



**ON STREET PARKING REVIEW – EAST
GUILDFORD & SMALL CHANGES TO THE
CONTROLLED PARKING ZONE**

**SURREY COUNTY COUNCIL
LOCAL COMMITTEE (GUILDFORD)**

18th JUNE 2008

KEY ISSUE

The report presents the findings on an initial consultation on design proposals to extend the Guildford Town Controlled Parking Zone (CPZ), which include St Omer, Tangier and Warren Roads. The report also highlights a number of other minor changes to the Traffic Regulation Order (TRO).

SUMMARY

Following the implementation of an extension of the CPZ to roads beyond Maori Road there was displacement parking particularly in St Omer Road. As a result the Committee agreed to conduct informal consultation on a proposed layout for an extension of the CPZ to cover St Omer, Tangier and part of Warren Road. A number of ad hoc changes need to be made to the TRO. The report recommends advertising an amended proposal for East Guildford and some minor changes with a view to implementing restrictions on street.

Report by

GBC PARKING SERVICES MANAGER

Surrey Atlas Ref.

Pages 130 & 131

GUILDFORD B.C. WARD (S)

CHRISTCHURCH

COUNTY ELECTORAL DIVISION (S)

GUILDFORD SOUTHEAST

OFFICER RECOMMENDATIONS

The Committee is asked to agree:

- (i) that the proposal to extend the CPZ eastward be agreed with the amendments highlighted on the plan in **ANNEXE 5** and described in paragraph 23.
- (ii) that the intention of Surrey County Council to make an order under the relevant parts of the Road Traffic Regulation Act 1984 be advertised to give effect to the proposal in the above recommendation and that if no objections are maintained the Order be made.
- (iii) that approval be given to formally advertise the changes proposed in **ANNEXE 4**, as outlined in paragraph 18.

INTRODUCTION AND BACKGROUND

- 1 An extension of the CPZ came into force on 3 April 2006 covering much of the area bounded by Aldersey Road, London Road, Boxgrove Road and Epsom Road and also included Broadwater Rise.
- 2 As part of the implementation process the residents of Tangier Road and St Omer Road had been consulted on whether they wanted to be included in the CPZ. In Tangier Road there was strong opposition and in St Omer Road there was no clear support. Nonetheless officers were concerned there could be displacement and plans were drawn up for St Omer Road and Tangier Road. The concerns were emphasised to residents and options for controls included in the consultation on the design of the proposed scheme. During this consultation there was no marked changed in views.
- 3 The scheme was implemented without controls in either St Omer or Tangier Roads. Once the controls in adjacent streets took effect there was significant displacement into St Omer Road and requests from residents for an extension of the scheme.
- 4 At its meeting on 14 June 2007 the Committee agreed to consult with residents on whether St Omer Road, Tangier Road, Rosetrees and Warren Road should be included in the CPZ. The results were reported to the Committee on 27 September 2007. A summary of the results is attached as **ANNEXE 1**. It was agreed to pursue an extension with regard to St Omer Road, Tangier Road and Warren Road but not Rosetrees.
- 5 The consultation on the design ran from 23 November 2007 to 21 December 2007. Letters were sent to all residents in affected roads and also the parts of Downside and One Tree Hill Road closest to the area under consideration. The Rosetrees and private roads adjoining St Omer Road, Tangier and Warren Road were also sent details. The letters included an A3 map showing the proposed layout. There was a form to help structure replies and a post paid envelope. The proposals were advertised on the web. In addition an exhibition was held at Burchetts Barn on 4 December 2007.

ANALYSIS

- 6 In addition to the consultation, officers conducted “snap shot” surveys of the level of parking in the area under consideration to aid assessment of the likely effect of implementing the controls.
- 7 The results are presented in **ANNEXE 2**. The effect of the closure of the DEFRA offices was a key consideration. The results have been broken down to show the situation before DEFRA closed (December 2007) and the after the site closed. The surveys were mainly carried out on weekday mornings when there is generally more parking. As most residents have off street parking there is an assumption that all vehicles parked on street are long stay visitors.
- 8 The assumption is also made that the people currently parking in the area will continue to look for parking in the area. This gives an indication of the level of parking likely to take place in the area if controls are implemented.
- 9 The surveys conducted after the closure of the DEFRA site indicate that on an average morning there will be at least 7 unrestricted parking bays free in the area and on the busiest day surveyed all the unrestricted bays could be full.

OPTIONS

- 10 The following options could be considered:
- (a) **Do not introduce any controls.** This would not address any of the issues and particular concerns from the residents of St Omer Road.
 - (b) **Introduce the scheme in part.** The levels of parking indicated by the snapshot surveys show that once parking is controlled it is likely to spread as far as Warren Road and therefore all the roads considered need to be controlled including Warren Road.
 - (c) **Implement controls over the whole area.** In view of the results of the surveys and the consultation this is the recommended course of action.

CONSULTATIONS

- 11 There have been two levels of consultation so far. First residents of the roads within the area concerned were asked whether there was a parking problem and whether they wanted their road included in a CPZ extension. Then there was detailed consultation on the potential design of the scheme. As well as residents, non-resident motorists were invited to participate at this second stage. During both stages respondents have made comments relating to the design and **ANNEXE 3** details each by address.

- 12 The area where there is most concern is the junction of Tangier Road and Epsom Road. A number of respondents, as well as raising the issue, have suggested solutions, in particular that the double yellow lines should be extended by as much as 40 metres from the junction.
- 13 Officers have looked at the issue carefully and there has been a site visit with Ward Councillors and residents' representatives to look at this and other issues. The problem is created during the working day by vehicles parking on both sides of the road and narrowing the channel so two way flow cannot take place.
- 14 The proposal subject to consultation included a single yellow line extending over 80m on the East side of Tangier Road. The proposal also included parking bays on the West side. The first of these is about 20m from the junction. Officers consider that by preventing parking on one side of the road two-way traffic can be maintained and congestion will not occur.
- 15 The removal of the proposed parking would create more pressure further up Tangier Road and even lead to displacement beyond the area of the proposed extension.
- 16 However it is possible to extend the existing double yellow lines to up to the first parking bay a distance of around an extra car length and to match this on the other side of the road. This change further reduces the likelihood of any problems. The same can be done for St Omer Road where the double yellow lines can be increased by around a car length from the extent of the existing double yellow lines.
- 17 Members of the Committee should also consider all the other comments made by respondents. Officers have annotated their response beside each one. Often respondents are making practical suggestions for a localised area, for example to removing parking bays to create greater visibility round a junction. However officers have to balance the effect over the whole scheme and recommend the best compromise.

MINOR CHANGES

- 18 The Committee has previously agreed to advertise a list of necessary changes to the restrictions throughout the town centre CPZ. Further changes have been brought to the Officers' attention and additions to the list are attached in **ANNEXE 4**. The Committee is asked to agree to advertise these changes.

FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 19 The cost of implementing the scheme is estimated at £7,500. This can be found from the on street parking account.

EQUALITIES AND DIVERSITY IMPLICATIONS

20 There are no equalities or diversity implications.

CRIME AND DISORDER IMPLICATIONS

21 There are no direct crime or disorder implications. However issue of speeding cars has been raised by a number of respondents. In some cases strategically placed parking bays can have a calming effect on drivers who would otherwise reach excessive speeds.

CONCLUSION AND REASONS FOR RECOMMENDATIONS

22 A large number of issues have been explored during the consultation and this is useful in determining views of those affected by the proposed controls prior to formal advertisement.

23 In view of the comments made it is recommended that the plan attached in **ANNEXE 5** be advertised with the two highlighted amendments. These are that the existing double yellow lines on St Omer and Tangier Roads nearest their junction with Epsom Road be extended by the amount shown on the plans (approximately a car length).

24 The recommendations will enable officers to progress the proposed extension to the Controlled Parking Zone with the intention of improving safety, controlling to use of the kerb space so there is parking available for residents, visitors and long stay parkers.

WHAT HAPPENS NEXT

25 Subject to the Committee agreeing the recommendations the amended proposals will be advertised with the intention of making an order to give effect to the scheme. If any objections are received and cannot be resolved they will be reported back to the Committee.

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BACKGROUND PAPERS	GLC September 2007 – Controlled Parking Zone Review

ITEM 13 : ANNEXE 1 : SUMMARY OF 2007 CONSULTATION RESPONSES

Road	No. of Addressees	Response	% of properties returning survey	Q1 - Do you perceive there is a parking problem in your road? (% of responses from the road)						Q2 - Do you think your road should be included within any extension to the CPZ?						Q3 - If controls in adjacent roads were likely to significantly increase parking in your road would you want your road to be included in the CPZ?					
				Yes		No		No View		Yes		No		No View		Yes		No		No View	
				No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Kyngeshene Gardens (p)	10	4	40%	2	50%	2	50%	0	0%	2	50%	2	50%	0	0%	3	75%	1	25%	0	0%
Rosetrees	59	21	36%	9	43%	12	57%	0	0%	6	29%	12	57%	3	14%	11	52%	6	29%	4	19%
St Omer Ridge (p)	5	1	20%	0	0%	1	100%	0	0%	0	0%	1	100%	0	0%	0	0%	1	100%	0	0%
St Omer Road	30	22	73%	18	82%	4	18%	0	0%	18	82%	4	18%	0	0%	NA	NA	NA	NA	NA	NA
Tangier Road	40	27	68%	16	59%	11	41%	0	0%	12	44%	14	52%	1	4%	17	63%	8	30%	2	7%
The Ridgeway (p)	12	8	67%	0	0%	6	75%	2	25%	0	0%	6	75%	2	25%	0	0%	5	63%	3	38%
Warren Road	45	17	68%	5	29%	12	71%	0	0%	6	35%	9	53%	2	12%	10	59%	4	24%	3	18%
Overall *not including St Omer Road	201	100	50%	50	50%	48	48%	2	2%	44	44%	48	48%	8	8%	41	53%	25	32%	12	15%
Overall (excluding private roads) *not including St Omer Road	174	87	50%	48	55%	39	45%	0	0%	42	48%	39	45%	6	7%	38	58%	18	28%	9	14%

(p) denotes a private road

Additionally, one unaddressed reply was received suggesting that they have problems in their road, but don't want their road (?) to be included in CPZ, even if adjacent roads are.

ITEM 13 : ANNEXE 1 : SUMMARY OF 2007 CONSULTATION RESPONSES

ITEM 13 : ANNEXE 2

FURTHER EASTWARD EXTENSION OF CPZ - SNAPSHOT SURVEYS OF PARKING

2007 - pre DEFRA closing	Survey Findings					Detailed Survey Average	No. of Spaces Proposed	No. of All-day Spaces Proposed	Average (Deficit) / Excess of Space
Location	26/09/07 11:00	15/10/07 10:30	12/11/07 15:00	14/11/07 10:00	20/11/07 11:30				
St Omer Road									
Epsom Road to St Omer Ridge	26	28	18	22	23	23	18	7	(16)
St Omer Ridge to Tangier Road	9	16	4	8	6	9	13	11	2
Sub-total	35	44	22	30	29	32	31	18	(14)
Tangier Road									
Epsom Road to St Omer Road	9	7	6	9	3	5	18	14	9
St Omer Road to The Ridgeway	2	5	3	1	2	2	14	0	(2)
The Ridgeway to Kyngeshene Gardens	1	2	0	1	0	1	9	9	8
Kyngeshene Gardens to Warren Road	0	1	1	1	0	1	2	2	1
Sub-total	12	15	10	12	5	8	43	25	17
Warren Road									
Rosetrees to Tangier Road	11	13	9	8	10	10	11	11	1
Tangier Road to One Tree Hill Road	2	3	1	1	4	2	13	13	11
Sub-total	13	16	10	9	14	12	24	24	12
Overall Total	60	75	42	51	48	53	98	67	14

ITEM 13 : ANNEXE 2

FURTHER EASTWARD EXTENSION OF CPZ - SNAPSHOT SURVEYS OF PARKING

2008 - post DEFRA closing	Survey Findings					Detailed Survey Average	No. of Spaces Proposed	No. of All-day Spaces Proposed	Average (Deficit) / Excess of Space
Location	08/01/08 11:15	09/01/08 09:45	15/01/08 11:30	22/01/08 10:30	28/01/08 12:00				
St Omer Road									
Epsom Road to St Omer Ridge	32	26	21	32	27	28	18	7	(21)
St Omer Ridge to Tangier Road	8	11	5	4	6	7	13	11	4
Sub-total	40	37	26	36	33	35	31	18	(17)
Tangier Road									
Epsom Road to St Omer Road	1	1	0	0	1	1	18	14	13
St Omer Road to The Ridgeway	5	0	1	4	3	3	14	0	(3)
The Ridgeway to Kyngeshene Gardens	0	5	8	12	0	5	9	9	4
Kyngeshene Gardens to Warren Road	1	4	1	2	0	2	2	2	0
Sub-total	7	10	10	18	4	11	43	25	14
Warren Road									
Rosetrees to Tangier Road	14	12	8	10	8	10	11	11	1
Tangier Road to One Tree Hill Road	4	4	4	3	3	4	13	13	9
Sub-total	18	16	12	13	11	14	24	24	10
Overall Total	65	63	48	67	48	60	98	67	7

**ITEM 13 : ANNEXE 3 : 2008 CONSULTATION RESPONSES
FURTHER SOUTH-EASTWARD EXTENSION OF CPZ**

Address	Initial Questionnaire Consultation Response (7/07) Comments	Design Consultation Responses (12/07) Comments	Officer Comments
2 Downside Road	Not Applicable	Concerned that proposals in Warren Road place unrestricted parking bays too close to bend at junction with One Tree Hill Road.	A site visit was carried out and the traffic passes easily round where the bay as proposed
23 Downside Road		Believes proposals are sensible, although suggests that no parking should be permitted within 30 metres of either end of Tangier Road or around Warren Road's junction with Tangier Road. Parking outside flats in Warren Road should be removed. Vehicles often travel at more than 30mph in Warren Road.	It is recommended that DYLS at the Epsom Road end of Tangier Road be extended by around a car length. The restrictions around the key junctions have been carefully considered . They ensure two way traffic can pass safely. Warren Road is wide enough for parking bays and the bays are required to prevent further displacement of parking
'The Maltings' 4 Downside Road		Whilst the not against the proposals in principle there are a number of issues that haven't been properly thought through. Tangier Road is not sufficiently wide to allow two-way flow whilst vehicles are parked within the carriageway. Positioning parking bays in Tangier Road near its junctions with Warren and Epsom Roads could cause potentially dangerous situations by inhibiting the movement of vehicles travelling down Tangier Road. There is also a need for extended DYLS at junction with Epsom Road. The proposals will cause queuing in Warren and Epsom Roads.	It is recommended that DYLS at the Epsom Road end of Tangier Road be extended by around a car length. The restrictions around the key junctions have been carefully considered . They ensure two way traffic can pass safely.
The Orchard, Downside Road		Parking should be completely prevented from parking close to Tangier Road's junctions with Epsom Road and Warren Road. Similarly, proposed parking spaces in Warren Road outside Windrush and Brownings Down Cottage will cause issues at bend with One Tree Hill Road.	It is recommended that the DYLS at the Epsom Road end of Tangier Road be extended by around a car length. The restrictions around the key junctions have been carefully considered . They ensure two way traffic can pass safely. Warren Road is wide enough for parking bays and the bays are required to prevent further displacement of parking
Tumblers, Downside Road		Doesn't believe Downside Road will be affected by the proposals but feels that more extensive restrictions are required to protect 29 Warren Road's access. Cars in Warren Road travel too fast.	Access to 29 Warren Road will be protected by around 12m of SYL extending from the existing DYL
10 Kyngeshene Gardens		Parked cars block visibility at either side of the junction of Kyngeshene Gardens and Tangier Road making access dangerous.	

**ITEM 13 : ANNEXE 3 : 2008 CONSULTATION RESPONSES
FURTHER SOUTH-EASTWARD EXTENSION OF CPZ**

Address	Initial Questionnaire Consultation Response (7/07) Comments	Design Consultation Responses (12/07) Comments	Officer Comments
2 Kyngeshene Gardens	Parked vehicles at top of Tangier Road park opposite and immediately adjacent to junction with Kyngeshene Gardens. Need for parking in Tangier Road for residents of Kyngeshene Gardens as properties built with inadequate provision. Would object to any scheme which might reduce house prices.	The present arrangements and lack of parking within Kyngeshene Gardens have resulted in parking on both sides of the road in the vicinity of the Tangier Road's junction with Kyngeshene Gardens. I would welcome any restrictions which make access / egress safer provided that residents of Kyngeshene Gardens needs for parking are met in terms of the amount of space provided and permit eligibility. The limit of 30-permits per annum for visitors is unreasonable as is payment for such permits. Measures to reduce traffic flows and speed should also be considered.	Kyngeshene Gardens is a private road but the proposals include over 38m of additional DYL on Tangier Road around the junction . Private roads are not eligible for permits. There are unrestricted parking bays on Tangier Road around Kyngeshene Gardens which can be used by residents.
6 Kyngeshene Gardens	There should be DYLS in Tangier Road at its junction with Kyngeshene Gardens.		This is proposed
7 Kyngeshene Gardens	Perhaps consider CPZ in bottom section of Tangier Road but no need at top, which is less busy.	Unlike residents of St Omer and Tangier Roads, residents of Kyngeshene Gardens rely on on-street parking. The extensive DYLS at the top of Tangier Road will limit parking for residents. The restrictions should not apply on Saturdays as commuter parking is not an issue on these days. Areas not intended for parking within Kyngeshene Gardens are sometimes used as such. The proposals will increase this problem. How will this be addressed?	The proposals balance the requirements for parking with the need to promote traffic flow and safety. The DYLS are considered necessary. The proposed scheme is an extension of the existing CPZ which includes Saturdays. Kyngeshene Gardens is a private road and the parking needs to be controlled by those responsible for the road.
Kingsmeadow, One Tree Hill Road	Not Applicable	There is a need to extend the existing DYL restrictions in Tangier Road at its junction with Epsom Road and in Warren Road at its junction with Tangier Road.	It is recommended to extend the DYLS at the junction with Epsom Rd. It is considered that there is adequate protection around the junction with Warren Road.
White Cottage, One Tree Hill Road		An excellent proposal with two exceptions. There should be more extensive DYL restrictions around Tangier Road's junction with Epsom Road. The same should also apply on Warren Road to the east of its junction with Tangier Rd.	It is recommended to extend the DYLS at the junction with Epsom Rd. It is considered that there is adequate protection around the junction with Warren Road.
11 Rosetrees	Issues at Tangier Road's junctions with Epsom and Warren Roads. DYLS need to be doubled in length in both locations. Residents of Jolive Court and Rossiters Lodge are also causing issues in Rosetrees.		It is recommended to extend the DYLS at the junction with Epsom Rd. It is considered that there is adequate protection around the junction with Warren Road.

**ITEM 13 : ANNEXE 3 : 2008 CONSULTATION RESPONSES
FURTHER SOUTH-EASTWARD EXTENSION OF CPZ**

Address	Initial Questionnaire Consultation Response (7/07) Comments	Design Consultation Responses (12/07) Comments	Officer Comments
12 Rosetrees	Concerned about parking in vicinity of Warren Road's junctions with Rosetrees and Tangier Road. Views are presently obstructed by parked vehicles. Junction protection needs reviewing.		The existing junction protection will be enhanced by 14m of SYL to the east.
16 Rosetrees	Parking at junction of Tangier Road and Epsom Road is a problem. DYLS need extending or CPZ should cover entire road. Oblique nature of Tangier Road / Warren Road junction requires much increase DYLS to improve sight lines. Speeding traffic in Warren Road is an issue. Ideally, there should be no parking in Warren Road between Rosetrees and Tangier Road.	Proposed SYLs at Warren Road's junctions with Rosetrees and Tangier Roads need to be converted to DYLS. Speeding traffic in Warren Road makes the situation worse. Also believe that the proposed unrestricted parking bays at the top and bottom of Tangier Road also need to be reconsidered.	It is recommended that the DYLS at the junction with Epsom Rd be extended . We consider there is adequate project around the junction with Warren Road. There needs to be adequate parking to prevent further displacement.
17 Rosetrees	There is scarcely enough parking in Rosetrees for residents to park, and others should not be allowed to park there, but residents should not have to pay for the privilege. Parking at Tangier Road's junctions with Epsom and Warren Roads are also issues. The DYLS should be extended in both locations. All-day parking should be prevented in Warren Road because of the dangers it causes.		If parking in Rosetrees was regulated permits would have to be introduced for residents and a charge made. It is recommended that the DYLS at the junction with Epsom Rd be extended . We consider there is adequate project around the junction with Warren Road. There needs to be adequate parking to prevent further displacement.
23 Rosetrees	Please do not introduce additional controls. Restrictions should be relaxed in the town to reduce pressure in outlying areas. Nevertheless, do suggest extended restrictions on west side of Tangier Road only at its junction with Epsom Road.	The problems have been caused by the introduction of restrictions elsewhere. The expensive cost and general lack of parking in the town centre is the cause. The proposals reduce the amount of parking and deal with a non-existent problem. Simply extend the DYLS at the bottom of Tangier Road. The restrictions in Warren Road will cause motorists to start parking in Rosetrees.	The restrictions control parking and are needed when there is a high demand. It is recommended that the DYLS at the Epsom Road junction with Tangier Road be extended. The restrictions on Warren Road already go past the junction with Rosetrees. In our view it is more likely that others will park in Rosetrees if there are formal restrictions.
25 Rosetrees	If controls are introduced elsewhere, the present parking problems in Rosetrees could be made worse. Problems are exacerbated by residents and their visitors parking there cars in front of their homes rather than in their garages.	Proposals are commendable, although the net result maybe increased parking in Rosetrees, which is already problematic due to residents' parking habits. Rosetrees should be designated 'Residents' Only'.	The restrictions on Warren Road already go past the junction with Rosetrees. In our view it is more likely that others will park in Rosetrees if there are formal restrictions. Any proposals for Rosetrees would have to consider all parking needs.
4 Rosetrees	DYLS at junction of Tangier Road and Epsom Road should be extended beyond usual 15 metres.		It is recommended that the DYLS be extended by approximately a car length.
5 Rosetrees	There are no daytime problems in Rosetrees but in the evening residents of Jolive Court and Rossiters Lodge do cause issues.		The CPZ controls will stop at 6.00pm and are not designed to deal with problems during the day.

**ITEM 13 : ANNEXE 3 : 2008 CONSULTATION RESPONSES
FURTHER SOUTH-EASTWARD EXTENSION OF CPZ**

Address	Initial Questionnaire Consultation Response (7/07) Comments	Design Consultation Responses (12/07) Comments	Officer Comments
3 Rosetrees	A recent residents forum suggested a majority of residents of Rosetrees (not Jolive Court and Rossiter Lodge) were now in favour of controls. Parking associated with these two developments is now causing issues of danger, obstruction, loss of amenity and disturbance. Parking should also be restricted in Warren Road between Rosetrees and Tangier Road to improve sight lines and protect the bus stop.	The proposals will go a long way to controlling on-street parking. However, we suggest that the proposed SYL in Warren Road to the east of the junction with Rosetrees doesn't adequately protect the bus stop or visibility. Residents of the flats cause issues in Rosetrees in the evening and at weekends causing danger and obstruction. If Rosetrees is not included, the proposals will exacerbate this causing issues during weekdays also. Consideration should be given to holding separate meetings for house owners and occupiers of the flats.	We consider the bus stop is adequately protected. The CPZ controls will stop at 6.00pm and are designed to deal with problems during the day. In our view it is more likely that others will park in Rosetrees if there are formal restrictions. Any proposals for Rosetrees would have to consider all parking needs. Our survey does not suggest wide spread support for restrictions in Rosetrees.
7 Rosetrees	Extend the DYLS at the junction of Tangier Road and Epsom Road as it is dangerous with very little room for manoeuvre.		It is recommended that the DYLS be extended by approximately a car length.
9 Rosetrees	DYLS at junction of Tangier Road and Epsom Road should be extended to allow two way flow close to junction.		It is recommended that the DYLS be extended by approximately a car length. The proposal allows two way flow at the junction.
15 Rossiter Lodge, Rosetrees		There are presently problems in Tangier Road at its junction with Epsom Road and in Warren Road at its junction with Tangier Road. Unrestricted parking should not be permitted as close as it presently is.	It is recommended that the DYL at the junction of Tangier Rd and Epsom Rd be extended by around a car length. The unrestricted parking is necessary to prevent further displacement.
3 Jolive Court, Rosetrees	Although there are DYLS at the junction of Rosetrees and Warren Road, visibility is difficult and vehicles often park in the area adjacent to the bus stop. The junction of Tangier Road and Epsom Road is dangerous as is the junction of Tangier Road and Warren Road. The general public often use the on street spaces in Rosetrees. Measures should be considered to deal with these issues.		A SYL will protect visibility beyond the bus stop. It is recommended that the DYL at the junction of Tangier and Epsom Rd will be extended. The proposed restrictions use SYLS to increase visibility around the Warren Road and Tangier Rd junction. The only way of controlling parking in Rosetrees is to bring in formal restrictions for which there is no clear support.
4 Rossiter Lodge, Rosetrees	Given all the apartments in Warren Road, there is already insufficient parking in the road, and extending the CPZ would make this worse.	The CPZ should not be extended to include Warren Road. This road provides an overflow for residents of Rossiters Lodge and Jolive Court. Lack of prioritisation for residents will result in greater difficulties. Displacement may occur into Rosetrees itself. Many use Warren Road to access the downs. Limited unrestricted parking will prevent this. Poor lighting in upper Warren Road will increase danger for residents who will have to park further away from their homes. Confusion over which area of CPZ	In our view an extension into Warren Road is necessary as it suffers from commuter parking and there is likely to be some displacement. It is considered that formal controls in Rosetrees is likely to increase the amount of parking. The part of Warren Road effected by the extension will be in Area I.

**ITEM 13 : ANNEXE 3 : 2008 CONSULTATION RESPONSES
FURTHER SOUTH-EASTWARD EXTENSION OF CPZ**

Address	Initial Questionnaire Consultation Response (7/07) Comments	Design Consultation Responses (12/07) Comments	Officer Comments
		Warren Road will be in.	
17 Rossiter Lodge, Rosetrees	The CPZ should not be extended at all.		View noted.
13 St Omer Road	There isn't a problem outside our house and most of the cars parked in the road belong to St Omer Rd residents. Hope to remain outside CPZ.		View noted but the majority would like to be in the CPZ.
17 St Omer Road		Do not support the proposals to extend the CPZ into St Omer Road.	View noted but the majority would like to be in the CPZ.
19 St Omer Road	Parking on both sides of St Omer and Tangier Roads cause problems at their junctions with Epsom Road.	Definitely in favour of parking restrictions as cars parked on both sides of both St Omer and Tangier Roads cause issues at their junctions with Epsom Road at busy times.	It is recommended to extend the DYLS at both junctions by around one car length.
20 St Omer Road		Would like a carers parking bay to be created for her 93-year-old mother and wants additional lowered kerb to be provided.	Parking bays are not provided for carers although a permit can be issued subject to criteria. A drop kerb can be applied for.
21 St Omer Road	The DYLS at St Omer Road and Tangier Road's junctions with Epsom Road need extending. Favours Monday-Friday restrictions.	In relation to St Omer Road the arrangement is good although the bay nearest the junction with Epsom Road should be restricted to 4-hour limited waiting. In Tangier Road the bays nearest the junctions with Epsom Road and Warren Road should be removed / relocated. In Warren Road the bay nearest the downs should be made 4-hour limited waiting.	It is recommended to increase the DYLS at both junctions by around one car length. The area is too small to be a separate zone with separate hours of control. There needs to be sufficient unrestricted parking bays to prevent further displacement.
'Wayfarers', 22 St Omer Road	We would be very interested in a residents' carer permit for 92 year old mother at lives at this address.	Existing DYL restrictions in Tangier Road at its junction with Epsom Road need extending considerably. Additionally, concerned that need for additional signing will lead to greater street clutter and visual intrusion. Wanted to be consulted before any signposts are installed.	A carer's permit can be applied for. The DYL lines at the junction of Tangier Road and Epsom Road will be extended. It is necessary to sign the regulations to set standards but we try to be as sensitive as possible.
2B St Omer Road	Despite the access protection markings, driveways continue to be obstructed. There is never any parking available for visitors during the day.		The proposals will improve the situation.
2C St Omer Road		Whilst appreciating the need for the controls, feel that the unrestricted parking bays should be further up the road, where the properties generally have more off-street parking.	Placing the unrestricted bays nearest to the junction reduces the number and extent of vehicles travelling up the road. It also means that the 4-hour bays are more central for residents' visitors.
3 St Omer Road	Parking in St Omer Road continues to worsen. Sometimes lorries obstruct driveways.	Fully agree with proposals for St Omer Road.	Noted
4A St Omer Road	St Omer Road is fairly narrow and parking on both	Pleased that consideration is being given to	Noted. Parking has only been proposed on both

**ITEM 13 : ANNEXE 3 : 2008 CONSULTATION RESPONSES
FURTHER SOUTH-EASTWARD EXTENSION OF CPZ**

Address	Initial Questionnaire Consultation Response (7/07) Comments	Design Consultation Responses (12/07) Comments	Officer Comments
	sides causes traffic flow issues. It also makes exiting drives more difficult due to reduced visibility.	extending CPZ. Proposals will remove double parking which causes issues at present.	sides of the road where the traffic levels are low.
6 St Omer Road	The situation is not bad enough to warrant additional restrictions which will inconvenience residents and their visitors. The present parking situation discourages motorists from using St Omer Road as a rat-run and reduces their speed. The need for additional street furniture will also blight the ambience. If restrictions are deemed necessary they should only be Mon-Fri.	Whilst there is parking in St Omer Road it does not cause sufficient an issue to warrant the introduction of more extensive controls. Further restrictions will reduce flexibility, increase the likelihood that the road will become a rat-run and result in more street furniture.	View noted but the majority would like to be in the CPZ.
86 Epsom Road	Imaginative restrictions would be worthwhile but only Monday-Friday 8.30am-10am.		The area is not large enough to be a separate zone.
9A St Omer Road	Please extend CPZ to include St Omer Road ASAP.	Support the proposals as presented and look forward to swift implementation.	Noted
Morston, St Omer Road	Parking in St Omer Road causes us many problems, so the sooner there are controls, the better.	Generally in favour of the proposals but would prefer more residents only parking at the expense of all-day parking, wants vehicles that 'overstay' to be removed, doesn't want St Omer Ridge residents (private) dumping their vehicles in St Omer Road, and wants extended DYLS around bend in St Omer Road, not SYL.	Parking needs to be provided for all users. Most residents have off street parking. The unrestricted parking areas will reduce further displacement. Vehicles that are found not to comply with the restrictions will be ticketed. In our view the extent of DYLS is adequate.
1 Tangier Road Note 2	There have been issues but these are likely to subside when DEFRA closes. Want Tangier Road to remain outside CPZ but think any restrictions in St Omer Road will worsen the situation in Tangier Road. Nevertheless, the DYLS at the Tangier Road / Epsom Road junction should be extended to remove parking outside Nos.1&2.	The closure of DEFRA will have an impact. Believes that there should be no parking allowed at either end of the road with SYLS for the first few driveways. Limited waiting bays should be provided and these must not be opposite driveways. There should be no restrictions at weekends. The worry for most is the displacement from St Omer Road.	Careful consideration has been given to the junctions and we believe the controls proposed are adequate. It is recommended to extend the DYLS by around one car length at the Tangier Rd and Epsom Road junction. DEFRA's closure has not made much impact on overall numbers of vehicles parking in the area if anything they have increased.
10 Tangier Road	Dangerous parking on both sides particularly at the junction of Tangier Road and Epsom Road.		The proposed restrictions will prevent parking on both sides around the junction.
11 Tangier Road Note 1	Parking at junction of Tangier Road and Epsom Road causes congestion when vehicles are parked on both sides. DYLS should be extended a further 20 metres.	Generally in favour but would like DYLS restriction on western side of road to be extended beyond No.3	It is recommended to extend the DYLS. Beyond this a SYL on the east side will ensure there is sufficient room for two way traffic at peak times.
'Woodlands', 13 Tangier Road	There was initially a problem after the last extension caused by staff and Cross Lanes and DEFRA, but this has subsided. Displacement could be a problem		DEFRA's closure has not made much impact on overall numbers of vehicles parking in the area if anything they have increased. The proposal will

**ITEM 13 : ANNEXE 3 : 2008 CONSULTATION RESPONSES
FURTHER SOUTH-EASTWARD EXTENSION OF CPZ**

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	if parking were to be allowed on both sides of the road.		prevent parking on both sides of the road during the day.
2 Tangier Road	Since the CPZ elsewhere has destroyed the amenity of Tangier Road, the junction with Epsom Road needs protecting with no parking permitted outside Nos1-3 & 2-4.		We consider it is only necessary to prevent parking beyond the proposed DYL on one side of the road. This is achieved with a SYL all the way to No.11.
21 Tangier Road Note 1	Congestion at junction of Tangier Road and Epsom Road is a particular concern.	If St Omer Road becomes part of CPZ then Tangier Road should also be included. The proposals do not resolve the issues at Tangier Road's junction with Epsom Road. The unrestricted bay nearest the junction should be restricted to 4-hour limited waiting.	It is recommended to extend the DYL by one car length. The unrestricted bays are needed to reduce the potential for further displacement .
22 Tangier Road	Do not want controls as there is currently no problem in Tangier Road. The issues at the lower end are as a result of DEFRA which will soon be closing. The CPZ doesn't work and simply shifts the problems and will cause displacement into Tangier Road.	Do not want controls as there is currently no problem in Tangier Road. The issues at the lower end are as a result of DEFRA which will soon be closing. The CPZ doesn't work and simply shifts the problems and will cause displacement into Tangier Road. When will the council solve the problem rather than moving it around, why should residents have to pay to park outside their own homes and why spoil an attractive area with additional parking? Speeding and inconsiderate driving are issues and the proposals will exacerbate these.	A CPZ will only allow parking where it is safe and so some parking will move when controls are introduced. CPZs are not intended to stop people parking just to regulate the way people park. The area covered by a CPZ needs to be sufficient to control areas effected by displacement.
23 Tangier Road	DYLS at junction of Tangier Road and Epsom Road need extending to prevent double parking near junction.	In favour of inclusion within CPZ but DYLS at junction with Epsom Road need to be doubled in length, and proposed bays moved accordingly.	Careful consideration has been given to the junction and the proposals allow two way traffic flow at busy times. The proposed bays are needed to prevent displacement.
25 Tangier Road	DYLS at junction with Epsom Road should be considerably extended on both sides. Turning into Tangier Road is now dangerous and made almost impossible when lorries and coaches are involved.	The unrestricted parking bay at the bottom of Tangier Road should be removed and the DYL extended. Parking should be controlled with Tangier Road within CPZ.	It is recommended to extend the DYL at the junction by one car length. The unrestricted bays are needed to reduce the potential for further displacement .
25A Tangier Road	The bottom half of Tangier Road is now extremely dangerous. The DYLS should be extended on both sides to a similar length as those on the opposite side of Epsom Road which are already within the CPZ.	There is definitely a need for more extensive restrictions in Tangier Road, but please extend the DYLS at Tangier Road's junction with Epsom Road, at least 4 houses on either side.	Careful consideration has been given to the junction and the proposals allow two way traffic flow at peak times. The proposed bays are needed to prevent displacement.
'Tinkers Wood', 29 Tangier Road	Current restrictions at Tangier Roads junctions with Epsom Road and Warren Road already cause		The closure of the DEFRA site has not eased the situation in the area but we consider the current

**ITEM 13 : ANNEXE 3 : 2008 CONSULTATION RESPONSES
FURTHER SOUTH-EASTWARD EXTENSION OF CPZ**

Address	Initial Questionnaire Consultation Response (7/07) Comments	Design Consultation Responses (12/07) Comments	Officer Comments
	danger. Extension of CPZ to Boxgrove Road might be necessary and situation should be reviewed when future of DEFRA becomes known.		proposals sufficient.
'Kingsworthy', 26 Tangier Road		Cars parked in vicinity of Warren Road's junction with Tangier Road cause issues. It is not necessary to provide parking bays at the top of Tangier Road, particularly unrestricted ones. Bays must not obstruct driveways. The DYLS in Tangier Road, at its junction with Epsom Road should be extended.	Careful consideration has been given to both junctions. It is recommended to extend the DYL at the Tangier/Epsom Rd junction. The bays do not obstruct driveways. The bays at the top of Tangier Rd and other unrestricted bays are needed to prevent further displacement.
27 Tangier Road	All that is necessary is for the DYL to be extended a further 20 metres on one side at its junction with Epsom Road.	Very happy with the proposals except the plan for an unrestricted bay close to Tangier Road's junction with Epsom Road. Believe that the proposed bay will conflict with queuing traffic. Problems caused if cars park two abreast. Think that the bay is dangerous and unhelpful to traffic flow and will make right turn into Epsom Road more difficult.	We have considered the situation carefully and there is sufficient room for two way traffic . The bay is needed to help prevent further displacement.
28 Tangier Road		Prefer not to have any bays or restrictions at the top end of Tangier Road as there are no issues. If bays are introduced, they should be on the odd nos. side for aesthetic (Nos.28&30 have open frontages), safety and practical reasons and restricted to 4-hour limited waiting. Closure of DEFRA may ease the situation.	The closure of the DEFRA site has not eased the situation in the area. The bays are needed to help prevent further displacement.
3 Tangier Road		DYLS at Tangier Road's junction with Epsom Road need extending considerably. The unrestricted bay outside No.2 will create congestion and needs to be removed. SYLS need to extend 75 metres on both sides at bottom end.	Careful consideration has been given to both junctions. It is recommended to extend the DYL at the Tangier/Epsom Rd junction. The bays do not obstruct driveways. The bays at the top of Tangier Rd and other unrestricted bays are needed to prevent further displacement.
30 Tangier Road	Parked vehicles impede turning at Tangier Road's junctions with Epsom Road and Warren Road. Both can be resolved by extending the DYLS.	The proposed unrestricted parking bays from The Ridgeway to Warren Road should be on the opposite side (odd nos.). Safety at the Tangier Road / Warren Road junction will be improved by doing so. Residents of Kyngeshene Gardens already park on odd nos. side. Properties on odd nos. side have high hedges, unlike even numbered side. All parking bays	There are more driveways on the opposite side of the road and less opportunity for parking bays. Careful consideration has been give to the junction and we are satisfied the proposal will work. There is no need to restrict the bays to 2 or 4 hours and doing so will displacement more vehicles.

**ITEM 13 : ANNEXE 3 : 2008 CONSULTATION RESPONSES
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Address	Initial Questionnaire Consultation Response (7/07) Comments	Design Consultation Responses (12/07) Comments	Officer Comments
		in Tangier Road should be restricted to 2 or 4-hour limited waiting. Closure of DEFRA may change situation.	
'Beechcroft', 31 Tangier Road Note 1		Speeding an issue and safety and visibility is the key. No parking should be permitted at top end of Tangier Road. Excessive road markings will detract from character of the road. If scheme does progress only short-stay parking should be provided in locations that aren't overlooked by properties. Short-stay spaces will deter motorists from parking at busy times.	Road markings and some signs will be necessary if restrictions are introduced. There is no need for short stay parking and this will cause greater displacement beyond the boundary of the area.
35 Tangier Road Note 1	The parking in Tangier Road slows traffic and is of benefit to residents.	Parked cars do not cause an issue. The only issue is at the very bottom at the junction of Tangier Road and Epsom Road. It is speeding, not parking that is the problem. Kyngeshene Gardens is underprovided with parking. Purchased house because it was on a road without parking restrictions. Object to Council Tax funding parking attendants. If you ignore comments please put parking restrictions in vicinity of Kyngeshene Gardens.	If controls are implemented in St Omer Road there will be displacement and the amount of parked cars will increase. Parking attendants are generally self financing. Restrictions are proposed for the vicinity of Kyngeshene Gardens.
37 Tangier Road		There is no need for proposed extension of CPZ. There have been no accidents or near accidents in either St Omer or Tangier Roads. Those with little parking towards the top of Tangier Road, particularly Kyngeshene Gardens, will be greatly inconvenienced by the proposals. The current proposals are unfair and inequitable and favour residents of larger properties with ample parking. Residents of Kyngeshene Gardens should be considered as being part of Tangier Road and therefore eligible for permits, and the bays in the vicinity prioritised for their use.	If controls are implemented in St Omer Road there will be displacement and the amount of parked cars will increase. Restrictions are proposed for the vicinity of Kyngeshene Gardens. Under the proposals residents of Kyngeshene will be able to use either unrestricted or four hour parking bays.
41 Tangier Road	Any extension of the CPZ will be bad. The parking in Tangier and St Omer Roads calms traffic. The additional signs and lines will urbanise the area. Visitors, trades people and deliveries will be inconvenienced and permits will have to be bought. Would rather see more investment in Park and Ride.	Remain opposed to the whole scheme. If introduced there will be general detriment to the amenity and environmental quality of the area and it is not for St Omer Road residents to be able to displace the problem onto neighbouring roads. The 'problem' in St Omer Road is exaggerated. The high density	If controls are implemented in St Omer Road there will be displacement and the amount of parked cars will increase. Restrictions are proposed for the vicinity of Kyngeshene Gardens. Under the proposals residents of Kyngeshene will be able to use either unrestricted or four hour parking.

**ITEM 13 : ANNEXE 3 : 2008 CONSULTATION RESPONSES
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Address	Initial Questionnaire Consultation Response (7/07) Comments	Design Consultation Responses (12/07) Comments	Officer Comments
	Emergency services have never had any problems with existing situation. Nimbyism amongst residents means that they don't want non-residents parking in their streets. Increased bureaucracy to deal with a non-issue.	housing of Kyngeshene Gardens in upper Tangier Road appears to have been overlooked by the proposals and their needs are not accommodated.	
5 Tangier Road	There are serious parking issues in bottom 200-300 yards of Tangier Road, particularly between 8am-9.30am. Volume of traffic in Tangier Road makes it significantly more problematic than St Omer Road.		The proposals attempt to resolve these issues by extending the DYL and preventing parking on one side of the road up to no. 11.
7 Tangier Road	The previous proposal (June 2005) suggested that a parking bay would be introduced across our driveway. Please assure that this isn't the case. Problems at bottom of Tangier Road caused by vehicles parking on both sides close driveways.		The proposal regulates parking around driveways. There is a SYL proposed across No 7's driveway.
8 Tangier Road Note 1	Only problem at bottom of Tangier Road at its junction with Epsom Road. Additional yellow lines on one of both sides would help and overcome present congestion at peak times.	In favour of CPZ but wants complete removal of parking at the bottom of Tangier Road, for safety's sake.	There needs to be a balance between providing space for residents and visitors to park and preventing the spread of commuter parking. The safety particularly around junctions has been carefully considered.
9 Tangier Road	Extend DYLs at junction with Epsom Road.		This is proposed.
Crockett House, Tangier Road Note 2	The parking around the junction with Epsom Road is a problem, particularly with the number of learner drivers that use the area. Parking could be restricted to just one side only and chicaned overcome this.	There should be no parking at either end of Tangier Road. Commuter bans restrictions should be considered as an alternative, with parking restricted on one side on certain days and on the other side on other days. There should be no restrictions at weekends. There should be some unrestricted parking in the middle of the road. Traffic calming should be considered to deal with speeding. Permits should be available without restriction and any controls should be regularly enforced.	There needs to be a balance between providing space for residents and visitors to park and preventing the spread of commuter parking. The safety particularly around junctions has been carefully considered.
Ditton House, Tangier Road	Parking should not be controlled on Saturdays. The closure of DEFRA will solve the problem at the junction of Tangier Road and Epsom Road. The present issues could be solved by extending the existing DYLs.		The proposal is to extend the DYL. There are other issues as highlighted by the other views. The closure of DEFRA has not had a significant effect on the amount of parking in the area.
Tyler House, Tangier Road Note 1		Such restrictions would devalue house prices. Employees of DEFRA cause the issues and the situation should continue to be monitored until after its closure, before doing anything.	The closure of DEFRA has not had a significant effect on the amount of parking in the area.

**ITEM 13 : ANNEXE 3 : 2008 CONSULTATION RESPONSES
FURTHER SOUTH-EASTWARD EXTENSION OF CPZ**

Address	Initial Questionnaire Consultation Response (7/07) Comments	Design Consultation Responses (12/07) Comments	Officer Comments
3 The Ridgeway	DYLs should be introduced in Tangier Road at its junction with The Ridgeway.		These are proposed.
5 The Ridgeway	The CPZ should be extended to include St Omer Road and Tangier Road, as it is very dangerous on the junctions with Epsom Road due to parked cars.		Noted
1 The Ridgeway	The CPZ should be extended to include St Omer Road and lower Tangier Road only. The displacement of vehicles into upper Tangier Road would help slow traffic.	Prefer that CPZ is not extended into Tangier Road. Speeding is the main problem and parked cars help slow traffic. If CPZ is extended, it should only include St Omer Road. It is clear that the CPZ is opposed by those in upper Tangier Road, beyond the junction with St Omer Road. The DYLs in Tangier Road at its junction with Epsom Road should also be extended.	It is recommended that the DYLs at the junction of Tangier and Epsom Rd be extended. The data on parked cars shows there is likely to be displacement into Upper Tangier Road. It would be impractical to implement controls in Lower Tangier Road and Warren Road but leave Upper Tangier Road out.
2 The Ridgeway	Exiting The Ridgeway is often dangerous due to speeding traffic and poor sightlines due to hedges and parked vehicles. Please consider DYLs around this junction. Tangier Road's junctions with Epsom Road and Warren Road are both unsatisfactory as DYLs are insufficient to allow large vehicles to turn in and out. Longer DYLs required.	Support proposals, particularly the junction protection measures around The Ridgeway's junction with Tangier Road.	Noted
'Field Cottage', 7 The Ridgeway	Extended DYLs should be considered at Tangier Road's junctions with The Ridgeway and Epsom Road.		It is recommended that the DYLs at Tangier/Epsom Rd junction be extended and the proposals contain DYLs across the Ridgeway junction.
8 The Ridgeway	Appreciate being consulted despite living in a private road. DYLs should be introduced around the junction of The Ridgeway and Tangier Road. Measures to reduce the amount of parking around the Tangier Road / Epsom Road junction should be considered to reduce congestion and improve safety.		It is recommended that the DYLs at Tangier/Epsom junction be extended. The proposals contain DYLs across the Ridgeway junction.
'Copperwood', 8A The Ridgeway		Proposed DYLs at entrance to The Ridgeway most welcome. DYL at Tangier Road's junction with Epsom Road needs to be extended across the frontage of 1,2& 4 Tangier Road. 4-hr limited waiting bay outside 17 St Omer Road could cause traffic flow issues.	The Tangier/Epsom Rd junction has carefully been considered and will recommend extending the DYLs by a car length. Beyond this two way traffic flow will be possible at busy times due to SYL on east side.
9 The Ridgeway	Exiting The Ridgeway is often dangerous due to vehicles parking in the vicinity of its junction with Tangier Road and the speeding traffic in Tangier		Restrictions are proposed

**ITEM 13 : ANNEXE 3 : 2008 CONSULTATION RESPONSES
FURTHER SOUTH-EASTWARD EXTENSION OF CPZ**

Address	Initial Questionnaire Consultation Response (7/07) Comments	Design Consultation Responses (12/07) Comments	Officer Comments
	Road. Restrictions should be introduced at this junction.		
(Unknown), The Ridgeway		The unrestricted parking bay at the bottom of Tangier Road should be removed and the DYL extended. Parking should be controlled with Tangier Road within CPZ.	It is recommended that the DYL is extended. Parking on the east side will be removed at busy times by a SYL.
Flat 1, Windacres, 27 Warren Road		These proposals are wholly admirable and I support them, although perhaps a few of the spaces in Warren Road could be time limited and prioritised for residents and their visitors.	We have considered this. It is likely that displacement will only reach these bays on busy days so much of the time the bays will be available. However restricting any to 4 hours would reduce capacity to absorb displaced parkers and could lead to displacement outside the proposed area.
Flat 3, Windacres, 27 Warren Road	Commuter parking only affects residents on the north side of Warren Road.	Proposed restrictions will increase the difficulties experienced by residents of Warren Road, between Rosetrees and Tangier Road. The removal of unrestricted parking in this section would greatly improve the situation. The extension of DYLs in Warren Road at its junction with Tangier Road is necessary.	The parking is needed to prevent the problem spreading. Careful consideration has been given to the junction and the SYLs either side of the DYLs on Warren Road will improve visibility at busy times.
Flat 5, Windacres, 27 Warren Road	There seems no reason why Tangier and Warren Roads need controlled parking as there are plenty of spaces available all day long. Controls will cause more issues and hazards.		If controls are implemented in St Omer Road there is likely to be displacement into Tangier Road and some into Warren Road.
Flat 8, Windacres, 27 Warren Road	Leave present arrangements as they are. There are enough controls in Guildford.		View noted.
'Fairwinds', 29 Warren Road		Strongly support introduction of SYL to prevent parking to east of No.29s driveway but would prefer DYLs as problem occurs around the clock. The unrestricted parking bay to the west of the driveway should be prioritised for residents and the setback increased. The introduction of restrictions in St Omer Road may exacerbate present issues.	The SYL will give greater protection. The problems are worst during the working day and a single yellow line is sufficient for this. The set back distance is standard and adequate.
'Pilgrim Cottage', 31A Warren Road		Warren Road's junction with Tangier Road is a real problem. Proposed bay between Tangier Road and No31a will cause issues. Proposed parking at top of Tangier Road will also cause problems. Strongly disagree with the provision of unrestricted parking spaces and would prefer no extension of CPZ.	Careful consideration has been given to the junction. We do not agree the bay will cause an issue.

**ITEM 13 : ANNEXE 3 : 2008 CONSULTATION RESPONSES
FURTHER SOUTH-EASTWARD EXTENSION OF CPZ**

Address	Initial Questionnaire Consultation Response (7/07) Comments	Design Consultation Responses (12/07) Comments	Officer Comments
		Planners should provide adequate parking for new developments. Scheme will also lead to greater street clutter and visual intrusion.	
'The Coach House', 33 Warren Road		Concerned about the danger posed by the proposed bays to the east of Warren Road's junction with Tangier Road. This will obscure visibility from our driveway. The speed of traffic in the area is alarming. The area to the east of Tangier Road needs to be kept clear of parked vehicles.	The bay is adequately set back to provide visibility. The area east of Tangier Road is adequate for parking bays.
'Windrush', 37 Warren Road		The likely displacement of parking from elsewhere within the proposed zone will make it more difficult for residents of Warren Road, users of Browning Down and others. All-day parking occurring during the rush hour will also create hazards. Suggest bays in Warren Road should be restricted to 4-hr limited waiting dual use spaces to overcome this.	Warren Rd is at the limit of any likely displacement and most of the time there should be adequate space for residents' visitors and users of Brownlow Down.
44 Warren Road	Many commuters park in Warren Road including bus stop and near dangerous junction with Tangier Road. Would like 4hr LW opposite Nos.44/46. Would favour parking restrictions to prevent parking on both sides in Tangier Road.	The plans are well thought out although it maybe worth considering putting a 4-hr limited waiting bay in Warren Road, close to its junction with Rosetrees, to facilitate dog walkers and other short-stay visitors, thereby spread all-day parking throughout Warren Road.	Warren Rd is at the limit of any likely displacement and most of the time there should be adequate space for residents' visitors and users of Brownlow Down.
46 Warren Road	Both ends of Tangier Road have become very dangerous due to vehicles parked on both sides of the road.		The proposed restrictions around the junctions have been carefully considered.
48 Warren Road		DYLs in Warren Road at its junction with Tangier Road need to be extended to western boundary of 29 Warren Road. Parked vans in particular cause issues in this location.	The proposed single yellow line should remove this problem.
50 Warren Road		Concerned about the parking bay being proposed opposite No50's lower drive. Parking there already causes issues, so the area should be SYL. The DYLs on the south side at the junction of Warren Road and Tangier Road should be extended to those at the junction of Rosetrees. The parking bay in Tangier Road nearest the junction with Warren Road should also be removed, with the others transferred to the east side for safety's sake.	There is sufficient carriageway for vehicles to exit No 50. There is no need to extend the DYL but extra protection will be offered by the SYL. The bay in Tangier Road nearest the junction and the position of the other bays will not cause a safety issue.
52 Warren Road	Parked vehicles between Rosetrees and Tangier		There is a need to provide parking and these bays

**ITEM 13 : ANNEXE 3 : 2008 CONSULTATION RESPONSES
FURTHER SOUTH-EASTWARD EXTENSION OF CPZ**

Address	Initial Questionnaire Consultation Response (7/07) Comments	Design Consultation Responses (12/07) Comments	Officer Comments
	Road completely block sightlines. This should be prevented, and is particularly dangerous when commercial vehicles park close to the junctions.		will not add to the risks. The removal of parking is likely to increase speeds.
54 Warren Road	There are presently problems around the junction of Warren Road and Tangier Road and the matter has got worse due to the new development at that junction. Parking on eastern side of Tangier Road and northern side of Warren Road (east of Tangier Road) cause issues. Extend DYLS.	DYLS should be extended on both sides of Warren Road east to beyond Kyngeshene Gardens and possibly Mzima. The fewer parking spaces provided the safer.	Parking bays are needed to provide facility and prevent further displacement. A reduction in the amount of parking can lead to increased traffic speeds so it does not follow that the fewer parking spaces the more safe a scheme is.
56 Warren Road	No problems at present but additional housing proposals may change this.		Noted
58 Warren Road	Living east of the junction with Tangier Road there are no issues, but would like to part to be included if the CPZ is extended elsewhere.	Support the proposals, and specifically those for Warren Road. Happy for the bays in Warren Road to be unrestricted but would like more of those in St Omer and Tangier Roads to be similar to minimise displacement. Would also recommend DYLS in Tangier Road at its junction with Epsom Road to be extended somewhat.	Noted. There needs to be a balance between unrestricted and restricted bays in St Omer Road and Tangier Road where there is likely to be greatest pressure on parking. In Warren Road leaving the bays unrestricted provides for the most flexibility use.
60 Warren Road		Cars that already park opposite driveway, where a proposed bay is currently make access difficult. This bay is also very close to the corner of Warren Road and One Tree Hill Road. Therefore, this bay should be relocated further down Warren Road for safety.	The position of the bay in relation to the corner and driveways has been assessed and although any parking reduces the manoeuvrability safe access is still possible.
62 Warren Road		Approve of no waiting restrictions in vicinity of Warren Road's junction with One Tree Hill Road, although the proposed parking bay outside Brownings Cottage is too close to the bend, due to the excessive speed of vehicles using the road. Amend accordingly.	The bay is a considerable distance back from the bend and does not impact on traffic coming round the corner.
2 Downsview, Warren Road	CPZ needed on bend at junction of Warren Road & One Tree Hill Road as cars parked in this area an increasing problem and cause danger.		Proposal will address this.
4 Downside Place, Warren Road	The top of Warren Road & junction with One Tree Hill Road are already popular with ramblers and dog-walkers. This is already a busy and dangerous junction, which will be made worse by extended controls elsewhere.		The controls are designed to prevent this happening by ensuring vehicles are parked a safe distance from the bend.
Warren Farm House,		DYL restrictions in Warren Road at junction with	The proposed SYL will effectively double the set

**ITEM 13 : ANNEXE 3 : 2008 CONSULTATION RESPONSES
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Address	Initial Questionnaire Consultation Response (7/07) Comments	Design Consultation Responses (12/07) Comments	Officer Comments
Warren Road * Note 3		Tangier Road should be doubled in length. Visibility impaired by current parking combined with excessive vehicle speeds.	back during busy times.
Brownings Down, Warren Road	Is this really necessary? Don't want council tax spent on this kind on thing.	Proposals will displace vehicles into One Tree Hill road turning it into an urban street. The proposed bay nearest the access to Brownings Down will obscure visibility. The number of bays proposed will all be taken up by commuters resulting in no provision for visitors.	The scheme is designed to absorb displacement without affecting One Tree Hill. The bay on the corner is a significant distance back.
Brownings Down Cottage, Warren Road		Have reservations about the proposals in that the bays in Warren Road between Tangier Road and One Tree Hill Road should at least be time restricted and setback 10 metres from the driveways and much further from the bend with One Tree Hill Road. Ideally, all of Warren Road should be SYL 8.30am-6pm.	The bays are set back the standard distance and the last bay is a significant distance form the bend.

Note 1: Written comments received between the Initial and Design Consultation Stages

Note 2: Written comments received late

Note 3: Written comments received from address outside the consultation area

**ITEM 13 : ANNEXE 4 : PROPOSED AD HOC CHANGES TO WAITING
RESTRICTIONS WITHIN CPZ**

LIST OF FURTHER AMENDMENTS REQUIRING AUTHORITY TO ADVERTISE

Road	Location	Amendment
Church Road	Outside No.27	Amend section of Permit A Only Parking Place extending Double Yellow Line to 10 metres from junction with Artillery Terrace to assist traffic movement at junction
Church Road	Outside No.30	Amend section of Permit A Limited Waiting Dual-Use Parking Place extending Double Yellow Line to 10 metres from junction with Artillery Terrace to assist with traffic movement at junction
Millmead Terrace	Outside No.30	Amend section of Permit B Only Parking Place extending Double Yellow Line to accommodate newly created vehicle crossover
Onslow House Access	Carriageway Underneath Onslow House	Amend schedule to Traffic Regulation Order so that it reflects the situation on the ground (Technicality)
Onslow Street	Carriageway Underneath Pedestrian Walkway to Friary Shopping Centre	Amend schedule to Traffic Regulation Order so that it reflects the situation on the ground (Technicality)