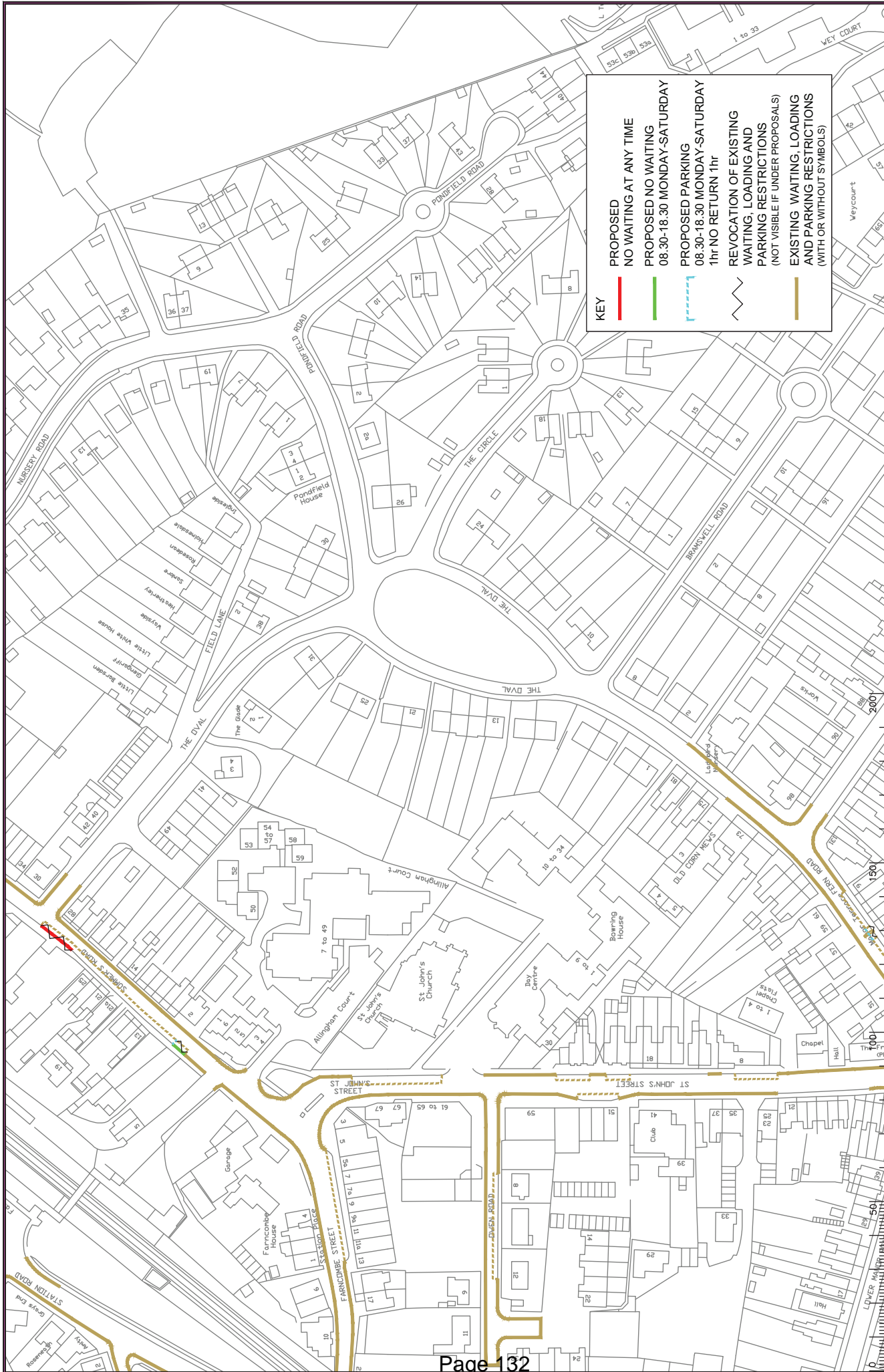












KEY

- PROPOSED NO WAITING AT ANY TIME
- PROPOSED NO WAITING 08.30-18.30 MONDAY-SATURDAY
- PROPOSED PARKING 08.30-18.30 MONDAY-SATURDAY 1hr NO RETURN 1hr
- REVOCATION OF EXISTING WAITING, LOADING AND PARKING RESTRICTIONS (NOT VISIBLE IF UNDER PROPOSALS)
- EXISTING WAITING, LOADING AND PARKING RESTRICTIONS (WITH OR WITHOUT SYMBOLS)

Project No. 3282/WAV

Waverley DPE

GODALMING

IMPLEMENTED TRAFFIC ORDERS

SHEET OF

PROPOSAL

North Arrow

Scale: 1:1000

Rev.	Description	Drawn	Sig.	Date	Chk'd	Sig.	Date	Appr.	Sig.	Date
A	SYMBOLS ADDED TO RESTRICTIONS	SEC	SEC	23.07.08	TPC	TPC	23.07.08			
B	RESTRICTIONS AMENDED	CHM	CHM	05.07.09	AMR	AMR	05.07.09			
C	RESTRICTIONS AMENDED	CHM	CHM	11.13	AMR	AMR	11.13			
D	RESTRICTIONS AMENDED	CHM	CHM	11.13	AMR	AMR	11.13			

SS Project - current V288 (WAGAD - Godalming V3) ADVERTISED 14 Nov 2013 (Godalming North V2409) Signed 15/0

Project No. 3282/WAV

Waverley DPE

GODALMING

IMPLEMENTED TRAFFIC ORDERS

SHEET OF

PROPOSAL

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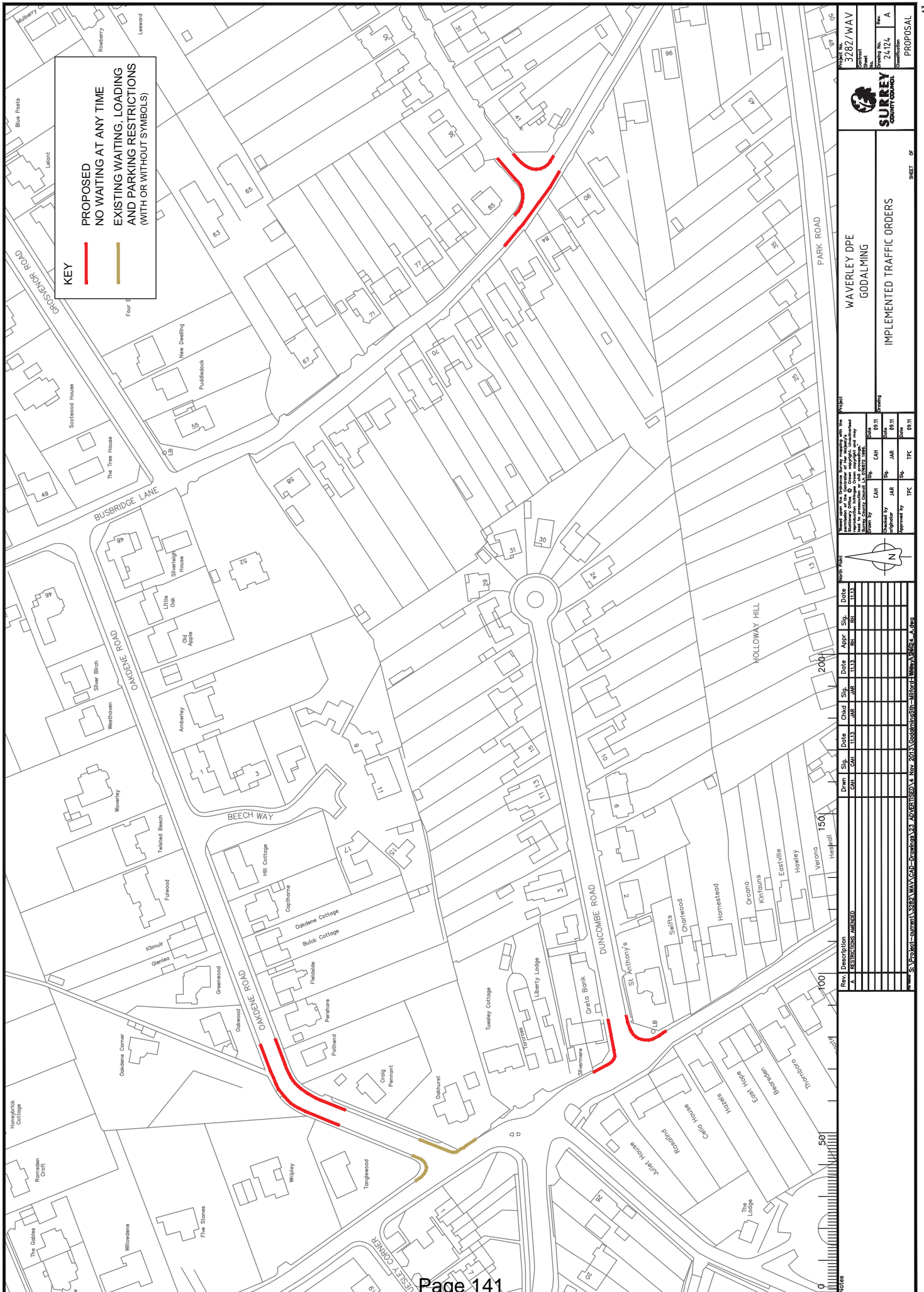
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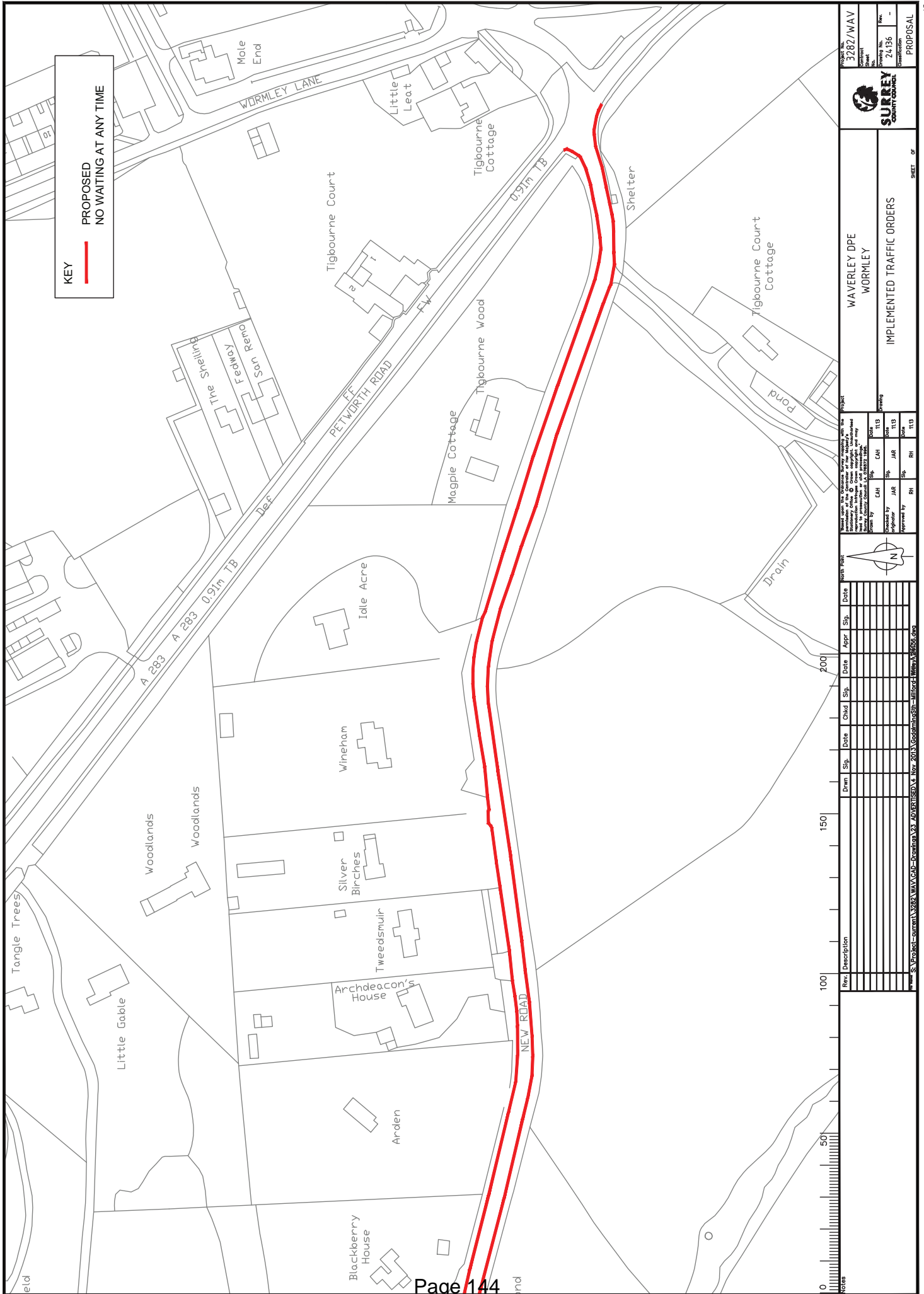









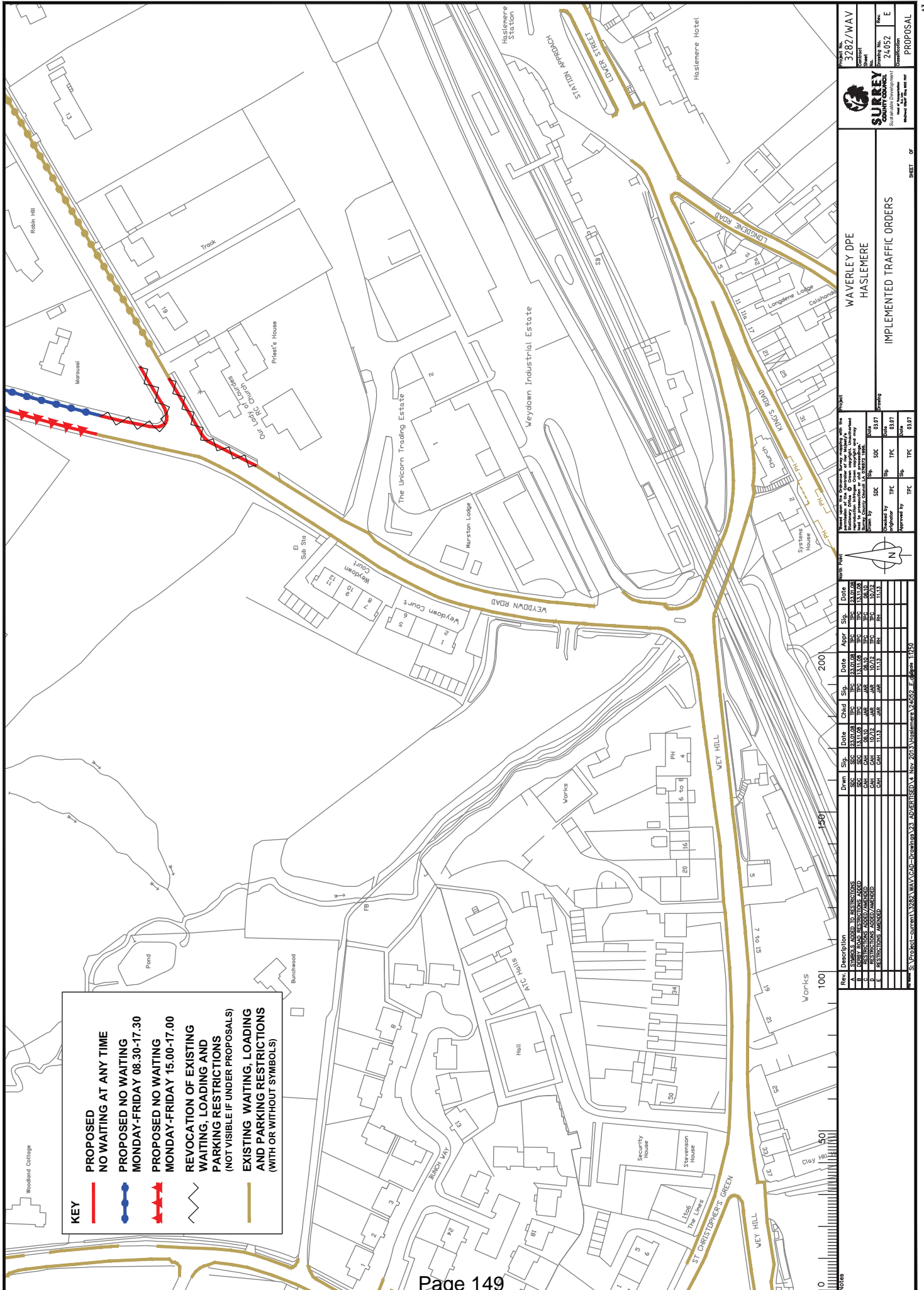




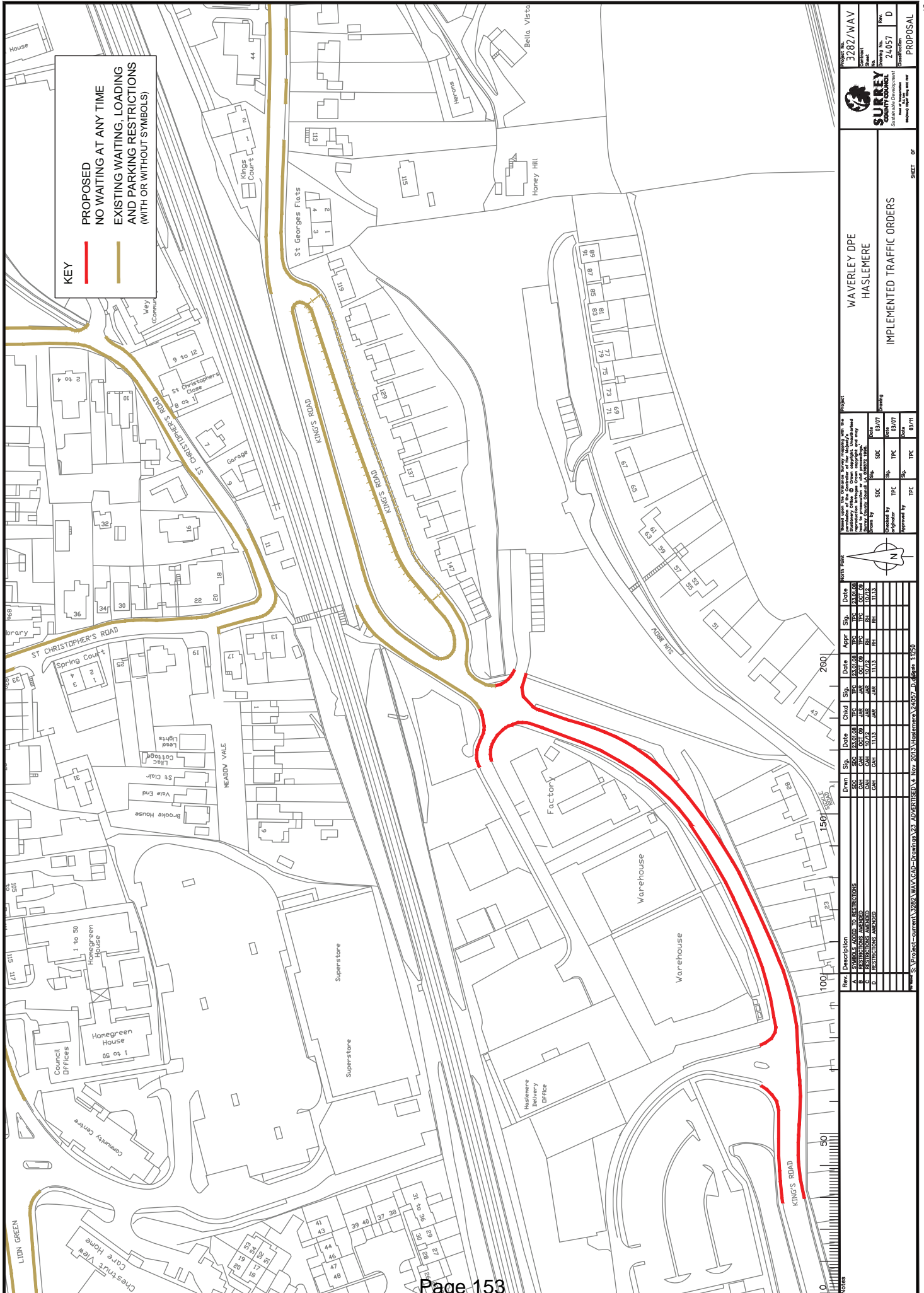
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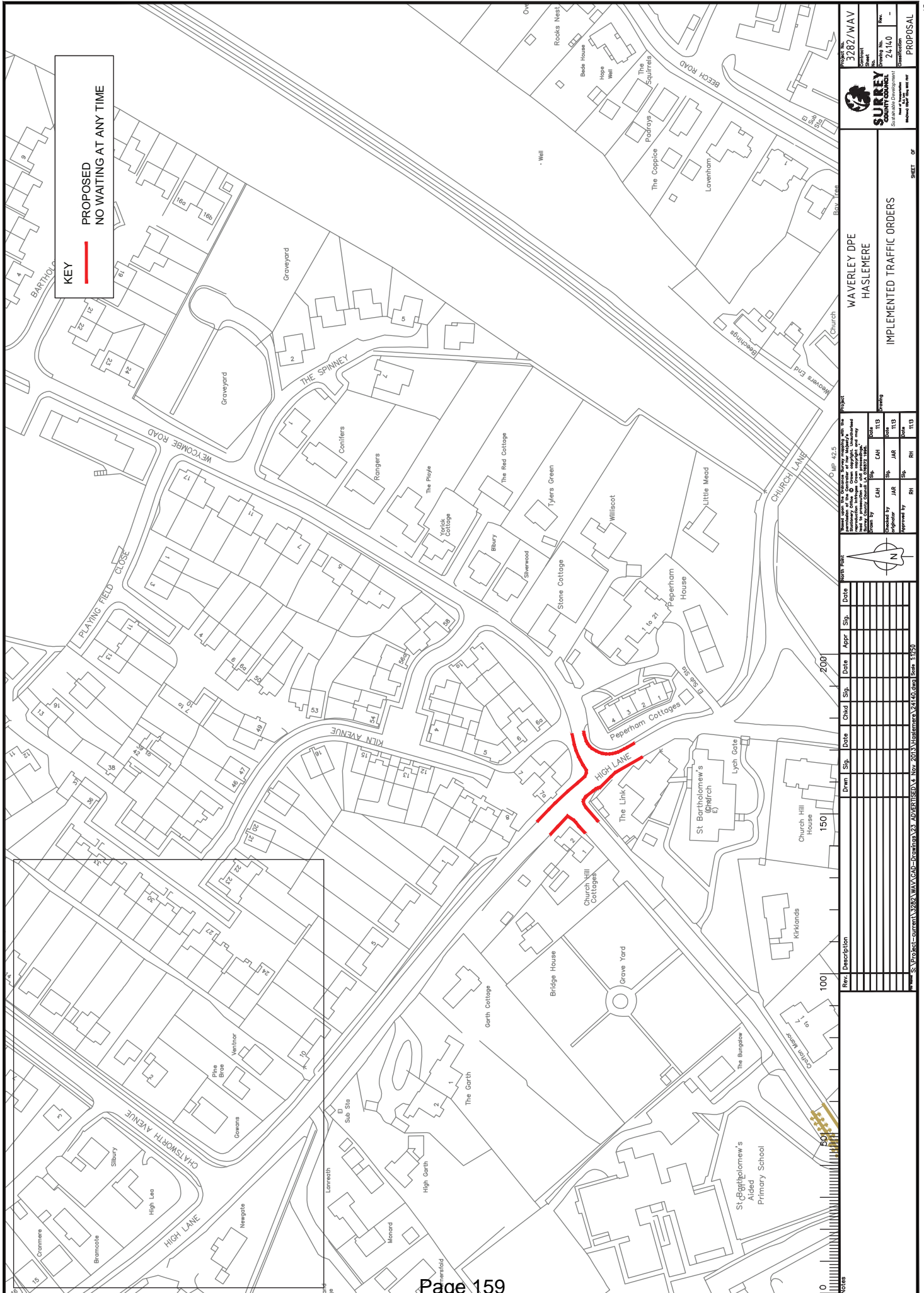












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