



CONTROLLED PARKING ZONE REVIEW PROPOSED BOUNDARY CHANGES

SURREY COUNTY COUNCIL LOCAL COMMITTEE (GUILDFORD)

11th MARCH 2009

KEY ISSUE

This report considers formal representations concerning proposed changes to catchment area boundaries at two locations, Pewley Way and Wodeland Avenue.

SUMMARY

The report presents the formal representations received as a result of advertising the intention to change the boundary of the catchment area at two locations. The report recommends overruling the objections and implementing the proposed changes.

Report by

GBC HEAD OF OPERATIONAL
SERVICES

Surrey Atlas Ref.

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GUILDFORD B.C. WARD (S)

HOLY TRINITY
FRIARY & ST. NICOLAS

COUNTY ELECTORAL DIVISION (S)

GUILDFORD SOUTHEAST
GUILDFORD SOUTHWEST

OFFICER RECOMMENDATIONS

The Committee is asked to agree that:

- (i) that the objections detailed in **ANNEXE 1** are not supported, that Pewley Way be moved from catchment area H to catchment area C and that additional parking in Pewley Way be introduced as detailed in the Plan in **ANNEXE 3** but with the small variation in length described in paragraph 12.
- (ii) that the objections detailed in **ANNEXE 2** are not supported and that the boundary of catchment area F be changed so that it includes the whole of Wodeland Avenue.
- (iii) that the amendment order is made to give effect to these changes.

INTRODUCTION AND BACKGROUND

- 1 The Guildford Control Parking Zone is divided into 10 catchment areas. Permits for residents or businesses are issued according to the catchment area in which they are based. Each catchment area is given a letter from A to J. Permits are issued which have a letter code corresponding to the catchment area where the applicant is based and allow the holder to park in any of the parking places signed with the same letter code.
- 2 The catchment areas allow parking in the area where the permit holder is based but prevent commuting across catchment areas or a possibly build up of vehicles around key points such as stations. However for those near the boundaries the flexibility they have to park in surrounding roads is reduced. Where a boundary is near an area with a high level of parking pressure this lack of flexibility makes it harder to find space and can lead to more parking in restricted areas.
- 3 There are two areas where a change in the boundary has been proposed to increase flexibility. These are: Pewley Way / Addison Road and Wodeland Avenue. It was proposed to make Pewley Way part of catchment area C, rather than H, and make the whole of Wodeland Avenue part of area F.
- 4 An initial consultation was carried out in each area and the results reported to the Committee in September 2007 and are summarised in **TABLES 1 & 2** below

MAKING PEWLEY WAY PART OF AREA C

TABLE 1	No of replies	% of Total	Agree		Disagree	
			No.	%	No.	%
Addison Rd	98	50	94	96	4	4
Pewley Way	63	77	7	11	56	89
Total	161	58	101	63	60	37

- 5 In addition to the roads consulted 32 comments were received from Cline Road and Cooper Road in support of the proposals. 1 response was received from the Mt Alvernia Hospital, Harvey Road against the proposal.

MAKING ALL OF WODELAND AVENUE AREA F

TABLE 2	No of Replies	% of Total	Agree		Disagree	
			No.	%	No.	%
Farnham Rd (part)	2	13	2	100	0	0
Mareschal Rd	17	57	6	35	11	65
Mountside (bottom)	11	50	1	9	10	91
Testard Rd	12	35	5	42	7	58
Wherwell Rd	11	34	6	55	5	45
Wodeland Ave (B)	20	63	20	100	0	0
Wodeland Ave (F up to Annandale Rd)	24	38	13	54	11	46
Wodeland Ave (combined)	44	46	33	75	11	25
Total for area B	45	40	33	73	12	27
Total for area F	52	45	20	38	32	62
Total	97	42	53	55	44	45

- 6 In addition to the roads consulted 7 letters were received, 5 from The Mount, 1 from the upper part of Mountside and 1 from Bray Road opposing the change.
- 7 At its meeting on 27 September 2007 the Committee considered the findings and agreed to formally advertise the intention to implement the proposals. It also noted that a concern in Pewley Way was there would not be sufficient space so the Committee also agreed to advertise the intention to implement new parking places in Pewley Way. The proposed new parking places are shown on the plan in **ANNEXE 3**.

PEWLEY WAY / ADDISON ROAD

- 8 When the proposals were first reported there were 45 permit holders in Pewley Way and around 44 spaces. In Pewley Way residents can obtain one permit regardless of whether they have off street parking space and most of the properties do have off street parking and only have one permit. Currently there are 46 permit holders and 46 spaces.
- 9 In Addison Road there were 127 permit holders and around 92 spaces. There are currently 111 permit holders so the number and pressure has dropped. However in the surrounding streets there is also pressure. If Addison Road, Cline Road and Cooper Road are considered collectively there are around 187 spaces and 208 permit holders.
- 10 Residents of Addison Road can currently park in Pewley Way in the evenings and Sundays when restrictions do not apply. However vehicles need to be moved the following morning before restrictions apply. Some but not many currently do this but there is considerable parking on double yellow line restrictions in area C near the boundary.

- 11 It is considered that the additional 9 parking spaces proposed for Pewley Way will more than offset any additional parking in the area and with more parking spaces all users will find it easier to park than they do currently. In the majority of cases, the extents of parking bays that are introduced is determined by the position of adjacent vehicle crossovers and the requirement to maintain an adequate setback distance to these points of access.
- 12 For example a bay which could accommodate a bay that hold 3 vehicles could be long enough for, say three and half vehicles. The extra length allows flexibility for longer vehicles or more manoeuvrability and reduces the risk of losing space due to bad parking. However, in this case, to allay concerns raised about the impact of the additional parking bays on visibility and traffic flow, it is proposed that the sizes of these bays are reduced to the allow for the standard lengths for parking the number of vehicles the parking spaces could contain.
- 13 Due to a change in the main Traffic Regulation Order these proposals have been advertised twice. **ANNEXE 1** summarises the comments and objections received as a result of both advertising periods and also include officers' comments.

WODELAND AVENUE

- 14 The lower end of Wodeland Avenue, below the junction with Wherwell Road, is in catchment area B whereas the rest of the road is in area F. The boundary means that residents in either part of the road cannot park in the other part. When the proposals were initially considered there were 18 permit holders and 7 spaces in the area B section. In the section between Wherwell Road and Annandale Road there were 55 permit holders and 60 spaces (area F). In the section between Annandale Road and Farnham Road there were 17 permit holders and 107 spaces.
- 15 There are currently 18 permit holders and 7 spaces in the area B section. There are currently 50 permit holders in the section between Wherwell Road and Annandale Road and 18 permit holders between Annandale Road and Farnham Road.
- 16 Due to a change in the main Traffic Regulation Order these proposals have been advertised twice. **ANNEXE 2** summarises the comments and objections received as a result of both advertising periods and also includes officers' comments.

OPTIONS

- 17 The Committee may (a) implement the changes as recommended or (b) defer them for further consideration. All but the most minor amendments to the scheme would need to be re-advertised before being implemented.

FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 18 The changes are estimated to cost around £2,000 in changing signs and laying markings.

EQUALITIES AND DIVERSITY IMPLICATIONS

- 19 There are no equalities or diversity implications.

CRIME AND DISORDER IMPLICATIONS

- 20 There are no crime and disorder implications.

CONCLUSION AND REASONS FOR RECOMMENDATIONS

- 21 The officers' recommendation is that the objections be overruled and the proposed changes be implemented with the omission of two of the ad hoc changes detailed in the report. The implementation of the changes will ease the parking pressure in some roads on the boundary of catchment areas and help deter unsafe or inconsiderate parking.

WHAT HAPPENS NEXT

- 22 Subject to the Committee's approval an amendment order will be made and the changes implemented.

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BACKGROUND PAPERS	Reports to the Guildford Local Committee: <ul style="list-style-type: none"> ▪ 14 June 2007 Item 14 ▪ 27 September 2007 Item 10 ▪ 12 December 2008 Item 10 ▪ 10 December 2009 Item 15

ITEM 8 : ANNEXE 1 : OBJECTIONS & COMMENTS - PEWLEY WAY / ADDISON ROAD

Ref. No.	Name & Address	Summary of Comments	Officer Recommendation
1	Adrian Hearle, 31 Pewley Way, GUILDFORD	On the basis that there is no spare space in the evening as a result of demand from existing residents, let alone those from Area C, object to the proposals. There are, however, a few more opportunities, other than those already proposed, to increase parking. Not only would this improve availability but would also slow traffic.	There is space in Pewley Way even in the evening and the proposal gives greater flexibility between the two roads and creates a fairer use of kerbside space. Additional spaces are being proposed in Pewley Way. It is not expected that a large number of residents from Addison Road will use Pewley Way and would be happy to look at the potential for more parking places if the need arises.
2	Michael Whelan, 46 Pewley Way, GUILDFORD, GU1 3QA	Allowing people in Addison Road to park in Pewley Way would force residents of the latter to create more off street parking, thereby destroying gardens, and incurring considerable costs in doing so. The harmonious relationship between the residents of the two roads would be destroyed, significant increases in the likelihood of children going to Holy Trinity School being injured would result. There is spare capacity in Cline Road and increased provision in Harvey Road should be considered. Innovative solutions must be identified for Addison Road. In practice, most families in Addison Road would not want the change. The noise and pollution in Pewley Way will increase significantly, particularly for children. House prices in Pewley Way will reduce, reducing council tax income. Other options will achieve better results.	Most houses in Pewley Way already have off street parking but residents will always have this choice to create more. Residents of Addison Road are already able to park in Cline Road and more spaces are proposed for Pewley Way to off set any increased usage. It is not considered that there will be a significant increase in traffic as a result of these proposals and no detrimental impact on children going to Holy Trinity School.
3	Dr Ruth Wilkins, 18 Pewley Way, GUILDFORD	As a resident of Pewley Way and having the benefit of an Area H permit I frequently encounter difficulty finding a parking space within a reasonable distance of my home. This will be exacerbated by the proposals. Pewley Way already has traffic from the school and hospital and merging the zones will not solve anything, but will increase pollution, wasted time and frustration. All cars should be parked in close proximity of their intended destination.	There is space in Pewley Way even in the evening and although we do not expect large numbers of residents from Addison Road to park in Pewley Way additional spaces have been proposed. It is not considered that there will be an significant increase in traffic as a result of these proposals
4	N Eldridge, 65 Pewley Way, GUILDFORD, GU1 3PZ	Writing to protest. The bays are usually full day and night making it extremely difficult for residents, visitors and tradesman. At school times it is impossible and often have to drive around until my access becomes unobstructed. Making Pewley Way area C will make the existing problems worse, with more spaces being occupied. Oppose the proposals on the basis that the proposed spaces will increase congestion and danger for road users and restrict two-way flow, encourage greater car use in Area C (the Local Plan requires GBC to manage demand for parking), blur the boundaries of the conservation area in terms of parking management, remove the right of many in Pewley Way to a parking permit, and result in no spaces being available in Pewley Way for its residents, their visitors and visitors to the hospital and school. Additionally 89% of Pewley Way residents oppose the proposal.	There is space in Pewley Way even in the evening and although we do not expect large numbers of residents from Addison Road to park in Pewley Way additional spaces have been proposed. The additional spaces are unlikely to lead to significant additional traffic levels. The number of permits issued in area C and area H are limited to a maximum of 2 per household. The proposal will not alter this but create more flexible use of space and therefore easier and safer parking. The eligibility of residents of Pewley Way will not be affected.
5	Andrew Higgitt, ac.higgitt@ ntlworld.com	Concerned about loss of irrespective permit eligibility for Pewley Way residents and substantial increase in parking that will result from Area C residents being able to park in Pewley Way.	The eligibility of residents in Pewley Way is not affected by these proposals. It is not considered that large numbers of residents in Addison Road will park in Pewley Way but more parking places have been proposed to balance this.

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6	Ms Sheila Blanco, 25 Pewley Way, GUILDFORD	Standard Letter: Oppose the proposals on the basis that the proposed spaces will increase congestion and danger for road users and restrict two-way flow, encourage greater car use in Area C (the Local Plan requires GBC to manage demand for parking), blur the boundaries of the conservation area in terms of parking management, remove the right of many in Pewley Way to a parking permit, and result in no spaces being available in Pewley Way for its residents, their visitors and visitors to the hospital and school. Additionally 89% of Pewley Way residents oppose the proposal.	There is space in Pewley Way even in the evening and although we do not expect large numbers of residents from Addison Road to park in Pewley Way additional spaces have been proposed. The additional spaces are unlikely to lead to significant additional traffic levels. The number of permits issued in area C and area H are limited to a maximum of 2 per household. The proposal will not alter this but create more flexible use of space and therefore easier and safer parking. The eligibility of residents of Pewley Way will not be affected.
7	Simon Burford, 69a Pewley Way, GUILDFORD, GU1 3PZ	Standard Letter	See response 6.
8	Mr & Mrs R & G Wearing, 24 Pewley Way, GUILDFORD, GU1 3PY	Standard Letter	See response 6.
9	Mr T P N Knight, 20 Pewley Way, GUILDFORD	Standard Letter	See response 6.
10	Mr N Covington, 1 Pewley Way, GUILDFORD, GU1 3PX	Standard Letter	See response 6.
11	Margaret & Mike Clements, 47 Pewley Way, GUILDFORD, GU1 3PZ	Oppose the proposal on the basis that it will increase traffic flow and the additional spaces will increase danger for school children and obscure sight lines for residents. The extra spaces will also create extra problems for the buses that use the road. In respect to the committee report have reservations as to what is meant by the 'peak period' (overnight when the scheme doesn't operate?) and what will happen to the 34 Area H and 8 Area C permits issued to area D residents. The desire for change is also questionable when 50% of Addison Road residents showed no interest and a very large majority in Pewley Way oppose it. If the scheme does go ahead there needs to be a 20mph zone and the erection of barriers where footpaths emerge onto Pewley Way, to prevent children crossing without looking. There should also be a reduction (not increase) in the number of bays provided to improve sight lines.	It is not expected that there will be a significant increase in traffic flow as a result of the change. The peak period refers to when parking is at its maximum. Although this period is not during the hours of control many residents do not have cause to move their vehicles everyday and when parking at night need to have a space where it is not necessary to move it in the morning. The permits issued to residents of area D will be unaffected. The change has been proposed to make more flexible use of the space available and to reduce dangerous and illegal parking when residents cannot find a legitimate space.

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12	Mr TI Daly, 30 Pewley Way, GUILDFORD, GU1 3PY	Did not initially object provided that the zone embraced Semaphore Road and Pewley Hill, but disappointed that no changes have been made to the proposal. These roads would provide alternative parking were Pewley Way over-subscribed due to Addison Road and Cline Road residents. The proposals will result in increased traffic congestion in Pewley Way and reduce the opportunity to park for visitors of Pewley Way residents. The existing permit entitlement should remain.	Additional parking places have been proposed in Pewley Way although the numbers of Addison Road residents parking there is not expected to be high and the level of parking in Pewley Way should not be affected. The existing permit entitlement will not be affected.
13	Elaine Fitzwater, 5 Pewley Way, GUILDFORD	Standard Letter: As a parent of very young children the additional spaces will increase danger when crossing the road.	See response 6. There are clear sight lines around the proposed spaces and these should not increase the risk when crossing the road. They are likely to stop vehicles speeding.
14	AJ & CJ Calvey, 12 Pewley Way, GUILDFORD	Standard Letter	See response 6.
15	Dr & Mrs A Rimmer, 26 Pewley Way, GUILDFORD	Standard Letter	See response 6.
16	Hayden McAllister, 100 Addison Rd, GUILDFORD, GU1 3QF	Pleased to hear the proposal for Pewley Way to become part of Area C and hope it happens soon. The situation in Addison Road is very difficult and it seems logical for the two roads to be in the same area, and the best use of road space, but couldn't the whole of Area C and H be combined.	The support for the proposal is noted. The pros and cons of the combination of area C and H could be considered at a later review.
17	Mrs M Walker, 68 Pewley Way, GUILDFORD	Standard Letter	See response 6.
18	Mr CD Wright, 32 Pewley Way, GUILDFORD	Oppose on the basis that the volume of traffic at peak times and poor sight lines will make the additional bays dangerous, parking management should manage demand not cater for excess demand. Demand for parking within the conservation area should be catered for in the conservation area and not allowed to spread. All day parking in Pewley Way by residents presently in Area C will increase the present problems for visitors, tradesmen, etc...	There is space in Pewley Way even in the evening and although we do not expect large numbers of residents from Addison Road to park in Pewley Way additional spaces have been proposed. The additional spaces are unlikely to lead to significant additional traffic levels. The number of permits issued in area C and area H are limited to a maximum of 2 per household.
19	P & V Derham, 11 Pewley Way, GUILDFORD	Standard Letter	See response 6.
20	Ms MM Aherne, 37 Pewley Way, GUILDFORD	Standard Letter	See response 6.
21	Mr P & Mrs C Curnock, 22 Pewley Way, GUILDFORD	Standard Letter	See response 6.

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Ref. No.	Name & Address	Summary of Comments	Officer Recommendation
22	Ms V Webb, 36 Pewley Way, GUILDFORD, GU1 3QA	Standard Letter	See response 6.
23	Ms K Hixson, 44 Pewley Way, GUILDFORD, GU1 3QA	Oppose the proposal primarily because it will increase danger for school children. The spaces will become overcrowded, leading to more parking on yellow lines and pavements during the school run. This combined with access for the school bus will lead to an untenable and dangerous situation. Additionally, there is insufficient parking for Pewley Way residents with the spaces being full during much of the day and always in the evening. Whilst houses in Pewley Way do have driveways, many are steep and unusable. The spaces in Pewley Way are also used by visitors to the school, hospital, shoppers as well as residents' visitors. Addison Road residents already park in Pewley Way overnight, moving their vehicles back to Addison Road when spare capacity becomes available during the day.	There is space in Pewley Way even in the evening and although we do not expect large numbers of residents from Addison Road to park in Pewley Way additional spaces have been proposed. The additional spaces are unlikely to lead to significant additional traffic levels and the sight lines are clear.
24	Dr V Edwards, 54 Pewley Way, GUILDFORD, GU1 3QA	Oppose the proposals on the basis that they are opposed by 89% of Pewley Way residents, will increase traffic congestion, increase danger for pedestrians and cyclists during the school run, and for road users in general, encourage further car use within the present Area C (the Local Plan requires GBC to manage demand for parking), and result in no spaces being available in Pewley Way for its residents, their visitors and visitors to the hospital and school.	There is space in Pewley Way even in the evening and although we do not expect large numbers of residents from Addison Road to park in Pewley Way additional spaces have been proposed. The additional spaces are unlikely to lead to significant additional traffic levels and the sight lines are clear.
25	Mr B Purtle, 16 Pewley Way, GUILDFORD	Standard Letter	See response 6.
26	Mr MJ Blenkinsopp, 14 Pewley Way, GUILDFORD	Standard Letter	See response 6.
27	Mrs SJ Haynes, 52 Pewley Way, GUILDFORD, GU1 3QA	Standard Letter	See response 6.
28	Ms JA Shepherd, 76 Pewley Way, GUILDFORD, GU1 3QA	Standard Letter	See response 6.
29	Mr RN Lawrence,	Oppose on the basis that there is no advantage for residents of Pewley	The proposal allows flexibility for both roads. The proposed parking space

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	41 Pewley Way, GUILDFORD, GU1 3PZ	Way, particularly as Area C already has an excess of permits to spaces. Additionally, the proposed bays outside Nos.31/33&37 Pewley Way will create a chicane effect which will have serious consequences in relation to the school run, the bus route, refuse collections. The bay outside Nos.31/33, which is most likely to be used by residents of Addison Road will also interfere with sight lines of the Addison Road-Downs footpath. Parking for non-permit holders will become more difficult.	allow free road movement and sightlines and are likely to have the beneficial effect of discouraging speeding.
30	Mr P Moorin, 57 Pewley Way, GUILDFORD, GU1 3PZ	Standard Letter	See response 6.
31	Mr & Mrs Gibson, 74 Pewley Way, GUILDFORD, GU1 3QA	Oppose the proposal on the basis that Pewley Way already has many poor sightlines and the increase in vehicles parked and new spaces will make the situation more hazardous for all road users. The Committee Report (27/9/07 para 18) suggests that the proposal to create more spaces and permits will off-set any additional pressure, but this seems entirely contrary to logic. Increased parking at the 'Downs' end of the road will severely impact access to the school and the downs and add to the congestion during the school run. This already causes serious safety issues, particularly as the large Pegasus bus already parks on the DYLS.	The proposed parking spaces will help people find safe places to park and still allow for easy traffic movement. The number of residents of Addison Road expected to park in Pewley Way are not expected to be high and the proposed bays are expected to more than off set this.
32	Mr S A Bourne, 63 Pewley Way, GUILDFORD	Standard Letter	See response 6.
33	Mr S Snell, 6 Pewley Way, GUILDFORD	Standard Letter	See response 6.
34	Mr R Seller, 4 Pewley Way, GUILDFORD	Standard Letter	See response 6.
35	Mr G Snelburg, 51 Pewley Way, GUILDFORD	Standard Letter	See response 6.
36	Ms Rosemary	Oppose on the basis that the additional parking spaces will increase	The numbers of residents of Addison Road expected to park in Pewley

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	Morton, 17 Pewley Way, GUILDFORD, GU1 3PX	congestion, danger, and access issues for emergency vehicles. The fact that D/H permit holders haven't been considered distorts the number of parking permits / use of Pewley Way and Area D residents with Area H permits would undoubtedly object if they couldn't park in Pewley Way. The increase in Area C residents parking in Pewley Way will mean that there are no spaces available for visitors of residents who live in Pewley Way or go to the hospital. Residents of Pewley Way will no longer have the option of parking in Semaphore Road and other less congested Area H roads. Those reliant on carers' permits will not be able to help elderly and disabled residents if they cannot find a space to park. Some cars are left in the street whilst residents go on holiday thereby reducing the number of spaces available. As the problems in Addison Road are greatest at times when the controls are not in force, residents of that road can already park in Pewley Way at these times. 89% of Pewley Way residents disapprove of the proposal and it is they that know the situation better than anyone else.	Way are not expected to be high and the proposed bays are expected to more than off set this. The additional spaces are unlikely to lead to significant additional traffic levels or congestion. Residents of area D with an area H permit while waiting for an area D permit will no longer be able to park in Pewley Way. Residents of Addison Road can already park in Pewley Way when controls do not apply but can not after 8.30am on weekdays or on Saturdays. Some do but not many. The change will provide extra flexibility but the numbers who will need to take advantage of this are unlikely to be large.
37	Rosalind Herbert & Graeme Bell, 10 Pewley Way, GUILDFORD, GU1 3PY	Pewley Way needs to remain clear for two-way traffic for safety reasons. Frequently cars, buses and lorries get blocked. Use of the spaces in Pewley Way by those from Area C will lead to no spaces being available for residents and their visitors. I have medical issues that make me totally reliant on frequent visits and they need space to park. They already often have to park a long distance away and the proposal will make it impossible. I am also concerned at the possible loss of a permit irrespective. Visitors to the hospital need somewhere to park, but they compete with residents of Pewley Way. The vast majority of residents disapprove of the proposals and it is they that know the situation better than anyone else.	The numbers of residents of Addison Road expected to park in Pewley Way are not expected to be high and the proposed bays are expected to more than off set this. The additional spaces are unlikely to lead to significant additional traffic levels or congestion. There is no proposal to change the permit irrespective.
38	ADG Oliver, 53 Pewley Way, GUILDFORD	Standard Letter	See response 6.
39	Mr & Mrs Tedrake, 73 Pewley Way, GUILDFORD	Standard Letter	See response 6.
40	Ms R Downey, 13 Pewley Way, GUILDFORD, GU1 3PX	Oppose the proposal on the basis that Pewley Way is the main access to Holy Trinity School and it is important to keep the road clear for two-way flow. Proposed spaces will not allow this and is therefore unsafe. The changes will encourage greater car use in Area C, increase congestion and discourage children who might otherwise have felt safe to walk. This is hardly a sound policy for a council that claims to be environmentally aware. 89% of Pewley Way residents oppose the proposal.	The additional spaces are unlikely to lead to significant additional traffic levels or congestion. The parents picking their children up from school adopt an informal but helpful one-way route down Pewley Way and out of Addison Road. The additional bays are unlikely to hinder this. The criteria restricting permits to a maximum of 2 per household will remain so there will not be an increase in the number of permits issued.
41	Nicholas Excell,	Oppose the proposal on the basis that the proposed parking bays in Pewley	Pewley Way has a relative low level of traffic except at the start and end of

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	38 Pewley Way, GUILDFORD, GU1 3QA	Way will increase congestion and present danger to pedestrians and cyclists, the boundary change contradicts the Local Plan, are not consistent with the statement of reasons and disproportionately impact on residents in Pewley Way by reducing the availability of space and permit eligibility, will undermine the present boundary's impact as a traffic management tool, and have already been overwhelmingly rejected by the impacted stakeholders who know the road better than anyone else. Particularly concerned about the chicanes that will result from the spaces being proposed outside Nos.31&33 and No.37 and the impact of junction safety of the space proposed adjacent to No.1 Semaphore Road.	school. The parents from the Holy Trinity adopt their own one-way system and this reduces congestion by two-way traffic at these times. Each property will still be limited to a maximum of two permits and demand will be controlled. There is no proposal to change the eligibility for permits. The chicane effect will act to discourage excessive.
42	Ms Arabella Ramage, 8 Pewley Way, GUILDFORD	Oppose the proposal on the basis that the road is too narrow to facilitate the safe introduction of additional parking spaces, there aren't enough spaces for residents and the boundary change will exacerbate this, it's already difficult to use driveways and the additional spaces will make this worse, will no longer be able to use the spaces in Semaphore Road and Pewley Hill and visitors to residents, the school and hospital will find it increasingly difficult to find spaces.	There is space in Pewley Way even in the evening and although we do not expect large numbers of residents from Addison Road to park in Pewley Way additional spaces have been proposed. The additional spaces are unlikely to lead to significant additional traffic levels. Residents are advised to reverse into their driveways so they can exit in forward gear. Most drive straight in and try to reverse out which makes it far hard to see. .
43	Ms Sandy Beckett & Mr Tim Hockin, 40 Pewley Way, GUILDFORD, GU1 3QA	Oppose the proposals on the basis that the proposed spaces outside Nos.31, 33 & 37 will cause additional safety issues, particularly in icy weather, and the space adjacent to No.1 Semaphore Road will make the difficult to negotiate junction even worse during the school run. Additionally, the proposed boundary change will not achieve its primary objective of increasing the amount of space, as it will effectively reduce the number of spaces available to residents of Pewley Way. The proposals do not take adequate account of the fact that there is a hospital and two schools at either end of Pewley Way. Disabled parking spaces should be provided on street immediately adjacent to the hospital, and Bright Hill car park should be managed for the needs of the local community. The proposal will satisfy the needs of a small number of able-bodied car-owners and not the safety of pedestrians and vulnerable members of society.	The additional space outside 31,33 &37 should not cause a problem and the space adjacent to No.1 Semaphore Road is an adequate distance from the junction with Semaphore Road. The primary objective is to make safe parking easier by increase the flexibility between Pewley Way and Addison Road and this will be achieved. Any of the on street parking bays can be used by the disable without charge and without time limit as can Bright Hill car park.
44	Ms E Toone, 55 Pewley Way, GUILDFORD, GU1 3PZ	Standard Letter	See response 6.

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45	Barry Dawson, 23 Pewley Way, GUILDFORD, GU1 3PX	<p>The existing spaces in Pewley Way are already fully occupied and there will be insufficient for all car users in both roads. The proposal would only work if there were a doubling in the number of parking spaces. Although they can be increased substantially, they cannot be doubled. All bays should be made permit only to prevent non-residents from parking for free. Existing restrictions are not adequately enforced. Only those that park on yellow lines tend to be ticketed, not those overstaying in the bays. A more detailed study is required in order for a workable solution to be designed.</p> <p>Oppose the proposals on the basis that the proposed spaces will increase congestion and danger for road users and restrict two-way flow, encourage greater car use in Area C (the Local Plan requires GBC to manage demand for parking), blur the boundaries of the conservation area in terms of parking management, remove the right of many in Pewley Way to a parking permit, and result in no spaces being available in Pewley Way for its residents, their visitors and visitors to the hospital and school. Additionally 89% of Pewley Way residents oppose the proposal.</p>	<p>There is space in Pewley Way even in the evening and although it is do not expected that large numbers of residents from Addison Road will park in Pewley Way additional spaces have been proposed. The number of new spaces is likely to exceed the number used by additional permit holders. The additional spaces are unlikely to lead to significant additional traffic levels. The number of permits issued in area C and area H are limited to a maximum of 2 per household. The proposal will not alter this but create more flexible use of space and therefore easier and safer parking. The eligibility of residents of Pewley Way for permits will not be affected.</p> <p>Time limited bays are needed to provide access to the hospital and for visitors. The comments about enforcement will be reviewed but officers do take action against vehicles that over stay the time limit.</p>
46	Ms K Cruikshank, 59 Pewley Way, GUILDFORD, GU1 3PZ	Standard Letter	See response 6.
47	Mr S Wickham, 59 Pewley Way, GUILDFORD, GU1 3PZ	Standard Letter	See response 6.
48	Iain Russell, 35 Pewley Way, GUILDFORD, GU1 3PZ	<p>The proposal will simply move the problem. Whilst commending your idea to create more space, the proximity of the parking spaces to driveways will mean that danger is increased by not having clear visibility of oncoming vehicles, cyclists, pedestrians and children on the road or pavement. Having one of the steepest drives in the road, the space outside No.37 is of particular concern. Despite spending considerable amounts on trying to improve the off-street facilities, visitors are still reliant on parking on the highway, and the boundary change will make finding a space more difficult. The alleyway would also be used more frequently, increasing the noise pollution caused by its gravel surface.</p>	<p>Residents are advised to reverse into their driveway so they get better visibility and control when exiting. Most drive straight in and reverse out. The additional bays are likely to more than compensate for any additional parking in the road and the net position should improve.</p>
49	Paul Nixon, 71a Pewley Way, GUILDFORD, GU1 3PZ	<p>Oppose the proposals on the basis that the proposed spaces will increase congestion and danger for road users and restrict two-way flow, and will severely impact on the landscape of Pewley Way, it becoming congested like Addison Road. The solution is not to spread the problems of Addison Road into Pewley Way, and thereby increase car use and congestion within Area C. The changes will result in severely restricted availability of parking for residents, their visitors and visitors to the hospital and school.</p>	<p>The number of residents of Addison Road expected to park in Pewley Way is not expected to be high and the proposed bays are expected to more than off set this. The additional spaces are unlikely to lead to significant additional traffic levels or congestion.</p>

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		Additionally 89% of Pewley Way residents oppose the proposal.	
50	Mrs D Jago, 67 Pewley Way, GUILDFORD, GU1 3PZ	Oppose the proposals on the basis that the proposed spaces will increase congestion and danger for road users and restrict two-way flow, encourage greater car use in Area C (the Local Plan requires GBC to manage demand for parking), blur the boundaries of the conservation area in terms of parking management, remove the right of many in Pewley Way to a parking permit, and result in no spaces being available in Pewley Way for its residents, their visitors and visitors to the hospital and school. Additionally 89% of Pewley Way residents oppose the proposal. I can't believe you are seriously proposing this, as the situation is already bad.	There is space in Pewley Way even in the evening and although we do not expect large numbers of residents from Addison Road to park in Pewley Way additional spaces have been proposed. The additional spaces are unlikely to lead to significant additional traffic levels. The number of permits issued in area C and area H are limited to a maximum of 2 per household. The proposal will not alter this but create more flexible use of space and therefore easier and safer parking. The number of additional parking spaces is expected to be greater the level of new vehicles parking in Pewley Way so they should be a net increase in the availability of space.
51	Mr M & Mrs R Cornelius, 7 Pewley Way, GUILDFORD, GU1 3PZ	Oppose the proposals on the basis that Area C residents already park in Pewley Way overnight and the 2-hour bays are invariably full with shoppers and patients/visitors to the hospital during the day, making it difficult for residents, their visitors and tradesmen to park. Area C residents would be able to park without restriction. There is insufficient parking at the hospital and they regularly have to park in Pewley Way. Large delivery vehicles and ambulances also use Pewley Way. The proposed bay in the vicinity of the hospital would make access worse and cause issues at the junction with Semaphore Road. With the impending closure of the Civic Hall car park and Bright Hill, the present congestion will only get worse. The proposed bay outside Nos.31,33&37 is ill-conceived and will make an extremely dangerous bend/hill even worse, particularly in icy conditions. Will Area D residents who have Area H permits still be able to park in Pewley Way?	There is space in Pewley Way even in the evening and although we do not expect large numbers of residents from Addison Road to park in Pewley Way additional spaces have been proposed. Some existing area C residents do park in Pewley Way over night and there is not expected to be a significant increase as a result of these proposals. The additional spaces are likely to lead to an overall increase in the amount of parking space. The proposed bay outside 31,33 & 37 will allow safe passage but as always motorists should drive extremely carefully when it is icy. If Pewley Way becomes area C residents in area D who have H permits will not be permitted to park.
53	Ms Caroline Chapman, 34 Pewley Way, GUILDFORD, GU1 3QA	Oppose on the basis that allowing Pewley Way to become an overflow car park will not solve the parking issues in Area C. It will simply encourage more cars and expand the problem. Pewley Way has its own micro-climate leading to freezing conditions and dangerous driving conditions. Providing additional parking spaces at the most dangerous part of the road will make things worse. A space was removed from the hill precisely for this reason as it was considered unsafe. The present boundary mirrors the change in the nature of the properties in the respective areas. The proposed change and increase in parking will have a negative affect on the local environment in Pewley Way. Pewley Way supports a large amount of pedestrian movement to the two schools. Parked cars are a danger to small children and the increased provision of spaces will increase this danger. Permit holders in Pewley Way already struggle to find a space and this problem will be exacerbated. The proposed parking bays outside Nos.31,33& 37 are of particular concern as they are situated near an alleyway where children regularly cross the road and opposite a steep driveway.	The problem with the number of cars owned is no greater in Addison Road than in Pewley Way. Both roads are limited to 2 permits per household. The problem exists because of the density y and narrow nature of the road. The space that was removed was at the top of a slope and the bays being proposed will not have this issue. Any parked cars that would displace into Pewley Way are likely to do it because of a lack of parking in Addison Road. The short of parking in Addison Road can lead to unsafe parking rather whereas the change will encourage the use of designated parking places. There is space in Pewley Way even in the evening and the provision of additional space will more than off set any lose.

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Ref. No.	Name & Address	Summary of Comments	Officer Recommendation
52	James Morrish, 72 Pewley Way, GUILDFORD, GU1 3QA	Oppose the proposals on the basis that Pewley Way residents will no longer be entitled to a permit irrespective, they will cause safety issues during the school run by exacerbating the existing congestion, and causing parents who park in the bays to be displaced onto yellow lines. The spaces at the eastern end are less likely to be available for residents from elsewhere in Guildford to come, park and enjoy the downs. The Local Plan requires GBC to manage parking and by providing more parking for those in Area C, you are encouraging greater car use, exacerbated by poor public transport links in the area. Visitors to residents, the hospital and school will have even more limited access.	The eligibility of residents in Pewley Way for a permit will not change. The parents on the school run adopt an informal one way system and this helps reduce congestion. The overall level of parking space in the two roads will increase as a result of the proposal seeing implemented so it will be easier for everyone to park. The number of permits is limited to a maximum of two per household and this limit will still be in place. The proposal will not increase the number of people eligible for a permit.
Additional comments received after the first notice or as a result of the second notice.			
54	Mr D K Jones, 78 Pewley Way, GUILDFORD	Standard Letter	See response 6.
55	Michael Whelan, 46 Pewley Way, GUILDFORD, GU1 3QA	Further to previous representation (see Ref. No.2), the proposals are ill-conceived. Allowing residents of Addison Road to park in Pewley Way will result in Pewley Way residents having to create more off-street space and the costs that this entails, the relationships between the two roads would suffer and more vehicles parked would result in greater danger to children going to schools. There are facilities in Cline Road and additional parking could be provided in Harvey Road. More innovative solutions must be identified. Residents in Addison Road would in practice want the change. Noise and pollution will increase significantly in Pewley Way, affecting the lives of children and property prices.	See comment reference no.2 most house in Pewley Way already have off set parking. They are many roads in Guildford where parking facilities are share and it does not lead to the type of problems suggested.
56	Louise Wickham, 29 Pewley Way, GUILDFORD, GU1 3PX	Residents of Pewley Way already experience parking problems, particularly in respect to their visitors. The proposals will exacerbate this by allowing residents in adjacent roads to park in Pewley Way, thereby spreading the congestion further afield. The decision to change the boundary should only rest with residents of Pewley Way and it is frustrating that the proposal has not been abandoned. Incentives should be introduced to discourage car ownership rather than trying to accommodate it.	The p [proposals increase the amount of parking in Pewley Way to more than compensate for the likely amount of displacement. The restriction on car ownership is the same in both roads with a maximum of 2 permits per household. Pewley Way has more favourable criteria in that its residents can obtain one permit regardless of the amount of off street parking space they have.
57	Margaret & Mike Clements, 47 Pewley Way, GUILDFORD, GU1 3PZ	Further to previous representation (see Ref. No.11), oppose the proposal. The proposed parking bays will further obscure sight lines making the road more dangerous for school children and residents, particularly in the vicinity of the alleyway that links Addison Road and Pewley Way. The same is true where parking bays are proposed close to driveways. In addition to greater danger, the proposed parking bays will also impede traffic flow along the road, particularly during the school run and will seriously impede service buses, school buses, coaches and refuse vehicles. This will particularly be the case when it is icy.	The parents of the school adopt an informal one-way system, which works well to reduce the unusual demand at the start and end of school. The rest of the time the road is quiet. There is considerably denser parking in many road in the town centre without creating the feared effect of the bus and refuse collections. .

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Ref. No.	Name & Address	Summary of Comments	Officer Recommendation
58	Mr J Morrish, 72 Pewley Way, GUILDFORD, GU1 3QA	Further to previous representation (see Ref. No.52), it's extraordinary that the matter is still being pursued in view of the previous lack of support. The proposals contradict the local plan, as offering more spaces to those already in Area C will encourage further car use. Public transport should be encouraged. The 4-bus-per-day service is poor and results in greater car use. Oppose the proposals on the basis that Pewley Way residents will no longer be entitled to a permit irrespective, they will cause safety issues during the school run by exacerbating the existing congestion, and causing parents who park in the bays to be displaced onto yellow lines. The spaces at the eastern end are less likely to be available for residents from elsewhere in Guildford to come, park and enjoy the downs. The Local Plan requires GBC to manage parking and by providing more parking for those in Area C, you are encouraging greater car use, exacerbated by poor public transport links in the area. Visitors to residents, the hospital and school will have even more limited access.	The number of permits per household is limited to a maximum of two and this will not change. The proposals create more flexibility for parking between the two roads. The number of parents collecting children will be the same as will the number of residents with permits but the proposal introduces more parking bays so the net will be more bays for parents and visitors and safer parking.
59	David K Jones, 78 Pewley Way, GUILDFORD, GU1 3QA	Further to previous representation (see Ref. No.54), parking is difficult in Pewley Way both during the day, night and at weekends. The proposals will add to the present pressures on the spaces, and increased competition will reduce their availability for residents of Pewley Way. Congestion during the school run continues to increase. The proposals will not resolve the parking problems in Addison Road and Pewley Way.	There is space in Pewley Way in the evenings and during the day. The proposal is to increase the number of parking bays so the amount of parking will increase for everyone.
60	Hayden McAllister, 100 Addison Road, GUILDFORD, GU1 3QF	Further to previous representation (see Ref. No.16), the present situation, where residents of Area C have to park in Pewley Way and then return to their vehicles every couple of hours to move them, when parking in Area C is at capacity, is totally unfair. The proposal will balance the opportunities for all residents living in the area and make better use of road space.	Noted. The proposal will provide more flexibility between the two roads.
61	Ms Tieleke Williams, 115 Addison Road, GUILDFORD, GU1 3QE	The on-street parking in Addison Road is very difficult due to the nature of the properties and road. Most residents want to park near to their homes but this is not always possible. It would be very helpful if Pewley Way were to become part of Area C, providing greater flexibility. Petition signed by 22 residents (21 households) from the locality received supporting the proposal.	Noted. The proposals will provide more flexibility between the two roads.
62	Miss N Eldridge, 65 Pewley Way, GUILDFORD, GU1 3PZ	Further to previous representation (Ref. No.4), wish to reiterate objection to proposals. Have a steep and narrow entrance to my garage, helpers and other visitors park outside my property. They will find it increasingly difficult to do so if the proposals go ahead. Additionally, the Pegasus buses make it impossible to gain access at times. Last week, my entrance was blocked by cars associated with the school run. It would be impossible for ambulances and emergency service vehicles to gain access. Pewley Way is a residential road but the proposals will make it a car park. People with cars should buy houses with parking spaces. Cars already park outside my house from Friday evening to Monday morning.	The proposal increases the number of parking bays in Pewley Way so there will be more designated parking and the situation will improve for everyone. The parents at the school already operate an informal one way system at school collection times when traffic levels are unusually high.

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Ref. No.	Name & Address	Summary of Comments	Officer Recommendation
63	Ms Rosemary Morton, 17 Pewley Way, GUILDFORD, GU1 3PX	Further to previous representation (Ref. No. 36), the committee report dated 27 September 2007 completely ignored the fact that there are 44 spaces in Pewley Way and already 45 permit holders in Pewley Way, and overlooking the fact that 34 Area H permits have been issued to Area D residents. Please confirm that the latter will not be issued with Area C permits if the boundary change goes ahead. Would it also be possible to include Semaphore Road and Pewley Hill in Area C, to provide greater flexibility and further opportunities to park, rather than restricting availability to already overcrowded spaces. Could not the boundary change be deferred until after the proposed spaces are introduced, and could these spaces be for permit holders only. Would like answers to my suggestions.	The ratio of permits to spaces is far better in Pewley Way than in Addison Road and observations show that there are spaces in Pewley Way even in the evening when demand is highest. The residents with H permits will not be permitted to park in Pewley Way if it becomes part of area C. It is proposed to introduce the spaces at the same time as the boundary is changed. It is not considered necessary to include Semaphore Road and Pewley Hill but this could be looked at on a later date.
64	Mr M & Mrs R Cornelius, 7 Pewley Way, GUILDFORD, GU1 3PZ	Further to previous representation (Ref. No. 51), and whilst still objecting to the proposals, if the scheme does go ahead, believe the area being transferred should be extended to include a larger area of Area H, to provide greater flexibility and further opportunities to park. Sometimes we already have to park in Semaphore Road, which will no longer be possible if the present proposals go ahead.	The additional parking bays in Pewley Way should more than off set any additional use of space. It is not considered necessary to include Semaphore Road and Pewley Hill but this could be looked at on a later date.

ITEM 8 : ANNEXE 2 : OBJECTIONS & COMMENTS - WODELAND AVENUE

Ref. No.	Name & Address	Summary of Comments	Officer Recommendation
1	T Hunt, 23 Wodeland Avenue, GUILDFORD, GU2 4JX	Although some change is necessary believes that the boundary change will significantly increase the pressure on parking in the existing Area F section of Wodeland Avenue in the vicinity of its junction with Wherwell Road. Suggests that the provision of additional spaces in Mareschal Road will have no impact on the increased use of spaces in Wodeland Avenue, and that it would be beneficial for Wherwell Road and Testard Road to also transfer into Area F, thereby increasing flexibility for all residents in the area.	During the control hours of the scheme there are often spaces in the Area F section of Wodeland Avenue, Mareschal Road and Mountside. The impact of the boundary change, which will increase the flexibility and availability of space for household's currently in the Area B section of Wodeland Avenue, will be spread across these locations, and the additional spaces being proposed in Mareschal Road and Mountside will assist in this regard. There are more permits than spaces in the Area B section of Wodeland Avenue. Making Wodeland Avenue wholly Area F will ease pressure on the parking spaces in Wherwell Road and Testard Road, which will remain in Area B.
2	Erika Stosh, 11 Testard Road, GUILDFORD, GU2 4JT	Agrees that there is a need for the boundary to be changed. Nevertheless, the present scheme should be free with the outside each house allocated to that household. Additionally, housing developments should have adequate parking.	The permit scheme is priced to be self financing so it does not put a burden on people who do not benefit from the scheme. The highway is public and can not be assigned for private use. Planning restrictions govern the amount of parking in any development.
3	Mrs Elizabeth Johnson, 5 Wodeland Avenue, GUILDFORD	Having suffered considerable inconvenience over the years support the proposals although regret that it has taken so long, that residents haven't been kept aware of progress and many of our letters have gone unanswered. Although it is somewhat illogical that Wherwell Road and Testard Road aren't also included, the proposals are still welcomed and look forward to a speedy implementation.	Currently permit holders in the lower part of Wodeland Avenue (currently area B) have to park in Testard and Wherwell Roads if they can not find space in Wodeland Avenue. Making Wodeland Avenue all area F will help residents of Testard and Wherwell Roads by reducing the number of permit holders looking for space.
4	PJ & KS Moulder, 9 Wodeland Avenue, GUILDFORD, GU2 4JX	In favour of proposed boundary change as the pressure on parking in the Area B section of Wodeland Avenue is great and there are always free spaces in Area F. It would allow residents greater flexibility to use the under-utilised dual-use spaces in Wodeland Avenue and Mareschal Road. It has never been clear why the original boundary was chosen.	Noted
5	Paul Taylor, 7Uk Services, 27 Holywell Row, LONDON, EC2A 4JB	Oppose the proposal on the basis that it will allow residents from the Wherwell Road-Mareschal Road section of Wodeland Avenue to park in Mareschal Road and lower Mountside, both of which are heavily parked, and this will lead to conflict between residents. The boundary should be positioned so that residents of Wherwell Road and Wodeland Avenue can only park in the remainder of Wodeland Avenue. Additionally, the space outside No.4 Mareschal Road should be maintained, and not removed as proposed. These objections include those from residents who are unable to respond in writing as they are on holiday.	During the control hours of the scheme there are often spaces in the Area F section of Wodeland Avenue, Mareschal Road and Mountside. Whilst creating smaller and more numerous areas would further reduce the potential for intra-zonal car use, it would also reduce the flexibility and availability of space for those living in the vicinity. The space outside No.4 Mareschal Road is being removed to accommodate a recently introduced vehicle crossover at No.6. It would not be possible to retain the bay outside No.4 and maintain an adequately sized parking bay with the appropriate setback distance from the access at No.6. Additional parking bays are proposed elsewhere in Mareschal Road and Mountside, which will more than compensate for the loss of space associated with the creation of this access.

ITEM 8 : ANNEXE 2 : OBJECTIONS & COMMENTS - WODELAND AVENUE

Ref. No.	Name & Address	Summary of Comments	Officer Recommendation
6	Mrs Jenny Param, 26 The Mount, GUILDFORD, GU2 4JA	Petition signed by 10 residents (8 households) of The Mount opposing the proposal on the basis that they are the most affected yet haven't been consulted and the proposal will impact on residents of The Mount's use of the spaces in Mareschal Road and Mountside which they don't want to have to compete for with residents of Wodeland Avenue. Suggest that residents of the Area B section of Wodeland Avenue already have significant off-street parking, yet have been able to acquire a large number of permits. Wants the whole of Wodeland Avenue to be converted to Area B, as Area F is already far too big.	During the control hours of the scheme there are often spaces in the Area F section of Wodeland Avenue, Mareschal Road and Mountside. The impact of the boundary change, which will increase the flexibility and availability of space for household's currently in the Area B section of Wodeland Avenue, will be spread across these locations, and the additional spaces being proposed in Mareschal Road and Mountside will assist in this regard.
Additional representations received after the first advertisement and as a result of the second advertisement			
7	Mrs Christa Jones, 1 Mountside, GUILDFORD, GU2 4JD	Further to previous representation (see Ref. No.3), wants set-back distance of bay next to garage to be extended from 1 metre to 2 metres to improve access.	See Officer Comment for Ref. No.3
8	Dr D Couper, Wodeland Avenue Surgery, 91/93 Wodeland Avenue, GUILDFORD, GU2 4YP	Concerned that as the car park at the surgery is regularly at capacity those visitors that overspill onto the surrounding roads will be inconvenienced by the increased competition resulting from the boundary change.	The surgery is located in the 'upper' section of Wodeland Avenue, to the west of Annandale Road, where there is ample space. The impact of the boundary change to the east of Wodeland Avenue's junction with Wherwell Road is likely to be minimal, and spare capacity will remain in the vicinity of the surgery.