

## ITEM 9 : ANNEXE 6 : COMMENTS AND OBJECTIONS RAISED TO ADVERTISED ORDER TOGETHER WITH OFFICER COMMENTS

### Summary

Total representations – 111 (including 4 petitions)

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Clandon Road (Send), Easington Place (Guildford), Epsom Road (West Horsley), Gardner Road (Guildford), George Road (Guildford), Haydon Place (Guildford), Kings Road / Chinthurst Lane (Shalford), Shawfield Road (Ash Vale), Stoughton Road (Guildford), The Street (Tongham), Vale Road (Ash Vale), Wharf Road (Ash Vale), – all no representations

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Ref. No.	Representation Comments	Officer Comments & Recommendation
<b>6.1 Ad-hoc Changes Proposal – Ash Station Restrictions, Ash</b>		<b>(3 representations)</b>
1	<p>Ash Station restrictions: Foreman Road, Ash - the length of no waiting to north of the junction with Foreman Park is longer than to the south of this junction. The length of the parking bays on Foreman Road could be increased without affecting road safety at the junctions with Ash Church Road and Foreman Park. There is a need for the maximum possible on-street parking spaces in this area as parking near to Ash station is very limited, and increasing numbers of commuters are using trains from Ash station.</p> <p>For the same reason parking in Chester Road should be maximised and no waiting just restricted to the sight lines at junctions.</p>	<p>In general, controls have only been proposed around junctions and on bends to deal with safety, access and traffic flow issues, and mitigate against potential ones.</p> <p>Much of the traffic in the section of Foreman Road being considered for controls is generated from Foreman Park, and it is the passage of vehicles along this section which has been highlighted as being problematic. Therefore it is considered necessary for the controls in the Ash Church Road-Foreman Park section of Foreman Road to be longer than elsewhere. For the same reason, controls are not being considered around some of the other junctions of Foreman Road.</p> <p>In respect of Chester Road, the fact that the Potters Crescent and Chester Close junctions are situated on the outside of a bend allows the length of the restrictions to be reduced. However, the presence of the bend means that parking on the inside of the bend is inadvisable, hence the need for controls there.</p>

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		Therefore, it is recommended that the proposals are implemented as advertised.
2	<p>I write with regard to the proposal to put yellow line lines for several metres in Chester Road and Potters Crescent. Will provision be made for residents' and visitors' parking in these areas?</p> <p>I believe this action is possibly being proposed due to parking of cars by rail travellers. However this will result in them parking further into Ash Hill estate, hence causing another parking issue.</p> <p>I would like to point out that the notices originally fixed on the lamp posts are no longer there, some being dislodged by high winds. I feel it would be prudent to inform each household concerned individually of the intended plan.</p>	<p>In general, controls have only been proposed around junctions and on bends to deal with safety, access and traffic flow issues, and mitigate against potential ones.</p> <p>Any consideration of residents parking would need to consider a wider area as people displaced by these restrictions would move into less restricted areas. It is not clear whether there is the level of support for a residents parking scheme but future parking reviews may provide an opportunity to look at prioritisation issues in greater detail, should more widespread parking availability issues arise.</p> <p>Therefore, it is recommended that the proposals are implemented as advertised.</p>

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<p>3</p>	<p>I wrote to the Council in 2008 regarding the parking of cars at the end of Britten Close, leading on to Church View Road and the serious difficulties they cause. This has increased since the Ash Station started to charge for the car park not so long ago, just down the road. They are all parking up Foreman road too, causing problems there.</p> <p>Several times glass can be seen at the end of Britten Close where there have been accidents, due to cars swinging into our road and crashing into the residents as we have to exit on the wrong side of the road because of all the cars parked there right down to the end, thus impeding disabled people in wheel chairs to use the lowered pavement. This is against the law and indeed also, parking within ten metres (32 feet) of a junction. There are two people I see regularly in wheel chairs along Church View Road. On a middle aged lady and the other, more regularly, an old man wearing a blue cap.</p> <p>I contacted PCSO Aaron Warwick after two accidents in succession and he then regularly put warning notice on cars illegally parking, stating he had taken their registration number and if it happened a second time they would receive a parking ticket. This worked for a while until different cars started to park there.</p> <p>My neighbour who was entering Britten Close was forced BACK DOWN into the main road because the lady exiting Britten Close refused to reverse back to let her drive up the</p>	<p>Although Britten Close did not meet the assessment criteria individually, a number of locations in the vicinity, such as Foreman Road and Chester Road, did. Therefore, in dealing with safety, access and traffic flow issues around junctions and on bends in those roads, it was considered appropriate to consider measures in nearby roads such as Britten Close and Chester Close.</p> <p>Therefore, it is recommended that the proposals are implemented as advertised.</p>
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<p>road. Sheer madness, Cars drive fast past the end of our road, coming round a blind corner, to try to get across the level crossing before the gates are lowered again. I have owned my property since 1994 and there are far more trains now that there ever was then,</p> <p>In may letter of 17<sup>th</sup> April 2008 I stated that should I received any injuries due to the lack of yellow lines, especially after I have made the Council aware of all the difficulties causes, I should definitely sue. The low sun is full in your face during the morning, especially this time of year, whilst driving down on the wrong side and I cannot see who or what is suddenly turning into the Close. You take your life into your hands.</p> <p>Chester Close, (which does have yellow lines), was built after Britten Close, when the Chester Arms public house closed down, so may be that is why they DO have double yellow lines. It is a much wider road than Britten Close too.</p> <p>Was at a Council meeting recently and I was told by Councillor Nick Sutcliffe that you <b>were</b> now considering painting these lines. He has known of my concerns for years because he tried once before to have them painted some years' ago.</p> <p>Please would you be kind enough to bring forward this letter to whomever is dealing with the decision and also please keep me informed as to the outcome of your discussions.</p>	
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Ref. No.	Representation Comments	Officer Comments & Recommendation
<b>6.2 Ad-hoc Changes Proposal – Ash Street, Ash</b>		<b>(2 representations)</b>
4	<p>Regarding the proposed no-waiting at any time restrictions, we welcome the proposals and consider they will improve safety and traffic flow along the busy road. Our concern is the proposal between the Co-Op and B&amp;N Carpets (75 Ash Street). I live at 73 Ash Street and my husband and I currently experience problems with people parking across our drive despite the single white line across it. This same white line extends across the drive for B&amp;N Carpets. Assuming drivers comply with the proposed restriction, I believe the reduced parking availability will significantly increase our current problems. We have been made late for work and for collecting our pre-school children, incurring additional costs. We've also had to park on the road (increasing the congestion and putting our children at risk) because we have been unable to access our off-road parking for both cars. (Some people have no idea that their "2 minutes" has actually been 20 minutes.) We therefore ask that the proposed double yellow line across B&amp;N Carpets be extended to cross the driveway of 73 Ash Street i.e. the yellow lines mirror the current white line. We appreciate that ignorant people may continue to park selfishly but strongly believe the double yellow line will lessen the impact of reduced parking availability for Co-op customers. Thank you for your consideration.</p>	<p>In general, controls have only been proposed around junctions and on bends to deal with safety, access and traffic flow issues, and mitigate against potential ones.</p> <p>Private points of access onto the public highway are not ordinarily controlled by such measures unless they fall with the length of controls considered necessary to protect a particular junction, or the location forms part of a controlled parking zone, where all kerb space is controlled.</p> <p>Furthermore, the issue highlighted has not been brought to Parking Services attention previously. Nevertheless, legislation relating to obstructive parking already allows the Police to act, as do more limited powers afforded to our enforcement officers. Surrey County Council may also wish to consider the introduction of an Advisory Driveway Protection marking, as have been used elsewhere within Ash Street.</p> <p>Therefore, it is recommended that the proposals are implemented as advertised.</p>

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5	<p>Ash Street, Ash - South side - Outside Tilthams Garage and towards east. Why are these restrictions required? Cars park on the north side of the road, leaving room for two cars to pass. If it is necessary to clearly identify the no waiting areas along Ash Street, then the whole of the south side of Ash Street, from the Greyhound roundabout to beyond Ash Lodge Drive, except for lay-by outside the One Stop store /post office should be marked as no waiting. If parts of the south side of this road do not have yellow lines, then motorists will assume that parking is allowed at those parts. In practice, because of the width of Ash Street all cars park on the north side of the road along this part of Ash Street, except by One Stop shop. No waiting restrictions are not necessary on Ash Street to the east of Ash Lodge Drive. There are no on-going parking problems in this part of Ash Street. The side roads along here are short cul-de-sacs with limited traffic coming onto Ash Street. (Ash Lodge Drive only has access to about 12 houses, as there are bollards blocking access to the rest of this road.)</p> <p>Ash Street, Ash outside One Stop shop / post office. It is not clear from the map on the website whether the bus lay-by outside the shop is included as no waiting at any time or is excluded from restrictions. I would suggest that for the bus stop lay-by there is a no waiting restriction during weekday</p>	<p>In general, controls have only been proposed around junctions and on bends to deal with safety, access and traffic flow issues, and mitigate against potential ones.</p> <p>In the same way that it is not deemed necessary to place yellow line waiting restrictions along one side of all roads that are of a restricted width, the need for such extensive controls in Ash Street are not considered necessary at the present time. The expectation is that motorists will continue to park primarily on one side of the road or the other, albeit slightly further afield. However, there remains a desire to protect the junctions leading onto Ash Street, from both the north and south in the vicinity.</p> <p>The No.20 bus service which utilises the bus stop lay-by outside the One Stop shop operates 7am-11pm on weekdays, and at similar times over the weekends, albeit at a reduced frequency. Vehicles parked in this lay-by cause buses to have to stop within the main carriageway, opposite the junction with Star Lane, to allow passengers to board and alight. Indeed, Surrey County Council's Passenger Transport Group may wish to consider introducing a bus stop clearway designation order with the appropriate sign and road markings to deter stopping.</p>

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	<p>(Mon-Sat) daytime hours 8am to 6pm when the lay by is available for the frequent buses (every 15 mins) and for loading / unloading of delivery vehicles. On evenings and Sundays waiting should be allowed here for motorists visiting the shop, and the bus service is much less frequent. Recently the area to the side of the shop has been cleared of vegetation, and the area could be used for off-street parking for shop users.</p>	<p>Therefore, it is recommended that the proposals are implemented as advertised.</p>
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Ref. No.	Representation Comments	Officer Comments & Recommendation
<b>6.3</b>	<b>Ad-hoc Changes Proposal – Boxgrove Lane, Guildford</b>	<b>(3 representations)</b>
6	<p>In response to your street parking review, I am delighted you are including Beatty Avenue but, disappointed it will only be 15 metres long from the junction with Boxgrove Lane.</p> <p>Please consider extending the restrictions a further 15 metres to ensure the dropped curb leading to Jordans Close is protected at all times. Currently cars regularly park on the pavement denying access to wheelchair users, pedestrians etc, which is why the dropped curb was provided.</p>	<p>In general, controls have only been proposed around junctions and on bends to deal with safety, access and traffic flow issues, and mitigate against potential ones.</p> <p>Informal pedestrian facilities within the public highway are not ordinarily controlled by such measures unless they fall with the length of controls considered necessary to protect a particular junction, or the location forms part of a controlled parking zone, where all kerb space is controlled.</p> <p>Therefore, the suggested significant increase in the length of the proposed controls is not considered appropriate, and it is recommended that the proposals are implemented</p>



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		<p>as advertised, with only a few minor amendments elsewhere, which lessen the level of restriction. These include reducing the hours of operation of the controls protecting the School Keep Clear marking and dropping the proposal to protect the second, disused School Keep Clear marking.</p>
7	<p>I am writing to request that you make an extension to the proposed parking restrictions in Boxgrove Lane.</p> <p>My wife and I are concerned that the current proposals, i.e. the loss of parking spaces for those bringing children to Boxgrove School by car, will encourage vehicles to park on the north side of Boxgrove Lane between Beatty Avenue and Cunningham Avenue. Given the difficulties vehicles have negotiating this part of Boxgrove Lane during the local schools' 'rush hour', such parking would provide a further, unnecessary, hazard to traffic flows. It would also make the job of the 'lollypop lady' almost impossible as she would have to negotiate a passage between parked cars to see children safely across the road. In our opinion, there should be some form of temporary or permanent parking restrictions along this stretch of Boxgrove Lane to alleviate these potential problems.</p> <p>A further complication as far as we, personally, are concerned arises because we live directly opposite the entrance to</p>	<p>The proposals in Boxgrove Lane have primarily been developed to resolve safety, access and traffic flow issues around various junctions and bend and to protect the existing advisory School Keep Clear markings. As such, they are not intended to specifically deal with the school-run periods, although obviously it is hoped that they will assist in this regard. The position and extents of the proposed restrictions reflect this.</p> <p>There is a need to balance the demand on kerb space. The introduction of more extensive measures specifically at the times when demand is at its greatest could lead to significant displacement, and cause issues elsewhere. However, there remains a desire to protect the junctions and bend in the vicinity and the School Keep Clear markings.</p> <p>Therefore, a significant increase in the extents of the proposed controls is not considered appropriate, and it is recommended that the proposals are implemented as advertised, with only a few minor amendment, which</p>

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<p>Boxgrove School. The driveways on this side of the road slope up quite steeply to the road and we have a very limited view when reversing up to the road. Apart from a few near misses with vehicles exiting the school car park, any further parking on our (north side) of Boxgrove Lane would mean we would have to reverse further across the road, thereby increasing the likelihood of an accident. As an aside I should point out that the school has recently introduced security gates to the car park, so we have already had a taste of what problems will arise as we now find car/vans/delivery trucks parked outside the house whilst they cross the road to use the intercom to get the school to open the car park gates.</p> <p>From a selfish point of view we would welcome permanent no parking restrictions for this stretch of Boxgrove Lane, but I am not sure this would meet the approval of all the residents (numbers 1-17). If this is not feasible, could there be a permanent no parking zone opposite the school entrance i.e. outside of my house! If you do not consider either of these options feasible, can we plead with you to have a temporary no parking zone along this north side of Boxgrove Lane on school days from 08.00-09.00 and from 15.00-16.00.</p> <p>I know this is an unusual request (to extend a proposed no parking zone) but we are concerned that leaving the north side of Boxgrove Lane open to all-day parking will cause problems and could lead to unnecessary accidents, especially to the children going to and from Boxgrove School.</p>	<p>lessen the level of restriction. These include reducing the hours of operation of the controls protecting the School Keep Clear marking and dropping the proposal to protect the second, disused School Keep Clear marking.</p>
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<p>8</p>	<p>I am writing to in response to the proposed parking restrictions in the Boxgrove area where I live. I thoroughly support these restrictions, they have a direct impact on me and my family as we live on Boxgrove Lane opposite the former entrance to Boxgrove School.</p> <p>I have a young family and at peak times in particular, ie school opening and closing time, it is difficult and often dangerous to put out of my driveway onto Boxgrove Lane. I am sure I need not tell you how fast people drive along this road using it as a popular rat run, causing congestion, as well as those parking on the road to drop off and pick up children from the school. My drive is extremely steep, the house being the second along from the Starfish Nursery, and driving off is hazardous. Cars parked directly opposite my drive hinder manoeuvring, limiting the area of road available where cars approach from both directions, where the line of sight from my drive is restricted. I have narrowly avoided several near misses with discourteous drivers in a hurry, jostling alongside cars parking in the road. As a resident I feel strongly that the right of way outside my own home is being hampered by people parking in the road, where it is not safe to do so particularly at peak times. Essentially Boxgrove Lane becomes a single track road at these times.</p> <p>I notice fro the map detailing the section of road that would be affected by the new proposals that they appear to end before the section opposite my house. This is not satisfactory and I</p>	<p>The proposals in Boxgrove Lane have primarily been developed to resolve safety, access and traffic flow issues around various junctions and bend and to protect the existing advisory School Keep Clear markings. As such, they are not intended to specifically deal with the school-run periods, although obviously it is hoped that they will assist in this regard. The position and extents of the proposed restrictions reflect this.</p> <p>Private points of access onto the public highway are not ordinarily controlled by such measures unless they fall with the length of controls considered necessary to protect a particular junction, or the location forms part of a controlled parking zone, where all kerb space is controlled.</p> <p>There is a need to balance the demand on kerb space. The introduction of more extensive measures could lead to significant displacement at peak time, and cause issues elsewhere. However, there remains a desire to protect the junctions and bend in the vicinity and the School Keep Clear markings.</p> <p>The concerns about vehicle speeds have been forwarded to Surrey County Council – Highways and the Police. Surrey County Council, in its capacity as the local education authority, generally leaves the management of the school and its grounds to the head teacher.</p>
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<p>strongly suggest that the restrictions continues in from of number 23 and 21 Boxgrove Lane, thus equally freeing up the section of road where the congestions is affecting residents.</p> <p>I would also like to take this opportunity to raise the issue of introducing speed cameras/traffic calming measures along Boxgrove Lane. You will no doubt be aware that cars drive along here at great speed. Only a year ago we were woken by the sound of a woman driving round the bend at speed from Merrow Copse into Boxgrove Lane, whereby she mounted the kerb and knocked over the lamppost opposite the house in front of the derelict school site. We were the first to alert the police and it is a blessing that no one came to any harm. Motorbikes travel through this section particularly at night at phenomenal speed and it is remarkable that an accident had not yet occurred to my knowledge, although I dare say one is waiting to happen.</p> <p>I have enclosed some photos taken at 8.45 am from my bedroom window which help illustrate how much of the roadway is restricted by parking here. I appreciate that parents need to drop off their children at Boxgrove School, but the school grounds are spacious and surely with some careful planning they would allow for access to parents with cars at these times. Alternatively the rest of the estate can accommodate cars more readily for these purposes if only people were willing to walk a little distance with their children to school.</p>	<p>Therefore, it is recommended that the proposals are implemented as advertised, with only a few minor amendment, which lessen the level of restriction. These include reducing the hours of operation of the controls protecting the School Keep Clear marking and dropping the proposal to protect the second, disused School Keep Clear marking.</p>
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	<p>I sincerely hope you consider my support and proposals with regard to this matter and I look forward to hearing of the outcome, which if passed, would make life along this road a lot less stressful.</p>	
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Ref. No.	Representation Comments	Officer Comments & Recommendation
<b>6.4 Ad-hoc Changes Proposal – Chantry View Road, Guildford</b>		<b>(6 representations)</b>
9	<p>I am writing in relation to the change of parking restrictions in Chantry View Road, Guildford. I live in Shalford and find the parking area to be removed a very convenient area to park for short stays in Guildford. It allows me to get close to the town centre for shopping without having to proceed further along the A281 toward the town centre into the heavily congested and partly dual carriageway section. As the main stated objective of the proposals is that they "are aimed mainly at improving safety and traffic flow" I fail to see how this change can help meet that objective. In fact for residents like myself, coming from the south of Guildford up the A281, the proposal will do quite the opposite of the stated objective and increase the number of people going into the one way system and therefore degrade traffic flow. The next obvious parking place is Millmead Car park but for drivers wanting to return south</p>	<p>The proposed amendment was developed at the request of Surrey County Council – Highways. It has been identified that a number of the spaces within a parking bay in the vicinity of a new development will cause issues for larger vehicles wishing to gain access to and from the development. Although the 3 spaces to be removed are the ones closest to the town centre, 48 of the existing 51 spaces within Chantry View Road will remain available. Within Area H of the Controlled Parking Zone as a whole, 272 limited waiting bays will continue to be available for parking, and it is normal for there to be ample spare capacity.</p> <p>Therefore, it is recommended that the proposals are implemented as advertised.</p>

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	<p>after leaving Millmead there is already a safety issue to pedestrians and vehicles due to vehicles using the turning circle o/s the Yvonne Arnaud theatre and then turning right into the A281. Some drivers even do a U turn on the A281 at the end of the central reservation that blocks right hand turns from Millmead. In conclusion I feel strongly that the proposal will have the inverse affect to the stated aims and reduce traffic flow and road safety. I am happy to explain this in more detail maybe by visiting the region around the Yvonne Arnaud to explain further my perspective. I look forward to your comments.</p>	
<p>10</p>	<p>As mentioned in a telephone conversation yesterday with Liz of your staff, I went to Chantry View Road yesterday and found your notice dated 2 December announcing a proposal to remove the 2 hour parking available on that road. I went to Chantry View Road because on the previous day I had attempted to park the car only to find that all the car parks were full with queues waiting to get in.</p> <p>I asked Liz why this restriction was proposed and was told that it resulted from complaints by the residents of Chantry View Road that the 2 hour parking areas were being used as all day parking. Parking in that road can have very limited impact on the residents as all the properties are well set back from the road and have long drives in which many cars can be parked. The road itself is wide and ideally suited to limited off-road parking.</p>	<p>The proposed amendment was developed at the request of Surrey County Council – Highways. It has been identified that a number of the spaces within a parking bay in the vicinity of a new development will cause issues for larger vehicles wishing to gain access to and from the development. Although the 3 spaces to be removed are the ones closest to the town centre, 48 of the existing 51 spaces within Chantry View Road will remain available. Within Area H of the Controlled Parking Zone as a whole, 272 limited waiting bays will continue to be available for parking, and it is normal for there to be ample spare capacity.</p> <p>Therefore, it is recommended that the proposals are implemented as advertised.</p>

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	<p>I wish to make a formal objection to the proposal. Having somewhere for short term parking, with a pleasant walk into town, is, I feel, very beneficial to those who are happy to take a little exercise. If there is a problem of all day parking, then surely the solution is that the area should be regularly patrolled and the current parking restrictions enforced. I have seen traffic wardens on this road in the past and I assume that they continue to cover this area.</p> <p>The removal of on-street parking will, in my opinion, inevitably increase the pressure on the already overstretched parking capacity of the town and may well result in more people deciding that coming to Guildford is too difficult and therefore going elsewhere. This will have a detrimental effect on the commercial viability of retail activities.</p> <p>I would be grateful if you would register my objection to this proposal and I hope that I, and others, can continue to benefit from having 2 hour parking available a short walk from town.</p> <p>I would appreciate hearing from you in due course.</p>	
11	<p>Chantry View Road - Why are 2 hour parking bays being removed from this road? It is a quiet wide road, and there is space along it for additional 2 hour (or 4 hour) waiting areas. The number of bays should be increased in this road, not reduced. It is roads such as this on the edge of the town</p>	<p>The proposed amendment was developed at the request of Surrey County Council – Highways. It has been identified that a number of the spaces within a parking bay in the vicinity of a new development will cause issues for larger vehicles wishing to gain access to and from the</p>

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	<p>centre where motorists can park without adding to town centre congestion. Except near to road junctions and access to houses this road is wide enough for parking on both sides. The fact that most properties in Chantry View Road are large and expensive, should not be a reason for limiting on-street parking where parking bays can be located without adversely affecting road safety.</p>	<p>development. Although the 3 spaces to be removed are the ones closest to the town centre, 48 of the existing 51 spaces within Chantry View Road will remain available. Within Area H of the Controlled Parking Zone as a whole, 272 limited waiting bays will continue to be available for parking, and it is normal for there to be ample spare capacity.</p> <p>Therefore, it is recommended that the proposals are implemented as advertised.</p>
12	<p>I wish to formally protest against the above proposal – and indeed any similar proposals in the Guildford area being considered under the current review. With regard to Chantry View Road, there is no discernable logic or justification for the removal of a useful and much-used amenity. The current existing parking arrangements present <b>no realistic</b> risk or hazard to either motorists or pedestrians, quite the opposite in fact, being in regular daily use and providing sensible and balanced parking within walking distance of the town centre. In all the years I have been using these amenities I have never witnessed or experienced any traffic issues – if that <b>is</b> a factor here – caused directly or otherwise by parked vehicles. Indeed, at peak traffic times parking in these locations is minimal given the permitted hours of parking. And given that the only party being inconvenienced by these proposals is the motorist one cannot help but feel, rightly or wrongly, that this a deliberate move against the interests of the motorist.</p>	<p>The proposed amendment was developed at the request of Surrey County Council – Highways. It has been identified that a number of the spaces within a parking bay in the vicinity of a new development will cause issues for larger vehicles wishing to gain access to and from the development. Although the 3 spaces to be removed are the ones closest to the town centre, 48 of the existing 51 spaces within Chantry View Road will remain available. Within Area H of the Controlled Parking Zone as a whole, 272 limited waiting bays will continue to be available for parking, and it is normal for there to be ample spare capacity.</p> <p>Therefore, it is recommended that the proposals are implemented as advertised.</p>



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<p>Arrangements such as those currently in place in Chantry View Road and other locations in and around Guildford are becoming and increasing rarity, with the national bureaucratic tendency being, seemingly, firmly anti-motorist. In the more than fifty years I have lived in or around this area Guildford has always been almost a beacon of enlightenment and light touch with it comes to the, admittedly, thorny issue of parking and its therefore extremely disheartening to see any retrograde step such as this being implemented since once it <b>has</b> been implemented there will be no turning back or reversal. Rather than reducing the availability of free on-street parking the Council should be looking at opportunities to increase these facilities since they can only be of benefit to the general 'business' of the town. Indeed, in Chantry View itself there is considerable scope for such increases. And I <b>am</b> aware of residents' concerns, having lived for ten years in Addison Road where the once free and unrestricted parking is now long-gone. If one chooses – or is fortunate enough given the value premium of these properties – to live in or near a town centre, acceptance of the realities regarding car parking has to be a 'given' in today's society.</p> <p>The wishes of Authorities and theorists everywhere may be to curb usage but it is a fact the motor car is and <b>will remain</b>, whatever form it may take in the future, the primary mode of personal, individual transport. There is no viable or sufficiently flexible and convenient alternative.</p> <p>So, please look again at this and all other similar proposals</p>	
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	and do <b>not</b> allow Guildford to become yet another once-pleasant and welcoming place which slides into the no-go horrors of the Wokings, Kingstons and Croydons of this world.	
13	<p>I wish to make the following comments:</p> <p>I am by no means familiar with all the roads in your consultation, however I am very opposed to the new proposed parking restrictions you are seeking to impose in the following road:</p> <p>Chantry View Road, Guildford: This is a wide and quiet road and I see no benefit from converting part of the 2 hr no parking to double yellow lines.</p>	<p>The proposed amendment was developed at the request of Surrey County Council – Highways. It has been identified that a number of the spaces within a parking bay in the vicinity of a new development will cause issues for larger vehicles wishing to gain access to and from the development. Although the 3 spaces to be removed are the ones closest to the town centre, 48 of the existing 51 spaces within Chantry View Road will remain available. Within Area H of the Controlled Parking Zone as a whole, 272 limited waiting bays will continue to be available for parking, and it is normal for there to be ample spare capacity.</p> <p>Therefore, it is recommended that the proposals are implemented as advertised.</p>
14	<p>The proposed changes to parking in Chantry View Road do not take into consideration that these spaces (currently 2 hours) are extensively used by members of Guildford Rowing Club. This is a very active club with many different groups training during the week and over the weekend and this is one</p>	<p>The proposed amendment was developed at the request of Surrey County Council – Highways. It has been identified that a number of the spaces within a parking bay in the vicinity of a new development will cause issues for larger vehicles wishing to gain access to and from the</p>

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	<p>of the only spots nearby to park.</p> <p>Please could you (a) let me know the rationale for the change and (b) reconsider.</p>	<p>development. Although the 3 spaces to be removed are the ones closest to the town centre, 48 of the existing 51 spaces within Chantry View Road will remain available. Within Area H of the Controlled Parking Zone as a whole, 272 limited waiting bays will continue to be available for parking, and it is normal for there to be ample spare capacity.</p> <p>Therefore, it is recommended that the proposals are implemented as advertised.</p>
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Ref. No.	Representation Comments	Officer Comments & Recommendation
<b>6.5 Ad-hoc Changes Proposal – East Horsley</b>		<b>(1 representation)</b>
15  East Horsley Parish Council	<p>The proposed parking changes were discussed by the Councillors at the Parish Council meeting on 12<sup>th</sup> December. They were pleased to see that the Disabled Bay outside the Library was being moved as the bank on the verge had restricted its use, the addition of a bay outside Woking Hospice shop on the station side of the Ockham Road South will make access to the shops on this side easier for disabled users.</p> <p>The extension of Double Yellow lines will make this junction</p>	<p>The recent relocation of the pharmacy from Kingston Avenue to Station Parade West, where there are already facilities for the disabled, means that there is no longer a need for the proposed facility within Kingston Avenue.</p> <p>In relation to the conversion of the existing single yellow lines to double yellow line restrictions in Ockham Road South, at its junction with Cobham Way / Station Approach, it is hoped that the increased level of restriction will improve the deterrent effect of the controls.</p>

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	<p>safer by improving line of sight.</p> <p>The addition of a bay in Kingston Avenue adjacent to Lloyds Chemist would be welcome as access to this facility is a benefit. However as the chemist is moving to the main parade in January 2012 the Council feel it is unnecessary to provide a Disabled Bay in this location and would further restrict standard parking in an area that is under pressure.</p> <p>I hope this response will be considered.</p>	<p>Nevertheless, the transient nature of the parking activity which does take place in the vicinity of this junction may make effective enforcement more difficult.</p> <p>Therefore, it is recommended that the proposals are broadly implemented as advertised, but that the proposed disabled only space in Kingston Avenue is not introduced.</p>
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Ref. No.	Representation Comments	Officer Comments & Recommendation
<b>6.6 Ad-hoc Changes Proposal – Egerton Road, Park Barn</b>		<b>(1 representation)</b>
16	<p>I am writing in objection to the proposed conversion to ‘No Waiting At Any Time’ on Egerton Road. I am neither a student nor do I work at the hospital, however my personal situation is such that this parking availability is particularly useful to me. I am more than happy to provide further details of my situation if required. If rush-hour traffic is the key issue here, may I suggest an amendment of the restrictions to ‘No parking MON-FRI 0730-1000; 1500-1900’. This would indeed facilitate the use of both lanes at times when traffic is particularly heavy. However, I do feel that the benefits of the</p>	<p>The proposed amendment was developed at the request of Surrey County Council – Highways. This relates to the re-engineering of the Egerton Road access / junction with the Royal Surrey County Hospital, Surrey Sports Centre and Research Park. In order to maximise the benefit of the road widening / junction improvement scheme, the complete removal of parking on the southern side of the east-west section of Egerton Road, at all times, is preferred.</p>

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	<p>proposed 'No Waiting At Any Time' implementation would not out-weigh the disadvantage, in that, parking may become increasingly difficult in the surrounding areas.</p>	<p>Therefore, it is recommended that the proposals are implemented as advertised.</p>
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Ref. No.	Representation Comments	Officer Comments & Recommendation
<p><b>6.7 Ad-hoc Changes Proposal – Kingfisher Drive, Merrow</b></p>		<p><b>(10 representations)</b></p>
<p>17</p>	<p>I have read the proposals for parking restrictions with interest. I have been a resident of the Merrow Park estate for 24 years and so I have some experience of the issues these proposals are endeavouring to deal with.</p> <p>The parking restrictions proposed for the Kingfisher Drive/Kingfisher Court junction are more than justified. Parking behaviour there is routinely thoughtless and creates avoidable risk.</p> <p>However elsewhere it is difficult to see the evidence to justify the restrictions proposed. Indeed the risk that restrictions may create new problems cannot be ruled out. Living in Tansy Close I use the Baldwin Crescent/Kingfisher Drive junction constantly. There is no parking problem at this junction that</p>	<p>The proposals in Kingfisher Drive have been developed to resolve safety, access and traffic flow issues around various junctions, but primarily the Kingfisher Court and Old Merrow Street junctions.</p> <p>Although the potential for significant levels of displacement may not be that great, it is considered appropriate for the scope of the measures to be extended to mitigate against this. The position and extents of the proposed restrictions reflect this, and the fact that Kingfisher Drive is a major estate road, bus route and the site of various facilities, such as the school, surgery and shops.</p> <p>It is not envisaged that the possible consequences described, to the west of Kingfisher Drive's junction with</p>

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<p>justifies the proposed restrictions. I can envisage how they could create a new problem. You will rarely find vehicles parked in the vicinity of this junction. What parking does occur however is often directly opposite the junction on the north side of Kingfisher Drive by visitors to the houses on that side of the Drive. Cars parked there do represent a risk because of the need for vehicles travelling westwards having to pull out to get around them. That creates risks of collision with drivers coming onto Kingfisher Drive from Baldwin Crescent who are likely to be looking to their right for cars coming over the brow of the hill travelling westward along Kingfisher Drive. The other obvious risk is that associated with westward drivers having to pull onto the wrong side of the road immediately below the brow over which eastward bound vehicles often come at ill-advised speeds. If any parking restrictions are required at this junction then they should be on the south side of Kingfisher Drive opposite the Baldwin Crescent junction.</p> <p>Apart from these I would suggest the other proposed restrictions are not justified. Kingfisher Drive does get congested but only usually at school run times. Locals are used to this and drivers generally manage the congestion well enough. I believe it is inevitable that the restrictions proposed for other parts of Kingfisher Drive would simple create a new raft of traffic problems.</p>	<p>Baldwin described, will arise. Nevertheless, were they to, this might be something that could be considered in such an eventuality.</p> <p>Although the controls are not intended to specifically deal with the school-run periods, nevertheless it is hoped that they will assist in this regard.</p> <p>The concerns about vehicle speeds have been forwarded onto the appropriate department of Surrey County Council and the Police.</p> <p>Therefore, it is recommended that the proposals are implemented as advertised.</p>
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<p>18</p>	<p>I guess you don't get too many letters of general approval, but it seemed worth writing to say essentially just that, while making a couple of points for your consideration.</p> <p>I note with general approval the proposed parking restrictions for Kingfisher Drive and adjacent roads. I also note with general approval the general approach state at the head of all such proposed schemes; it recognises that there are balances to be struck between obstructing / endangering traffic and pedestrians whilst permitting residents' and business' parking and whilst not pushing parking excessively onto adjacent streets.</p> <p>There is one further factor that should be taken into consideration and that factor is that parked vehicles do act as traffic calming. Before seeing the map of the restrictions on the GBC website, I had been concerned that the scheme might be a 'blanket' ban. Such a ban would have been counter-productive as it would have encouraged speeding through Kingfisher Drive in precisely the area where there is hazard due to shops, surgery and school. The scheme you propose has gaps in the yellow lines; vehicles parking in these areas will serve to calm the traffic whilst keeping obstructions clear of the actual junctions.</p> <p>It will be pleasing to have the junction with our road (Old Merrow Street) not so difficult to negotiate due to parking opposite. I do recognise that some parking is likely to get</p>	<p>The proposals in Kingfisher Drive have been developed to resolve previously highlighted safety, access and traffic flow issues around various junctions, but primarily the Kingfisher Court and Old Merrow Street junctions.</p> <p>Although the potential for significant levels of displacement may not be that great, it is considered appropriate for the scope of the measures to be extended to mitigate against this. The position and extents of the proposed restrictions reflect this, and the fact that Kingfisher Drive is a major estate road, bus route and the site of various facilities, such as the school, surgery and shops.</p> <p>It is not envisaged that the possible consequences described, to the west of Kingfisher Drive's junction with Baldwin described, will arise. The additional issues highlighted, such as pinch point in Old Merrow Street, the prioritisation of space for various user-groups and the cul-de-sac in Merrow Street have not been brought to Parking Services attention previously. Nevertheless, should significant issues occur, this might be something that could be considered in such an eventuality.</p> <p>Therefore, it is recommended that the proposals are implemented as advertised.</p>
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	<p>pushed down Old Merrow Street, but that is not an unreasonable price to pay.</p> <p>A couple of detailed issues do come to mind, and hopefully your might take these into consideration before finalising the scheme:</p> <ul style="list-style-type: none"><li>- At the south end of Old Merrow Street, there is a pinch point of some 50 metres where the road narrows distinctly (this narrowing does not show on the map_. Parking has, on occasion, made traffic movement difficult in this area requiring one to drive on the pavement. With parking necessarily being pushed into Old Merrow Street, you may wish to examine whether extension of the yellow lines into this pinch point may be necessary; and yes, I do realise, that this may push more parking into my end of the road</li><li>- To the west of Baldwin Crescent, Kingfisher Drive has a blind summit featuring the Chatfield Drive junctions (just off the map published on the GBC website). I am not aware of excessive parking currently in the vicinity of Baldwin Crescent, but equally, the scheme may push parking this way. The point for consideration is whether the parking restrictions at the Baldwin Crescent junction may prove counter-productive in terms of road safety by pushing parking too close to the blind summit</li></ul>	
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	<ul style="list-style-type: none"><li>- I suggest that the yellow lines to the south side of Kingfisher Drive adjacent to the blocked off stub of Merrow Street and Kingfisher Court i.e. across the frontage of the surgery (hope that makes sense), should be joined up into a continuous no parking area. My reasoning is that:<ul style="list-style-type: none"><li>o This area is, in practice, parked up early in the day and remains that ay until late by many of the same vehicles; hence it fails to effectively provide short-stay parking for the surgery</li><li>o Any parking in this area obstructs the sight-lines around this particularly busy area with its traffic coming and going from the shops, surgery and school. The area also features a hill-brow, which whilst not quite blind is poorly sighted.</li></ul></li></ul> <p>Additionally, Yellow Lines should be extended to include the 'Turning Head' at the north end of Merrow Street i.e. where Merrow Street access to Kingfisher Drive is blocker off to motor-traffic. This 'Turning Head' is already used for long-term parking, albeit by only the odd single vehicle, and hence creates little obstruction. However with the displacement of parking form Kingfisher Drive, it will become necessary to keep that 'Turning Head' clear for its proper purpose.</p>	
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<p>19</p>	<p>I am writing concerning the proposals for changes to parking on and off Kingfisher Drive in Merrow. I hope email is acceptable for voicing objections - if not, please let me know and I'll send a letter. I would like to ask firstly what the problem is that you are trying to address with these proposals. During start and finish times at the school we get a lot of cars parked along Kingfisher Drive which can make getting past difficult. Otherwise there are no issues I know of. This one issue would not be resolved with double yellow lines at the junctions with the side roads that extend only a few yards further than the Highway Code stipulation that you must not park fewer than 10 yards from a junction. If people are contravening this, then send a traffic warden out ticketing a few times and I am sure that would soon resolve the problem. I would also like to confirm that you are proposing double yellow lines ONLY and not posts with signs on them. Our locality is already riddled with unnecessary street furniture and I would not like to see any more without very good justification. I would be interested to hear the rationale for the changes and exactly what they would entail, but in any case, please consider my objection in your considerations.</p>	<p>The proposals in Kingfisher Drive have been developed to resolve previously highlighted safety, access and traffic flow issues around various junctions, but primarily the Kingfisher Court and Old Merrow Street junctions.</p> <p>Although the potential for significant levels of displacement may not be that great, it is considered appropriate for the scope of the measures to be extended to mitigate against this. The position and extents of the proposed restrictions reflect this, and the fact that Kingfisher Drive is a major estate road, bus route and the site of various facilities, such as the school, surgery and shops.</p> <p>Although the controls are not intended to specifically deal with the school-run periods, nevertheless it is hoped that they will assist in this regard.</p> <p>In locations where formalised parking controls are not present, only the Police are able to deal with dangerous and obstructively parked vehicles.</p> <p>Since 2003, there has been no need for double yellow lines to be signed. Therefore, there would be no need for any additional street furniture to be introduced.</p> <p>Therefore, it is recommended that the proposals are implemented as advertised.</p>
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<p>20</p>	<p>I write to object to the proposed parking restrictions on Merrow Park.</p> <p>The proposed introduction of restricted parking in various roads on Merrow Park is quite unnecessary, as the current traffic levels do not warrant such actions. A by-product of these measures will undoubtedly be the forcing of cars into side roads and residential areas. No doubt your reaction will be this it is to prevent congestion. As a resident for the past 25 years, I can assure you that we do not suffer from congestion, even when Merrow Infants school is having its pupils delivered and collected.</p> <p>These measures will not directly affect me, as I have my own driveway. However, I can certainly envisage cars parking in what is a very narrow road and causing much worse congestion and danger. Many families walk down Lapwing Grove to get to Merrow Infants; think of the danger to them, which will be exacerbated by these measures.</p> <p>The overall impression given is one of wasted public money for a very dubious benefit, if indeed there is a benefit. No doubt the next measure will be parking permits and meters!</p>	<p>The proposals in Kingfisher Drive have been developed to resolve previously highlighted safety, access and traffic flow issues around various junctions, but primarily the Kingfisher Court and Old Merrow Street junctions. The location has also been the scene of an personal injury accident where parked vehicles were identified as a contributory factor.</p> <p>Although the potential for significant levels of displacement may not be that great, it is considered appropriate for the scope of the measures to be extended to mitigate against this. The position and extents of the proposed restrictions reflect this, and the fact that Kingfisher Drive is a major estate road, bus route and the site of various facilities, such as the school, surgery and shops.</p> <p>Therefore, it is recommended that the proposals are implemented as advertised.</p>
<p>21</p>	<p>With regard to the proposed parking restrictions in and around Kingfisher Drive, Merrow, we would like to register our utter approval!</p>	<p>Support noted.</p> <p>Therefore, it is recommended that the proposals are implemented as advertised.</p>

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	<p>We have lived here, opposite the junction with Kingfisher Court, for about 30 years and have witnessed a number of accidents around the proposed junctions.</p> <p>Our worry is, the frequent near misses, as shoppers, school visitors, doctor patients etc pull out in front of oncoming traffic, exiting Kingfisher Court. The sounding of horns is a common occurrence. Most of this, we suggest, is due to cars parking too close to the junction; the rest may just be bad driving! The only area that we have not noticed too many problems is Partridge Way but that may be included, perhaps, as preventative measure.</p> <p>We must add that the parking of a few residents directly outside the plats on Kingfisher Drive has generally not been a problem; although there once was a “drunk” driver that ran into the back of the line of parking cars as he headed in a westerly direction and there was another instance where a driver clipped the corner of a parked car opposite the junction with Eustace Road and consequently turned his car over!</p> <p>Anyway, than you for your efforts to keep us all safe. In general you all do a grand job; Mind you I have never had a parking ticket so I might feel differently if I had!</p>	
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<p>22</p>	<p>No objections but observations as follow:</p> <p>I have lived at 25 Kingfisher Drive for 28 years and foresee the following problems. It will result in:</p> <ol style="list-style-type: none"> <li>1) <u>Speeding</u>. Difficult to cross road now especially for elderly people getting off bus (which stops outside No.21 Kingfisher Drive) to visit doctor's surgery. Dip in Kingfisher Drive – not possible to see cars until they approach Old Merrow Street.</li> <li>2) Concerned that people will <u>park on private car park</u> accessed via Eustace Road. They have to park somewhere.</li> <li>3) I have never seen anyone park in an easterly direction from Kingfisher Drive's junction with Old Merrow Street anyway. They park in the bus lane (not show on map) which runs outside Nos.21 to 27 Kingfisher Drive. As I am not a driver I do not know if parking in a bus lane is illegal but I am already concerned over parking in bus lane especially large delivery vans outside my house blocking the light, I feel sure there will be <u>increased parking in the bus lane</u>.</li> </ol>	<p>The proposals in Kingfisher Drive have been developed to resolve previously highlighted safety, access and traffic flow issues around various junctions, and mitigate against potential issues elsewhere.</p> <p>Away from the proposed measures around the junctions, it will still be possible for parking to take place, and in doing so, assist in reducing traffic speeds. Indeed, if parking displaces further along Kingfisher Drive, the calming effect created by parked vehicles may expand. Nevertheless, the concerns about speeding have been forwarded to the Surrey County Council – Highways and Surrey Police.</p> <p>Whilst some displacement is likely, it is not expected that this will occur as far afield as the private car park.</p> <p>In respect to the concerns about parking within the bus stop lay-by, Surrey County Council's Passenger Transport Group may wish to consider introducing a bus stop clearway designation order with the appropriate sign and road markings to deter stopping.</p> <p>Therefore, it is recommended that the proposals are implemented as advertised.</p>
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<p>23</p>	<p>I have read GBC’s formal notice regarding the new parking restrictions around the vicinity of Kingfisher Drive and wish to lodge my objection to the proposal. From conversations locally, it is clear to me that our local community does not need this plan.</p> <p>Firstly let me deal with the process. The notice pinned to a number of lampposts (**) seems to me to be just the statutory minimum, but rates poorly as a consultation process, with no real effort by SCC/GBC.</p> <ul style="list-style-type: none"> <li>• As a working father, I cannot visit GBC’s offices 09:00-16:30 Monday to Friday, with no time to fight Christmas shoppers parking to get to the Library last Saturday morning.</li> <li>• Why are the plans/reasons not readily available on-line and access to them promoted?</li> <li>• Why have you not sought to bring the plans/reasons into the community? For example, as a minimum, the local notice boards could have shown the plans – There is one in the middle of the affected area!</li> <li>• And then, of course, GBC will not accept emails nor have any online response process.</li> </ul> <p>** Driving down Kingfisher Drive, I note that most of the notices have disappeared, so that those who missed reading them in the first few days, may not know of your plans.</p> <p>Few people are able to see underlying plans and <b><u>specific reasons relating to this community</u></b> for this unnecessary</p>	<p>In respect to the formal process, information contained on the street notices and the public notice published in the Surrey Advertiser included a link to the specific page on the Borough Council’s website where the plans were available to be viewed. All written correspondence received during the formal advertisement period was considered, whether it be a letter, e-mail, or online submission. This included those which were neither addressed to Kevin McKee or included the appropriate reference. More extensive consultation, such as informal and formal mailshots and public exhibitions are generally only considered when far more extensive controls are proposed over wider areas, such as controlled parking zones. Nevertheless, the consultation method adopted has resulted in 10 representations specifically about the Kingfisher Drive proposals, and a further 101 regarding the various other proposals.</p> <p>The proposals in Kingfisher Drive have been developed to resolve previously highlighted safety, access and traffic flow issues around various junctions, but primarily the Kingfisher Court and Old Merrow Street junctions. The location has also been the scene of a personal injury accident where parked vehicles were identified as a contributory factor.</p> <p>Although the potential for significant levels of displacement may not be that great, it is considered appropriate for the scope of the measures to be extended to mitigate against</p>
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<p>imposition. However, as a member of the local community for almost 20 years, let me comment on the <u>effect</u> of your plans.</p> <p>There are schools nearby and, as a parent who has helped his children cross Kingfisher Drive for many years, I confirm that the longer sight-lines for pedestrians will worsen with cars parked on the north side of Kingfisher Drive. The longer sight-lines issue also applies to the elderly, with sheltered accommodation nearby, those visiting Merrow Park Surgery etc.</p> <p>The imposition of yellow bands may also have a further impact given that Kingfisher Drive is used every day for the school-run by busy parents. It is likely that a few will stop on the yellow bands for a minute to unload their children, which will then add risk and uncertainty to pedestrians and other drivers. Your scheme may encourage people to park on the north side of Kingfisher Drive, for example opposite Collier Way, but then when a busy parent still stops on the south side even just partially on your new yellow bands, the space for moving traffic having to changes sides of the road is reduced.</p> <p>As a regular cyclist, with children who also cycle, I know the dangers from pulling out to overtake parked vehicles, your plan will inevitably encourage people to park alternately on the north and south sides of Kingfisher Drive, increasing risk. The existing situation where the north side is generally clear of parking is much safer for cyclists.</p>	<p>this. The position and extents of the proposed restrictions reflect this, and the fact that Kingfisher Drive is a major estate road, bus route and the site of various facilities, such as the school, surgery and shops.</p> <p>Although the controls are not intended to specifically deal with the school-run periods, nevertheless it is hoped that they will assist in this regard. Boarding and alighting is permitted on yellow line waiting restrictions, although parking activity of a longer duration is not allowed.</p> <p>Some representees have raised concerns about the speed of traffic using Kingfisher Drive. If parking were to occur on both sides of the road at busier times, the chicane effect and restrictions on the running lane may actually assist in tempering traffic speeds.</p> <p>Traffic flows are generally reduced during severe weather conditions. It is also likely that the formalised parking controls will be obscured at such times. In such circumstances, and if on occasion, vehicles might be left abandoned, road users are expected to proceed with caution.</p> <p>The concerns about winter gritting have been forwarded onto Surrey County Council – Highways, albeit that the fact the road is served by a bus route means that it is already prioritised.</p>
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<p>As a car driver, I know that we give way to buses and other road-users, which normal in residential streets with parking on one side of the road, and no worse than anywhere else.</p> <p>The parking here generally works well. With the exception of a few visiting shoppers who brake traffic regulation by parking too close to the corner near the shops fro a minute or two; some of these may will not change behaviour just because of yellow lines. An occasional visit from the police would be much better – word spreads.</p> <p>And finally, I have been reminded that whoever designed this scheme has clearly never driven down Kingfisher Drive in wintry conditions. With everyone parking on the south side, the road is drivable with care, but now we'll have to weave past parked cars parked alternately on north and south side, clearly increasing the accident risk.</p> <p>The above does not take into account the issue of residents' parking, including the possible new "pinch points' from parking on side-roads near Kingfisher Drive and, of course, the impact for Merrow Park Surgery.</p> <p>In summary, the effect of what SCC/GBC is proposing here adversely impacts drivers, cyclists, pedestrians and residents. If SCC/GBC really wants to contribute to road safety, let me suggest that the money is better spent on gritting Kingfisher Drive in winter, thereby improving safety for drivers, pedestrians and allowing buses to operate normally. Now that</p>	<p>Since 2003, there has been no need for double yellow lines to be signed. Therefore, there would be no need for any additional street furniture to be introduced.</p> <p>Therefore, it is recommended that the proposals are implemented as advertised.</p>
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	<p>is the sort of action that our local community does require, not wasting money on horrible yellow lines, signage and enforcement.</p> <p>SCC/GBC must not simply impose a bureaucratic standardised scheme that many of us oppose on the basis of day-to-day local knowledge. SCC//GBC must take time to consider the concerns raised, conducting further research/consultation IN THE COMMUNITY.</p> <p>I look forward to hearing of the rejection or postponement of the proposal.</p>	
24	<p>Further to your consultation with regards to 7 proposed parking restrictions in Kingfisher Drive, Merrow Park, I have to question the motive? If it is on the grounds of health &amp; safety or road safety then having lived in Baldwin Crescent for 16 years I have not seen any reason for the majority of these restrictions.</p> <p>We have to remember that Merrow Park is primarily a residential area and therefore parking restrictions appears to be 'over the top' with the exception of Kingfisher Court which I will agree is a potential hazard, as I have had a number of near misses with vehicles not looking when they come out of the Merrow Surgery and shops turning.</p> <p>The restriction opposite Old Merrow Street means that cars</p>	<p>The proposals in Kingfisher Drive have been developed to resolve previously highlighted safety, access and traffic flow issues around various junctions, but primarily the Kingfisher Court and Old Merrow Street junctions. The location has also been the scene of a personal injury accident where parked vehicles were identified as a contributory factor.</p> <p>Although the potential for significant levels of displacement may not be that great, it is considered appropriate for the scope of the measures to be extended to mitigate against this. The position and extents of the proposed restrictions reflect this, and the fact that Kingfisher Drive is a major estate road, bus route and the site of various facilities, such as the school, surgery and shops.</p>

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<p>will not be able to stop/park to use the post box or for parents to drop off their children to Merrow Infant School, so where will the parents be able to stop and allow their children to go to school safely?`</p> <p>I have never understood why a bus stop was allowed opposite the Baldwin Crescent turning which can be dangerous as it situated just below the brow of a hill and cars do come over that hill in the opposite direction at speed. Therefore if there is a bus you have to take a risk in trying to overtake the bus and turn into Baldwin Crescent at the same time.</p> <p>Again on the subject of road safety it would help if Park Lane speed restriction was lowered to a 40 mile a hour to try and curb the speeding that goes on and cars not stopping at the roundabout with Kingfisher Drive.</p> <p>As I have said these are my observations of the road safety issues in Kingfisher Drive over the past 16 years. With the exception of the Kingfisher Court parking restriction, I believe the others to be unhelpful.</p>	<p>Although the controls are not intended to specifically deal with the school-run periods, nevertheless it is hoped that they will assist in this regard. Boarding and alighting is permitted on yellow line waiting restrictions, although parking activity of a longer duration is not allowed. Indeed, the position of such restrictions adjacent to the post box may actually increase the likelihood of motorists being able to stop adjacent momentarily to drop off their mail.</p> <p>The concerns about the position of the bus stop opposite Baldwin Crescent have been forwarded onto Surrey County Council's Passenger Transport Group. Concerns about the speed limit and speeding in Park Lane have been forwarded to Surrey County Council – Highways and the Police.</p> <p>Therefore, it is recommended that the proposals are implemented as advertised.</p>
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<p>25</p>	<p>Now that I have had a change to review the plans, I find them quite sensible and having been a resident here for over 30 years, long overdue.</p> <p>Currently as you are aware, at certain times of the day Kingfisher Drive is jam packed, with overflows into Partridge Way. Partridge Way is the second largest thru fare in Merrow Park due to its proximity to Merrow shops, Merrow surgery and shops, The School, and is often use as a thru route into Merrow park from surrounding A and B roads. At times I have trouble getting into my driveway due to cars being parked directly opposite, and to the side of my entrance way.</p> <p>This increase in traffic over the years has led to Partridge Way being reduced to a no go area at times, with cars being parked by inconsiderate drivers on both sides of the road, leading to residents having to crawl and thread their way around these obstacles. For example, cars are now parked in to such an extent, that line of site is diminished for vehicles exiting Lapwing Grove into Partridge Way, this can also be said for Curlew Gardens and Dunlin Rise.</p> <p>The restrictions that will be placed on Kingfisher Drive will ultimately lead to more car parking in off roads such as Partridge Way. This would make the above even more challenging.</p> <p>To try to alleviate this, I would suggest that the restrictions</p>	<p>The proposals in Kingfisher Drive have been developed to resolve previously highlighted safety, access and traffic flow issues around various junctions, but primarily the Kingfisher Court and Old Merrow Street junctions.</p> <p>Although the potential for significant levels of displacement may not be that great, it is considered appropriate for the scope of the measures to be extended to mitigate against this. The position and extents of the proposed restrictions reflect this, and the fact that Kingfisher Drive is a major estate road, bus route and the site of various facilities, such as the school, surgery and shops.</p> <p>The additional issues highlighted, such as the various junctions off Kingfisher Drive have not been brought to Parking Services attention previously. It is also likely that it is residents that predominantly park in these locations, which even if controls were to be considered, can sometimes make their introduction and effective enforcement more difficult. Nevertheless, should significant issues occur, this might be something that could be considered in such an eventuality.</p> <p>Therefore, it is recommended that the proposals are implemented as advertised.</p>
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	<p>being placed in junctions off Kingfisher Drive could also be placed on other off roads junctions in roads such as Partridge Way.</p> <p>I have to declare an interest in this, as I live in Partridge Way, however I am sure the same observations might be tabled by residents of Old Merrow Street, Eustace Road, Gilliat Drive etc.</p>	
26	<p>I have just noticed your proposals for waiting restrictions in Kingfisher Drive. I would like to register my objection to the proposals on the following grounds:</p> <ul style="list-style-type: none"> <li>a) I live in Foxglove Gardens and use Kingfisher Drive regularly. I have never experienced a problem with traffic congestion in Kingfisher Drive even at school time.</li> <li>b) They go beyond what is normally considered necessary on safety grounds to provide visibility at junctions. The highway code clearly states that drivers should not park within 10 metres of a junction (Ref 217). The proposed restrictions appear to extend to at least 15 metres beyond the junctions.</li> <li>c) Restrictions have also been proposed opposite Old Merrow Street. There is no road junction on that side of</li> </ul>	<p>The proposals in Kingfisher Drive have been developed to resolve previously highlighted safety, access and traffic flow issues around various junctions, but primarily the Kingfisher Court and Old Merrow Street junctions. The location has also been the scene of a personal injury accident where parked vehicles were identified as a contributory factor.</p> <p>Although the potential for significant levels of displacement may not be that great, it is considered appropriate for the scope of the measures to be extended to mitigate against this. The position and extents of the proposed restrictions reflect this, and the fact that Kingfisher Drive is a major estate road, bus route and the site of various facilities, such as the school, surgery and shops.</p> <p>Although there is no junction opposite Old Merrow Street,</p>

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	<p>the road.</p> <p>d) The effect of the restrictions will be to move the parking at school times in Kingfisher Drive, between Kingfisher Court and Collier Way to other roads such as Old Merrow Street &amp; Collier Way. These roads are narrower and therefore parking is likely to cause much worse problems in these roads.</p> <p>e) Unless there is evidence to show that parking is causing an accident problem or delays to the bus service, I believe there is no justification for them and the proposal a waste of rate payers money.</p> <p>f) There are no other restrictions in the area so presumably wardens will have to add this area to their rounds. This will have the effect of increasing the cost of enforcement.</p> <p>I realise that this objection is just after the closing date. However, I doubt whether this proposal has progressed over the holidays and therefore you will be able to take my points into consideration.</p>	<p>the location is the site of pedestrian facilities leading from Merrow Street, lowered kerbs and Keep Clear markings already being present. It is also the site of a post box. The introduction of controls will protect these and may actually increase the likelihood of motorists being able to stop adjacent to the post box momentarily to drop off their mail. Ref 217 of the Highway Code referred to also suggests that parking should not occur opposite junctions. However, taking into account local circumstances, such as the width of the carriageway, double yellow line waiting restrictions have not been proposed opposite all the junctions within the road. The same local factors have, however, resulted in longer controls being considered appropriate on the bellmouth side of the junction.</p> <p>Although the controls are not intended to specifically deal with the school-run periods, nevertheless it is hoped that they will assist in this regard.</p> <p>Therefore, it is recommended that the proposals are implemented as advertised.</p>
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Ref. No.	Representation Comments	Officer Comments & Recommendation
<b>6.8 Ad-hoc Changes Proposal – Lower Road, Effingham</b>		<b>(5 representations)</b>
<p>27</p> <p>Howard of Effingham School</p>	<p>Our first consideration has to be the safety of our students and others who regularly cross or use this section of Lower Road. Having reviewed the documentation it does appear that the lines proposed are endeavouring to protect the vision lines critical for pedestrian safety and so we have no objection to the proposals.</p> <p>However, we would need to be advised if there is any further extension of the lines because we do believe that parked cars provide necessary, natural traffic calming along what would otherwise be a very fast moving stretch of road.</p>	<p>Parking will still be permitted away from the various junctions and accesses, so the calming effect created by parked vehicles will still be present.</p> <p>However, as a result of other representations and subsequent discussions with local councillors, it has been recommended that the No Waiting At Any Time double yellow line restrictions proposed opposite the school’s vehicular accesses, and provided to assist with the turning manoeuvres of larger vehicles, be introduced as a No Waiting Monday-Friday 8am-6pm single yellow line restrictions, to more closely reflect the operational hours of the school.</p> <p>Therefore, it is recommended that the proposals are broadly implemented as advertised, with the amendment described above, which lessens the level of restriction.</p>

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<p>28</p>	<p>I am writing as a householder in Effingham Place. I refer you also to a letter by Mrs Alyson Reay on behalf of the residents of Effingham Place.</p> <p>The proposed parking restrictions along Lower Road have, I believe, been generally supported by local people and Surrey Police. The restrictions are welcome as a contribution to reducing congestion around the entrance and exit to he Howard of Effingham School during the school day.</p> <p>It is my understanding that government agencies, including local government, should aim to do the minimum of regulation that will achieve the desired result. To that end, I query why your proposed parking scheme requires double yellow lines – no waiting at any time – to alleviate an issue that persists only on weekdays between 8am and 4pm. I believe that single yellow lines – no waiting during specified times – would be a more proportionate response to the reported issues.</p> <p>A solution restricting waiting only during the school day would permit residents of houses along Lower Road and visitors to the area in evenings and weekends to park freely; I am not aware that anyone has raised any concerns about parking at those times.</p> <p>I refer you to Mrs Reay’s letter, in which she proposes that the area covered by the parking restrictions should be extended along the northern side of Lower Road to a point beyond</p>	<p>The general support of the need for controls is noted.</p> <p>The proposals in Lower Road have been developed to resolve safety, access and traffic flow issues around various junctions, and to support the existing advisory School Keep Clear markings.</p> <p>Although the controls are not intended to specifically deal with the school-run periods, nevertheless it is hoped that they will assist in this regard.</p> <p>Parking is inadvisable at any time within the appropriate site-lines of a junction. As a result, double yellow line waiting restrictions are more commonly used, as proposed in this case. If the pressure on parking at other times is reduced, the ‘need’ or likelihood of motorists considering parking in these sensitive areas is likely to be lessened. If motorists were to park in these areas at other times, they would of course be causing the same restrictions on site-lines as vehicles parked there during weekdays.</p> <p>Whilst in some circumstances, parking opposite junctions maybe inadvisable, and controls considered, local circumstances, such as carriageway width, likely number of turning manoeuvres etc... are often taken into account. Unlike Effingham Place, the proposed controls opposite the access to Century Court support the School Keep Clear markings, and would otherwise not be being</p>
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	<p>Effingham Place (she has shaded the area in the attachment to her letter). I think that by using single yellow lines, you can extend them into the area described by Mrs Reay without any inconvenience to householders in Lower Road or the worshippers at Our Lady of Sorrows church, slightly to the west on days of services, weddings and similar events.</p> <p>I trust you find this helpful.</p>	<p>considered. The proposed controls opposite the vehicular accesses to the school have been developed to facilitate the regular movement of coaches in and out of the site.</p> <p>However, as a result of other representations and subsequent discussions with local councillors, it has been recommended that the No Waiting At Any Time double yellow line restrictions proposed opposite the school's vehicular accesses, and provided to assist with the turning manoeuvres of larger vehicles, be introduced as a No Waiting Monday-Friday 8am-6pm single yellow line restrictions, to more closely reflect the operational hours of the school.</p> <p>Therefore, it is recommended that the proposals are broadly implemented as advertised, with the amendment described above, which lessens the level of restriction.</p>
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<p>29 Effingham Place Residents</p>	<p>I am writing on behalf of the Residents of Effingham Place regarding the proposed on-street parking review for Lower Road, Effingham.</p> <p>Whilst we welcome the proposed changes to include double yellow lines for much of the stretch of Lower Road either side of the Howard of Effingham School, we are disappointed and concerned that the proposal does not go far enough.</p> <p>The entrance to Effingham Place comes off Lower Road beside the school and for much of the time there are cars parked opposite our entrance in the area marked in green on the copy of your plan, attached. The result is that traffic travelling west to east is forced to drive around the line of parked cars in the middle of the road, whilst traffic is coming towards it on the Effingham Place side of the road. The 2 enclosed photos are typical of the sort of congestion that takes place every day and is exacerbated at school drop off and pick up times, with a huge increase in the number of vehicles using the road.</p> <p>It is difficult and dangerous for drivers turning into and out of Effingham Place due to the parked cars immediately opposite. When driving into Effingham Place from the west, it is necessary to signal right around the parked cars and immediately right again into Effingham Place. Drivers following seem unaware that the indication is not just to pass the parked cars and so often follow far too closely, not</p>	<p>The general support of the need for controls is noted.</p> <p>The proposals in Lower Road have been developed to resolve safety, access and traffic flow issues around various junctions, and to support the existing advisory School Keep Clear markings.</p> <p>Although the controls are not intended to specifically deal with the school-run periods, nevertheless it is hoped that they will assist in this regard.</p> <p>Whilst in some circumstances, parking opposite junctions maybe inadvisable, and controls considered, local circumstances, such as carriageway width, likely number of turning manoeuvres etc... are often taken into account. Unlike Effingham Place, the proposed controls opposite the access to Century Court support the School Keep Clear markings, and would otherwise not be being considered. The proposed controls opposite the vehicular accesses to the school have been developed to facilitate the regular movement of coaches in and out of the site.</p> <p>However, as a result of other representations and subsequent discussions with local councillors, it has been recommended that the No Waiting At Any Time double yellow line restrictions proposed opposite the school's vehicular accesses, and provided to assist with the turning manoeuvres of larger vehicles, be introduced as a No Waiting Monday-Friday 8am-6pm single yellow line</p>
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	<p>expecting the right hand turn, thus causing a potential hazard. Also, those leaving Effingham Place turning left (west), turn into traffic travelling eastwards in the middle of the road, around the stationary vehicles, leaving little room for manoeuvre.</p> <p>For these safety reasons, we would urge you to consider extending the double yellow lines to include the area directly opposite Effingham Place.</p>	<p>restrictions, to more closely reflect the operational hours of the school.</p> <p>Therefore, it is recommended that the proposals are broadly implemented as advertised, with the amendment described above, which lessens the level of restriction.</p>
<p>30 Effingham Parish Council</p>	<p>Effingham Parish Council has considered the proposed changes and has been contacted by several residents who are concerned about them.</p> <p>The Parish Council does not object to the plans as given but strongly feels that small improvements on what has been shown would make a big difference to known traffic and parking issues in this area. The Parish Council would welcome the chance to discuss these with you or another Highways Officer as soon as possible, and certainly before the changes are implemented. Please would you kindly let us know if this can be arranged.</p>	<p>Although clarification was sought as to the nature of the small improvements, this information was not provided.</p> <p>However, as a result of other representations and subsequent discussions with local councillors, it is recommended that the No Waiting At Any Time double yellow line restrictions proposed opposite the school's vehicular accesses, and provided to assist with the turning manoeuvres of larger vehicles, be introduced as a No Waiting Monday-Friday 8am-6pm single yellow line restrictions, to more closely reflect the operational hours of the school.</p>

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		<p>Therefore, it is recommended that the proposals are broadly implemented as advertised, with the amendment described above, which lessens the level of restriction.</p>
<p>31</p>	<p>I attach my personal response to the consultation on the proposal to add yellow lines outside the Howard of Effingham School.</p> <p>As you will see, I do not support the current proposals because I do not believe that they will address the problems effectively. Instead, I have made some alternative proposals. What I am seeking to ensure is that the approaches to the Howard return to the calmer, less congested state that they were in when my sisters and I happily cycled to the school from the Effingham/Horsley border. Whilst I understand and share the frustrations of residents, I think that it is unrealistic to believe that the current proposals will help matters. "Setting down" is permitted on double yellow lines (it is on school zig-zags that "setting down" is prohibited), so this scheme will not alter the current situation, which we all believe is in dire need of improvement.</p> <p>My proposals are to reintroduce adequate off-road provision for setting down and parking so that these don't occur in the</p>	<p>The proposals in Lower Road have been developed to resolve safety, access and traffic flow issues around various junctions, and to support the existing advisory School Keep Clear markings. As a result, their scope is relatively limited, and significant lengths of kerb space will remain available within the vicinity to accommodate parking.</p> <p>Although the controls are not intended to specifically deal with the school-run periods, and boarding and alighting will still be permitted on the waiting restrictions, parking of longer durations will not be allowed, and it is hoped that they will assist in this regard.</p> <p>The creation of additional parking facilities, re-engineering of the public highway and introduction of formalised pedestrian facilities are beyond the remit of this review. As such, these issues have been forwarded to Surrey County Council – Highways. The comments about bus services have been forwarded to Surrey County Council's</p>

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<p>junctions of residential roads and to make the entrance area calmer and safer, thereby encouraging students to walk and cycle again. Long-standing residents will recall the immediate increase in congestion that occurred when the parking/waiting was transferred from the verge opposite the school to the road and neighbouring cul-de-sacs. The ensuing congestion since that change has meant that the once healthy proportion of student cyclists has declined. The wooden posts were installed to minimise damage to the verge. There are alternative grass reinforcement products on the market today that, when properly specified and installed, are very effective in keeping grass parking areas “green”. During the school holidays and whenever the school is shut, the visual impact of the grass parking area will be minimal. As there are parked cars at the moment, the visual impact during the school day will be unchanged.</p> <p>I do hope that you will be able to support these suggestions and look forward to hearing your views.</p> <p><b>I do not support the current “Effingham Place” proposals.</b></p> <p>They are a misguided attempt to treat symptoms rather than address the underlying causes of the congestion and they are likely to make the area more dangerous.</p> <p><b>Instead I have proposed alternative solutions that will address the underlying problems in order to relieve</b></p>	<p>Passenger Transport Group.</p> <p>However, as a result of other representations and subsequent discussions with local councillors, it is recommended that the No Waiting At Any Time double yellow line restrictions proposed opposite the school’s vehicular accesses, and provided to assist with the turning manoeuvres of larger vehicles, be introduced as a No Waiting Monday-Friday 8am-6pm single yellow line restrictions, to more closely reflect the operational hours of the school.</p> <p>Therefore, it is recommended that the proposals are broadly implemented as advertised, with the amendment described above, which lessens the level of restriction.</p>
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<p><b>congestion, improve road safety and encourage pedestrians &amp; cyclists.</b></p> <p><b>The current proposals will not improve the status quo which is dangerous:</b></p> <p>The proposals are to:</p> <ol style="list-style-type: none"><li>1) replace the original white lines / white hatching – that didn't conform to the Highway Code – with double yellow lines that can be enforced;</li><li>2) extend the yellow lines into the “public highway areas of the junctions with Effingham Place and Century Court;</li><li>3) extend the yellow lines beyond the school's vehicular entrance but, crucially, stop short of the school's main pedestrian exit – This will guarantee that students will continue to find their crossing point blocked by vehicles parked/waiting on the Northern side of the Lower Road.</li></ol> <p><b>But the underlying problems remain unchanged:</b></p> <ul style="list-style-type: none"><li>• The school is located in a rural area that is very poorly served by public transport and infrastructure for pedestrians &amp; cyclists.</li><li>• There are no accessible crossing points for pedestrians, forcing students to cross at inappropriate places.</li><li>• There are limited places to wait, set down and pick up passengers.</li></ul>	
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	<ul style="list-style-type: none"><li>• As double yellow lines permit drivers to <b>set down/pick up passengers</b> this <b>will continue</b> in the yellow-lined areas including <b>in the junctions of Effingham Place / Century Court</b>.</li></ul> <p><b>No significant changes to the dangerous status quo</b></p> <p>As measured by the Google ruler, the <b>maximum</b> lengths of road that are currently <b>available</b> for parking &amp; setting down :</p> <ol style="list-style-type: none"><li>1) between British Legion and Century Court: <b>9</b> cars (50 metres)</li><li>2) between the vehicle gates: <b>5</b> cars (approx 28 metres)</li><li>3) opposite main pedestrian entrance: <b>19</b> cars (108 metres)</li><li>4) off road drop zone: <b>3</b> cars behind the coach in the bus stop</li></ol> <p>The lengths that were previously <b>unavailable</b> (used to be white boxes):</p> <ol style="list-style-type: none"><li>1) between British Legion and Century Court: 2 cars (11 metres)</li><li>2) between the vehicle gates: 9 cars (approx 33 + 21 metres)</li><li>3) opposite main pedestrian entrance: none</li></ol> <p><b>Assessing the real needs – a win win for everyone:</b></p> <p>The Howard of Effingham has been the area’s secondary school since the 1950s.</p>	
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	<p>Since becoming a comprehensive school in the 1970s, <b>it has been exactly the same capacity:</b> 8-form entry with a large 6th form. There have always been occasional 9-form-entry “bulge” year groups such as my year group in the 80s. Just as then, more than half of the year group continued into the 6th form after their GCSEs. However, these days the school’s catchment area is significantly smaller.</p> <p>For much of its existence, the school has had very few immediate neighbours but in the past 15 years, a number of housing developments have been added in the vicinity eg the conversion of the former Convent and Effingham Place into flats and houses. The congestion difficulties around the school are also very recent. They date from the short-sighted decision to install wooden posts on the verges opposite the school in an attempt to discourage people from driving to/from school. All this did was move the parking onto the road, creating congestion, making the area unsuitable for young cyclists and more dangerous for all road users. The school is a large, long standing public amenity in a rural location. It was naive to expect any other outcome. Prior to this time:</p> <ul style="list-style-type: none"><li>• waiting cars and 6th formers parked/waited on the verge opposite the staff car park (“end-in” rather than parallel to the road).</li><li>• The less congested roads meant that most students walked/cycled to school. In my day ~50% cycled, Effingham students walked and there were only 3 coaches!</li></ul>	
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	<ul style="list-style-type: none"><li>• BUT the wide straight road encouraged speeding so it was still difficult to cross the Lower Road.</li></ul> <p><b>Address the real needs – a win win for everyone:</b></p> <p><b>Unless the approaches to the school are made more attractive for cyclists and pedestrians, congestion and parking levels will remain the same.</b></p> <p>There are two needs for on-street parking/set down. These are largely distinct:</p> <ol style="list-style-type: none"><li>1) <b>Dropping &amp; collecting during the main “school run”</b> (8:15 - 8:40am &amp; 3:20 – 3:45pm). Although the alternative drop off areas are well used (KGV car park, A246 lay-bys, Catholic church car park, Lower Road recreation ground), an <b>estimated 80 vehicles queue</b> to use the limited (3-4) drop-off spaces nearest the school gates. Vehicles dropping &amp; collecting from Manor House School contribute significant congestion in the area due to the lack of pedestrian access to Manor House Lane. (An unofficial 1-way system is operated in Manor House Lane. <b>An estimated 120 “school run” vehicles exit</b> onto the Lower Road <b>towards Effingham.</b>)</li><li>2) <b>6th form parking during the day.</b> As many 6th formers have free periods at the start/end of the day, on a <b>typical school day</b> (after 9am and before 2:30), there are <b>15 – 17 cars parked</b> on the road (5 – 6 cars in area 1, 5 cars in area 2 and 5 – 6 cars in area 3).</li></ol>	
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	<p>These numbers vary throughout the year (see next slide). However, as there is visitor and staff parking on site, it is only very occasionally that the numbers are swelled by a higher than usual level of visitors eg an event for its primary feeder schools.</p> <p><b>A few facts about 6th form travel:</b></p> <ol style="list-style-type: none"><li>1. At the last travel survey (Jan 11) the main mode of transport for 6th formers were:<ul style="list-style-type: none"><li>• 70 coach/bus</li><li>• 110 pedestrians</li><li>• 34 cyclists</li><li>• 109 by another motor vehicle ie car, motor cycle, taxi, van (In addition, there were 21 car-sharers, but these are not separate vehicles)</li></ul></li><li>2. 6th form students who drive to school <b>must</b> register their vehicle details, so I thought it would be useful to check the figures. In July 2011, the <b>final (cumulative)</b> numbers of 6th form drivers for the last academic year were:<ul style="list-style-type: none"><li>• <b>17</b> in Year 12, but the earliest that they could have been parkers (passed test with own car) was the Spring term. Y12 are on study leave 11th May – 14th June.</li><li>• <b>28</b> in Year 13, but they are on study leave from 18th May and off roll 22nd May.</li></ul></li></ol> <p>The school provides:</p>	
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	<ul style="list-style-type: none"> <li>• <b>20</b> off-road car parking spaces for 6th form drivers (<b>British Legion - all 20 used</b>)</li> <li>• <b>8</b> off road motor cycle spaces for use by 6th form drivers &amp; staff only (<b>5 used</b> by 6th form)</li> <li>• <b>60</b> cycle spaces available for use by 6th form &amp; staff only (<b>34 used</b> by 6th form)</li> </ul> <p><b>Julia Dickinson’s alternative proposals</b> are designed to address the underlying causes of the congestion improve road safety and thereby encourage those who currently travel by car to become pedestrians &amp; cyclists:</p> <ol style="list-style-type: none"> <li>1) <b>Replace the majority of on-road parking by reinstating an “end-in” grass parking zone opposite school for at least 30 cars, using reinforcement mesh to minimise any damage to the verge and minimise the visual impact when the school is closed.</b></li> <li>2) <b>Install 2 safe and obvious pedestrian crossings next to the school’s pedestrian entrances that are cycle-friendly with good sight-lines for students &amp; drivers.</b></li> <li>3) <b>If possible, create a new drop off zone on the school side before the existing bus stop. This will mean that fewer students will need to cross the road and, by increasing the throughput of cars waiting to set-down, make adequate provision for the traffic peaks at the start and end of the school day.</b></li> </ol>	
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	<ol style="list-style-type: none"><li>1. <b>Create a “grass parking” zone opposite school using reinforcement mesh to minimise damage to the verge.</b></li><li>2. <b>Add 2 visible but cycle-friendly pedestrian crossings on road tables near the pedestrian entrances.</b> <b>Pedestrians would still be hidden by the wall near the main pedestrian entrance so the refuges / crossings MUST be designed to be visible to motorists and be cycle-friendly eg ramped pedestrian crossings similar to the ramped crossing outside Leatherhead Leisure Centre.</b></li><li>3. <b>If possible, create a school-side drop zone before the bus stop</b><ul style="list-style-type: none"><li>• Create a drop zone (of a similar size to the one near the Catholic church).</li><li>• Add a fence inside grounds.</li></ul></li></ol>	
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Ref. No.	Representation Comments	Officer Comments & Recommendation
<b>6.9 Ad-hoc Changes Proposal – Manor Road, Ash</b>		<b>(1 representation)</b>
32	<p>Manor Road, Ash - The no waiting lines at junctions are longer than necessary for sighting purposes. If no waiting restrictions are required outside Ash Manor School, then why not along the whole length of the road outside the school. The only time restrictions are needed is on schooldays between 2.45pm and 3.15pm when parents park to wait for their children, and on occasional evenings when large events are held at the school (such as in October for a school open evening.)</p>	<p>The proposals in Manor Road have primarily been developed to resolve safety, access and traffic flow issues around various junctions and to protect the existing advisory School Keep Clear markings. As such, they are not intended to specifically deal with the school-run periods, although obviously it is hoped that they will assist in this regard.</p> <p>Manor Road is a classified road, a bus route and the site of a school. Furthermore, it is also the site of a gymnasium, all weather sports facilities and tennis courts which at peak times generate on street parking outside the hours normally associated with a school. The position, extents and operational hours of the proposed restrictions reflect this.</p> <p>Therefore, it is recommended that the proposals are implemented as advertised.</p>

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Ref. No.	Representation Comments	Officer Comments & Recommendation
<b>6.10 Ad-hoc Changes Proposal – New Road, Chilworth</b>		<b>(28 representations, including 3 petitions)</b>
33	<p>I have just read that there are plans to put parking restrictions along new road in chilworth...unbelievable!!!! already got yellow lines outside my house and am parked down the road but will be unable to park within yards of my own house if this goes ahead. This has all occurred due to tillingbourne school closing their playground for parents to park in....why should local people who LIVE in new road suffer because of this?????!!!! My daughter also has a car and is having to get up each morning to move it before school hours due to these yellow lines. Can some-one please tell me WHERE we are meant to park????? We are not all fortunate enough to have off-road parking and I feel this problem is just being moved from one place to another with no opinion of the locals who HAVE to park along here taken into account!!!</p>	<p>The proposals in New Road have primarily been developed to resolve previously raised safety, access and traffic flow issues around various junctions, to protect the existing advisory School Keep Clear markings, and mitigate against potential issues developing around other junctions in the vicinity.</p> <p>New Road is a classified road, a bus route and the site of a school. The consideration of the issue attempts to balance the needs for safety, access, traffic flow and parking. The latter, however, is effectively a secondary function of the road. The position, extents and operational hours of the proposed restrictions reflect this.</p> <p>The existing School Keep Clear markings are advisory. The Police and local councillors have highlighted the need for these measures to be controlled.</p> <p>Although, away from the junctions, there are quite a number of authorised and unauthorised vehicle accesses along New Road, significant lengths of kerb space will remain uncontrolled and available for parking, albeit that</p>

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		<p>these opportunities may not be as conveniently situated.</p> <p>As a result of the representations and subsequent discussions with local councillors, it is recommended that the No Waiting At Any Time double yellow line restrictions proposed to protect the School Keep Clear markings opposite Tillingbourne School's vehicular access, be introduced as a No Waiting Monday-Friday 8am-6pm single yellow line restrictions, to more closely reflect the operational hours of the school, and increase the availability of parking at other times. Nevertheless the double yellow lines protecting the sight-lines of the access on the school side of the road will remain. Reductions in the extents of the proposed measures around junctions serving fewer properties are also recommended, and around a dozen or so of the 'usable' spaces which would have been lost with the original proposals will no longer be.</p> <p>Therefore, it is recommended that the proposals are broadly implemented as advertised, with the amendments described above, which lessen the overall level of restriction.</p>
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<p>34</p>	<p>I would like to object to the proposed parking restrictions within the village of Chilworth at the various locations proposed.</p> <p>Parking and traffic in Chilworth is a problem, and I see that the proposals acknowledge the fact that with the parking restrictions in place, the traffic will probably flow better, which is a good thing.</p> <p>However as a resident of Chilworth there is an active encouragement of residents to park in the road, this is in order to reduce the speed of the through traffic as vehicles travelling through are consistently over the speed limit (30mph). Increasing the traffic flow will undoubtedly increase the traffic accidents in the village. I would suggest you come to the village and stand at the side of the road and experience the lorries and vehicles charging through the village and you will agree that very few vehicles actually travel at 30mph (even worse at night!)</p> <p>My proposal is that you continue to allow residents to park in the road and redesign the traffic flow in the village to include traffic calming measures that reduce the speed of the traffic.</p> <p>The issues of the speed in the village have been discussed by numerous residents in the village with the local police, MP Anne Milton and local councillors who acknowledge that vehicles do consistently speed in the</p>	<p>The proposals in New Road have primarily been developed to resolve previously raised safety, access and traffic flow issues around various junctions, to protect the existing advisory School Keep Clear markings, and mitigate against potential issues developing around other junctions in the vicinity.</p> <p>New Road is a classified road, a bus route and the site of a school. The consideration of the issue attempts to balance the needs for safety, access, traffic flow and parking. The position, extents and operational hours of the proposed restrictions reflect this.</p> <p>It is appreciated that parking can, in many cases, assist in tempering traffic speeds. Away from the proposed measures around the junctions, significant lengths of kerb space will remain available for parking to take place, and in doing so, continue to assist in reducing traffic speeds. Indeed, if the same amount of parking takes place, but over a wider area, its calming effects maybe extended. However, the safety issues parking causes when it takes place close to junctions also has to be recognised, as does the fact that parking is effectively a secondary function of the road.</p> <p>The concerns about current traffic speed have been forwarded to Surrey County Council – Highways and the Police, as has the suggestion for traffic calming, revised</p>
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<p>village.</p> <p>Additionally I see that the parking restrictions do not apply to the Dorking road part of Chilworth, where the villages primary school is positioned. This area will have increased parking problems with the new houses under construction and the station, but is not included in this application. Why is that, when the Tillingbourne school in the New Road area is to have extensive parking restrictions put in place. Are primary school children not as important?</p> <p>I agree that parking restrictions will afford drivers in the proposed sections a clear view of a junction or section of road, especially during the day time. However my point is that the restrictions will not decrease the speed of vehicles in the village, but increase the speed which will ultimately result in a fatality in the village, there have been to many close misses to mention.</p> <p>The residents of Chilworth would probably be supportive of the restrictions if consideration and plans were also put in place to reduce the speed to 20mph through the village, which if you are putting signs up, painting lines etc will not unduly increase costs. The reduction in speed limit is justified when you consider two schools (one primary and one junior), post office, village shop, clothes shop, two children parks, youth club, and a number of elderly and disabled residents.</p>	<p>traffic flow arrangements and reduced speed limits.</p> <p>The '7-11' store aside, at the times the other businesses and post office in the village tend to be open, the demand on parking from residents tends to be less.</p> <p>Unlike New Road, no unsolicited correspondence was received about the parking situation in Dorking Road prior to this review and the advertisement of the proposals. However, the situation in New Road, and another 120 other locations situated elsewhere throughout the borough had been raised and assessed as part of the current review.</p> <p>As a result of the representations and subsequent discussions with local councillors, it is recommended that the No Waiting At Any Time double yellow line restrictions proposed to protect the School Keep Clear markings opposite Tillingbourne School's vehicular access, be introduced as a No Waiting Monday-Friday 8am-6pm single yellow line restrictions, to more closely reflect the operational hours of the school, and increase the availability of parking at other times. Nevertheless the double yellow lines protecting the sight-lines of the access on the school side of the road will remain. Reductions in the extents of the proposed measures around junctions serving fewer properties are also recommended, and around a dozen or so of the 'usable' spaces which would have been lost with the original proposals will no longer be.</p>
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<p>In relation to the businesses in Chilworth they, will be directly be affected which in this current climate will impact on the local economy and employment.</p> <p>Please consider the full impact on these proposals and the areas they don't address, which in summary are;</p> <p>increase of speed and likelihood of a fatality from vehicles travelling through Chilworth</p> <p>unequal consideration of school locations</p> <p>Impact on local economy and employment</p> <p>I am slightly troubled and disappointed that despite your comments to the contra there appears to have been little or no consultation locally with the businesses in Chilworth, other than its been proposed. I understand that the double lines and parking controls are a proposal but you seem committed to the scheme going ahead and supportive despite the large anti campaign growing in the village of Chilworth.</p> <p>This view is further backed up by your recent newsletter which discussed a number of local issues including the proposed scheme, but interestingly after the dead line for residents to share their views. As an elected individual I believe that you may not have considered any of the views of</p>	<p>Therefore, it is recommended that the proposals are broadly implemented as advertised, with the amendments described above, which lessen the overall level of restriction.</p>
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<p>the local residents in supporting this scheme.</p> <p>The proposals I understand from your own newsletter will increase the view around specific junctions, hence increasing safety. An excellent idea. However the displacement of the parked vehicles due to the restrictions and double yellow lines will only cause other bottlenecks around other areas in Chilworth.</p> <p>I ask the question, who are these restrictions for? As having lived opposite one of the proposed site for ten years the only accidents that have occurred are from cars travelling too fast and not looking where they are going. So the question remains, who are the restrictions for? Residents and businesses of Chilworth don't want or believe that the restrictions will increase road safety in the area, but they do feel let down by the local elected councilors and MP in not supporting the residents. Who are the restrictions for? Passing motorists who travel through Chilworth out to the Silent Pool and either to Dorking or Woking. Yes to them having parking restrictions will increase the free flow of traffic, and make their journey better, great, but what about the residents of Chilworth whose safety will decrease as the speed of passing traffic increases even more, do we have to wait for a death of a resident before someone takes notice?</p> <p>If you, the council, MP and parish council were so keen on the proposals is this because there is money to be made in the collection of parking fines from residents in Chilworth?,</p>	
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	<p>one could say that it would be a tax on the residents for parking outside / near to your house. We don't live in central London.</p> <p>Strangely though, known of the proposals take into account traffic past Dorking road into St Martha's parish council and further into the village of Albury. Is this because they don't feel they are suitable or thank goodness its not happening in our area? This point is especially difficult to understand when the parking in Albury is more congested and down to one carriage way everyday, where as Chilworth's current parking etc works.</p> <p>In conclusion I do not see that yellow lines and parking restrictions will have anything other than a damaging affect on the heart of Chilworth. A sensible person would look at other proposals, and I believe as I have previously said, deal with the speed issue first through effective traffic management (speed controls) of passing motorists rather than penalizing the local residents of Chilworth who are being very over looked.</p>	
35	<p>I live at 63 New Road, Chilworth in one of five terraced houses near the Post Office and the Londis Shop.</p> <p>I am writing to object to the proposals to enforce parking restrictions throughout the village, in particular those near Surrey House.</p>	<p>The proposals in New Road have primarily been developed to resolve previously raised safety, access and traffic flow issues around various junctions, to protect the existing advisory School Keep Clear markings, and mitigate against potential issues developing around other junctions in the vicinity.</p>

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<p>I do not have a driveway and have to park on the pavement outside my house which I have done since I moved in 20 years ago. This is the same for my two neighbours who, like me, live in one of the centre three houses in our block. Presently there is room outside for 6-7 cars and I can usually, but not always, find somewhere to park my car within the vicinity of my house. If the proposals come into force there may only be 3 places left outside my house with a total of approximately 18 spaces lost in the surrounding area. Clearly this will cause severe parking problems for me and other local residents. This will be compounded by customers of the Post Office and the local shop who will also find it difficult to quickly stop to buy whatever they need.</p> <p>I am at work all day, and, if the parking restrictions are enforced, I doubt if by the time I get home I will be able to park anywhere remotely close to my house.</p> <p>If, as you say, the aim of these restrictions is to improve traffic flow I have to say that in general discussion I have had with the police over the years, they have said that they regard the cars parking on the pavement throughout Chilworth as a traffic calming measure which goes some way to stopping cars racing through our village.</p> <p>In fact I was a member of the 'safe routes to school' committee which campaigned for many years to reduce the speed of traffic through the village but were always met with</p>	<p>New Road is a classified road, a bus route and the site of a school. The consideration of the issue attempts to balance the needs for safety, access, traffic flow and parking. The latter, however, is effectively a secondary function of the road. The position, extents and operational hours of the proposed restrictions reflect this.</p> <p>It is appreciated that parking can, in many cases, assist in tempering traffic speeds. Away from the proposed measures around the junctions, significant lengths of kerb space will remain available for parking to take place, and in doing so, continue to assist in reducing traffic speeds. Indeed, if the same amount of parking takes place, but over a wider area, its calming effects maybe extended. However, the safety issues parking causes when it takes place close to junctions also has to be recognised.</p> <p>The concerns about current traffic speed have been forwarded to Surrey County Council – Highways and the Police.</p> <p>The '7-11' store aside, at the times the other shops and Post Office in the village are generally open, the demand on parking from residents tends to be less.</p> <p>As a result of the representations and subsequent discussions with local councillors, it is recommended that the No Waiting At Any Time double yellow line restrictions proposed to protect the School Keep Clear markings</p>
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	<p>resistance from the local and Surrey County Council as we were told there was no funding for the various measures we proposed. Now, when we are all acutely aware of Council cutbacks, it seems there are funds to carry out works that seem to have arrived out of the blue with no local consultation or consideration and which are unwanted by residents and shop keepers alike.</p> <p>I have contact my local councillor, Neil Ward, about this matter and there is also a petition in our local shop which I gather has received a huge response already.</p>	<p>opposite Tillingbourne School's vehicular access, be introduced as a No Waiting Monday-Friday 8am-6pm single yellow line restrictions, to more closely reflect the operational hours of the school, and increase the availability of parking at other times. Nevertheless the double yellow lines protecting the sight-lines of the access on the school side of the road will remain. Reductions in the extents of the proposed measures around junctions serving fewer properties, including Surrey House, are also recommended, and around a dozen or so of the 'usable' spaces which would have been lost with the original proposals will no longer be.</p> <p>Therefore, it is recommended that the proposals are broadly implemented as advertised, with the amendments described above, which lessen the overall level of restriction.</p>
36	<p>I am very concerned about the plans to have double yellow lines in New Road. We already have a parking problem in this road, the reduction of available spaces, estimated at 21, is not practical.</p> <p>New Road has many older houses with no provision for parking off road and as most households have two cars there is already going to be a shortage of parking space. Add to this the Post Office, village store and Tillingbourne School which attracts more cars in need of a space to park you can</p>	<p>The proposals in New Road have primarily been developed to resolve previously raised safety, access and traffic flow issues around various junctions, to protect the existing advisory School Keep Clear markings, and mitigate against potential issues developing around other junctions in the vicinity.</p> <p>New Road is a classified road, a bus route and the site of a school. The consideration of the issue attempts to balance the needs for safety, access, traffic flow and parking. The</p>

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	<p>see why the situation is already difficult. In addition there are quite a few houses that have converted their front gardens to parking bays thus rendering the space in front of their houses unavailable for anyone else to use.</p> <p>I appreciate that these measures are being proposed with safety in mind but I do thin the extent of the yellow lines seems excessive. Although New Road is classified as an 'A' road there is a 30mph speed limit in place, maybe, for safety reasons, it should be enforced. If we are to lose parking spaces should not additional spaces be provided, perhaps using some land from the school's playing field which I believed was proposed some time ago.</p> <p>Before going ahead with these proposed changes to New Road please reconsider. Life is going to be a lot more difficult for the people living hear and not necessarily any safer.</p>	<p>latter, however, is effectively a secondary function of the road. The position, extents and operational hours of the proposed restrictions reflect this.</p> <p>The '7-11' store aside, at the times the other shops and Post Office in the village are generally open, the demand on parking from residents tends to be less.</p> <p>Although, away from the junctions, there are quite a number of authorised and unauthorised vehicle accesses along New Road, significant lengths of kerb space will remain uncontrolled and available for parking, albeit that these opportunities may not be as conveniently situated.</p> <p>It is appreciated that parking can, in many cases, assist in tempering traffic speeds. Away from the proposed measures around the junctions, kerb space will remain available for parking to take place, and in doing so, continue to assist in reducing traffic speeds. Indeed, if the same amount of parking takes place, but over a wider area, its calming effects maybe extended. However, the safety issues parking causes when it takes place close to junctions also has to be recognised.</p> <p>The concerns about current traffic speed have been forwarded to Surrey County Council – Highways and the Police. The suggested creation of additional parking facilities does not fall within the remit of this review and has also been forwarded to Surrey County Council – Highways.</p>
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		<p>As a result of the representations and subsequent discussions with local councillors, it is recommended that the No Waiting At Any Time double yellow line restrictions proposed to protect the School Keep Clear markings opposite Tillingbourne School's vehicular access, be introduced as a No Waiting Monday-Friday 8am-6pm single yellow line restrictions, to more closely reflect the operational hours of the school, and increase the availability of parking at other times. Nevertheless the double yellow lines protecting the sight-lines of the access on the school side of the road will remain. Reductions in the extents of the proposed measures around junctions serving fewer properties are also recommended, and around a dozen or so of the 'usable' spaces which would have been lost with the original proposals will no longer be.</p> <p>Therefore, it is recommended that the proposals are broadly implemented as advertised, with the amendments described above, which lessen the overall level of restriction.</p>
37	<p>I am writing to express my strong objection to the proposed yellow lines in New Road, Chilworth. The reasons for my objection are:</p> <p>1) As a resident of New Road for over twenty years, I have seen no significant problem with the present arrangements.</p>	<p>The proposals in New Road have primarily been developed to resolve previously raised safety, access and traffic flow issues around various junctions, to protect the existing advisory School Keep Clear markings, and mitigate against potential issues developing around other junctions in the vicinity.</p>

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	<p>2) The proposed restrictions will cram people into the remaining parking space forcing them to park much closer to other peoples driveways, thus restricting sightlines for many residents to a far greater extent than occurs at present, and would create much greater hazards than the existing arrangements.</p> <p>3) More cars would be forced to park closer to the school than at present, which together with parents trying to drop children at school in the morning, would increase the likelihood of accidents.</p> <p>4) More front gardens will be paved over to provide parking, detracting from the character of the village and reducing the habitat for wildlife.</p> <p>5) At a time of austerity, the cost associated with these works and the subsequent enforcement of restrictions cannot be justified. If there is available money in the roads budget, it could be much better spent in converting the hazardous junction of New Road with Christmas Hill into a mini-roundabout.</p>	<p>New Road is a classified road, a bus route and the site of a school. The consideration of the issue attempts to balance the needs for safety, access, traffic flow and parking. The latter, however, is effectively a secondary function of the road. The position, extents and operational hours of the proposed restrictions reflect this.</p> <p>Although, away from the junctions, there are quite a number of authorised and unauthorised vehicle accesses along New Road, significant lengths of kerb space will remain uncontrolled and available for parking, albeit that these opportunities may not be as conveniently situated.</p> <p>The suggested re-engineering of New Road's junction with Christmas Hill does not fall within the remit of this review and has been forwarded to Surrey County Council – Highways.</p> <p>As a result of the representations and subsequent discussions with local councillors, it is recommended that the No Waiting At Any Time double yellow line restrictions proposed to protect the School Keep Clear markings opposite Tillingbourne School's vehicular access, be introduced as a No Waiting Monday-Friday 8am-6pm single yellow line restrictions, to more closely reflect the operational hours of the school, and increase the availability of parking at other times. Nevertheless the double yellow lines protecting the sight-lines of the access</p>
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		<p>on the school side of the road will remain. Reductions in the extents of the proposed measures around junctions serving fewer properties are also recommended, and around a dozen or so of the 'usable' spaces which would have been lost with the original proposals will no longer be.</p> <p>Therefore, it is recommended that the proposals are broadly implemented as advertised, with the amendments described above, which lessen the overall level of restriction.</p>
<p>38 (29 signature petition from 24 identifiable properties, 4 properties, including</p>	<p>We write as residents of Chilworth as signed below with our objections to Surrey County Council's sudden proposed planning application for parking restrictions in Chilworth.</p> <p>We believe that the implications of 'No Waiting' restrictions along New Road and it's side roads "consolidating of Waiting Restrictions and Street Parking Places and Revocation Amendment Order No1, 2012" will only have a detrimental affect on the already limited parking space available to residents.</p> <p>The suggestion made to one resident that she could find 'alternative parking' is completely unrealistic, in New Road and surroundings as there is no alternative parking available. Most residents in Chilworth do not have off street parking.</p> <p>Residents will be forced to park in side roads where parking is limited or further afield affecting surrounding areas as a knock</p>	<p>The proposals in New Road have primarily been developed to resolve previously raised safety, access and traffic flow issues around various junctions, to protect the existing advisory School Keep Clear markings, and mitigate against potential issues developing around other junctions in the vicinity.</p> <p>New Road is a classified road, a bus route and the site of a school. The consideration of the issue attempts to balance the needs for safety, access, traffic flow and parking. The latter, however, is effectively a secondary function of the road. The position, extents and operational hours of the proposed restrictions reflect this.</p> <p>Although, away from the junctions, there are quite a number of authorised and unauthorised vehicle accesses along New Road, significant lengths of kerb space will remain uncontrolled and available for parking, albeit that</p>

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<p>the petitioner, also signed the 153-signature petition)</p>	<p>on affect of restricted parking causing more congestion.</p> <p>If the council has concerns over the safety of pupils attending Tillingbourne School perhaps it would suited be better to implement traffic calming measures such as speed of 20 miles an hours or / flashing speed signs.</p> <p>We understand that Tillingbourne School has changed it's Parking arrangements for School pick ups so having an affect on New Road, therefore the School needs to take responsibility for it's actions and it's consequences, perhaps offering a solution to the parking problem.</p> <p>Drivers currently slow down due to parked cars on New Road. If you place parking restrictions they will not slow down and be more of a danger to school children in the area.</p> <p>Also very importantly 10 metre and 20 metre parking restrictions is a long area and not necessary, a smaller area would be more reasonable, eg 5 metres. A 5 metre area will improve visibility concerns raised by some residents.</p> <p>The Council needs to stop to rethink it's proposals and have a consultation with Chilworth residents as they live and use the roads.</p> <p>Many residents in Chilworth were not aware of the proposed restrictions (shown by dot next to their name), we would suggest the Council could have written to residents rather a</p>	<p>these opportunities may not be as conveniently situated.</p> <p>It is appreciated that parking can, in many cases, assist in tempering traffic speeds. Away from the proposed measures around the junctions, kerb space will remain available for parking to take place, and in doing so, continue to assist in reducing traffic speeds. Indeed, if the same amount of parking takes place, but over a wider area, its calming effects maybe extended. However, the safety issues parking causes when it takes place close to junctions also has to be recognised.</p> <p>The concerns about current traffic speed have been forwarded to Surrey County Council – Highways and the Police, as has the suggestion for traffic calming and reduced speed limits.</p> <p>Surrey County Council, in its capacity as the local education authority, generally leaves the management of the school and its grounds to the head teacher.</p> <p>In respect to the formal process, information was provided on street notices and a public notice published in the Surrey Advertiser, as is normally the case when limited, junction protection measures are being proposed. More extensive consultation, such as informal and formal mailshots and public exhibitions are generally only considered when far more extensive controls are proposed over wider areas, such as controlled parking zones.</p>
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	<p>few notices for such a major proposal.</p> <p>The local shop and other groups have also gathered petitions so we have asked a sample group of Chilworth Residents at the moment.</p>	<p>Nevertheless, the consultation method adopted has resulted in 28 representations specifically about the New Road proposals (including 3 petitions), and a further 83 representations regarding the various other proposals.</p> <p>As a result of the representations and subsequent discussions with local councillors, it is recommended that the No Waiting At Any Time double yellow line restrictions proposed to protect the School Keep Clear markings opposite Tillingbourne School's vehicular access, be introduced as a No Waiting Monday-Friday 8am-6pm single yellow line restrictions, to more closely reflect the operational hours of the school, and increase the availability of parking at other times. Nevertheless the double yellow lines protecting the sight-lines of the access on the school side of the road will remain. Reductions in the extents of the proposed measures around junctions serving fewer properties are also recommended, and around a dozen or so of the 'usable' spaces which would have been lost with the original proposals will no longer be.</p> <p>Therefore, it is recommended that the proposals are broadly implemented as advertised, with the amendments described above, which lessen the overall level of restriction.</p>
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<p>39</p>	<p>I live at 65 New Road Chilworth, one of five terraced houses opposite the sub Post office. The three inner houses have no off road parking so I do need parking on the road near to my home. I have lived at this address since 1990 and at times have just about managed to get my car parking within a fair walking distance from where I live. It seems that will be losing up to three spaces from the west lodge area. The proposed restrictions actually will take a complete space away from our line of houses plus a further two which cover the secondary entrance to Tillingbourne School. This will mean that the shoppers who currently use those spaces will be using the spaces in front of my house.</p> <p>As a senior citizen I feel the enforced parking proposals for New Road will cause chaos, worry and division within the village. I understand the HEALTH AND Safety issues you are trying to protect for a few already protected citizens, ie., entrances to private properties and a school entrance which, until recently, had not been used for many years. However, I feel you seem to be marginalizing the silent residents who have been suffering for years along this road. I have had a car written off completely, plus hundreds of pounds of damage. My wife had had hundreds of pounds of damage to her car and both my neighbours have had their cars written off plus hundreds of pounds of damage. And now this added worry. I feel that our group of residents should be entitled to at least a safe parking area outside their homes without the threat of fighting for a parking space somewhere further and</p>	<p>The proposals in New Road have primarily been developed to resolve previously raised safety, access and traffic flow issues around various junctions, to protect the existing advisory School Keep Clear markings, and mitigate against potential issues developing around other junctions in the vicinity.</p> <p>New Road is a classified road, a bus route and the site of a school. The consideration of the issue attempts to balance the needs for safety, access, traffic flow and parking. The latter, however, is effectively a secondary function of the road. The position, extents and operational hours of the proposed restrictions reflect this.</p> <p>It is appreciated that parking can, in many cases, assist in tempering traffic speeds. Away from the proposed measures around the junctions, kerb space will remain available for parking to take place, and in doing so, continue to assist in reducing traffic speeds. Indeed, if the same amount of parking takes place, but over a wider area, its calming effects maybe extended. However, the safety issues parking causes when it takes place close to junctions also has to be recognised.</p> <p>I have forwarded the information you have provided regarding the damage you, your wife's and your neighbours' have suffered to their vehicles to Surrey County Council – Highways and the Police.</p>
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	<p>further away from where they actually live. I also feel I should be asking the question, HOW ABOUT MY HEALTH AND SAFETY ISSUES?</p>	<p>As a result of the representations and subsequent discussions with local councillors, it is recommended that the No Waiting At Any Time double yellow line restrictions proposed to protect the School Keep Clear markings opposite Tillingbourne School's vehicular access, be introduced as a No Waiting Monday-Friday 8am-6pm single yellow line restrictions, to more closely reflect the operational hours of the school, and increase the availability of parking at other times. Nevertheless the double yellow lines protecting the sight-lines of the access on the school side of the road will remain. Reductions in the extents of the proposed measures around junctions serving fewer properties, such as Surrey House, are also recommended, and around a dozen or so of the 'usable' spaces which would have been lost with the original proposals will no longer be.</p> <p>Therefore, it is recommended that the proposals are broadly implemented as advertised, with the amendments described above, which lessen the overall level of restriction.</p>
40	<p>I wish to lodge formal objection to all the proposals detailed in the above referenced drawings because:- 1) There is no provision for the parking displaced by the proposed restrictions. There are no alternative spaces within the village. 2) The proposed reductions in parking will ease the flow, and</p>	<p>The proposals in New Road have primarily been developed to resolve previously raised safety, access and traffic flow issues around various junctions, to protect the existing advisory School Keep Clear markings, and mitigate against potential issues developing around other junctions in the</p>

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<p>therefore increase the speed of, traffic through the most vulnerable part of the village. 3) Any restriction on parking will further increase parking on the pavements which currently Guildford Borough, Surrey County Council and the police are unable or unwilling to control. 4) The proposed restrictions in front of St Thomas Church are completely unacceptable as, if imposed, access for weddings and funerals in particular would be impossible. The necessity for any such parking restriction was not indicated by any highway or police authority when the planning application for the St Thomas Close development was under discussion. Indeed the highway authority dismissed local residents worries over this junction on the grounds that the planned sight lines were adequate. 5) The plastering of yellow paint over a significant part of New Road represents further unwelcome and unnecessary urbanisation of the village. Also the erection of the necessary signs will further restrict the width of the already too narrow pavements in the most vulnerable part of the village. 6) Since requests by the village for various safety related traffic controls were disallowed as the Borough, the County and the police would be unable to enforce them it is difficult to see how the proposed parking restrictions could be enforced. The cost of applying the markings and signs and the on-going maintenance costs would therefore appear to be a complete waste of money. A totally unacceptable state of affairs in these straightened times! 7) An attempt was made to organise a public meeting at which the case for these proposals could be made and villagers could debate whether or not any individual restriction should be applied. However</p>	<p>vicinity.</p> <p>New Road is a classified road, a bus route and the site of a school. The consideration of the issue attempts to balance the needs for safety, access, traffic flow and parking. The latter, however, is effectively a secondary function of the road. The position, extents and operational hours of the proposed restrictions reflect this.</p> <p>Although, away from the junctions, there are quite a number of authorised and unauthorised vehicle accesses along New Road, significant lengths of kerb space will remain uncontrolled and available for parking, albeit that these opportunities may not be as conveniently situated.</p> <p>It is appreciated that parking can, in many cases, assist in tempering traffic speeds. Away from the proposed measures around the junctions, kerb space will remain available for parking to take place, and in doing so, continue to assist in reducing traffic speeds. Indeed, if the same amount of parking takes place, but over a wider area, its calming effects maybe extended. However, the safety issues parking causes when it takes place close to junctions also has to be recognised.</p> <p>Whilst concerns have previously been raised about the issue of footway parking in New Road, formalised controls are not generally introduced specifically to deal with such issues. Indeed, if they were, significantly more extensive</p>
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	<p>the season and the short period of the so called consultation made this impracticable. I suggest that, in the case of the proposed restrictions in Chilworth at least, all decisions and actions are deferred until at least the end of January to allow proper discussions, assessment and consultation to take place.</p>	<p>controls would have to be introduced and the loss of parking would be considerable. Police enforcement of obstructive parking offences is possible without the need for formalised restrictions, and physical measures, such as bollards and fencing, tend to be far more effective in dealing with such matters.</p> <p>The concerns about current traffic speed have been forwarded to Surrey County Council – Highways and the Police, as has the suggestion for safety related traffic controls.</p> <p>Specific concerns have previously been raised regarding parking in the vicinity of St Thomas Close. Please note that wedding cars and hearses involved in weddings and funerals are exempt from waiting restrictions, although other vehicles associated with such events and more general church activities are not. Indeed, the presence of waiting restrictions may actually increase the likelihood of parking being available outside the church for wedding cars and hearses. Blue badge holders also have limited exemptions to park on yellow line waiting restrictions.</p> <p>Since 2003, there has been no need for double yellow lines to be signed. Therefore, there would be no need for any additional street furniture to be introduced to support such measures.</p> <p>The proposed measures would be enforced by the</p>
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		<p>Borough Council's Civil Enforcement Officers and not Police Traffic Wardens or other uniformed Officers. The enforcement of waiting restrictions across the borough is generally self-financing.</p> <p>As a result of the representations and subsequent discussions with local councillors, it is recommended that the No Waiting At Any Time double yellow line restrictions proposed to protect the School Keep Clear markings opposite Tillingbourne School's vehicular access, be introduced as a No Waiting Monday-Friday 8am-6pm single yellow line restrictions, to more closely reflect the operational hours of the school, and increase the availability of parking at other times. Nevertheless the double yellow lines protecting the sight-lines of the access on the school side of the road will remain. Reductions in the extents of the proposed measures around junctions serving fewer properties are also recommended, and around a dozen or so of the 'usable' spaces which would have been lost with the original proposals will no longer be.</p> <p>Therefore, it is recommended that the proposals are broadly implemented as advertised, with the amendments described above, which lessen the overall level of restriction.</p>
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<p>41</p>	<p>I am writing to express my objections to the proposed changes to the local parking arrangements.</p> <p>The proposal to make the roads double yellow lines will have a big impact on me. In conjunction with the school waiting restrictions, I will be unable to park my car outside anymore.</p> <p>I am a resident of the village for 10 years and have seen the weight of traffic increase greatly changing the nature of the village.</p> <p>The problem relates near exclusively to traffic to school at rush hour and outside the times of 8-9am and 3.15-4pm the traffic flow is little more than any place.</p> <p>At weekends and school holidays the situation is totally different.</p> <p>It seems out of proportion to impose a No Parking zone 24/7 when the issues only apply to these limited times.</p> <p>I feel the needs of the residents are not given sufficient weight in any decisions. That school seems to have disproportionate influence and it has only encouraged parents to drive the pupils to school. There are only 20-25 pupils who walk to school out of 360 pupils which is a tiny percentage for a primary school.</p>	<p>The proposals in New Road have primarily been developed to resolve previously raised safety, access and traffic flow issues around various junctions, to protect the existing advisory School Keep Clear markings, and mitigate against potential issues developing around other junctions in the vicinity.</p> <p>New Road is a classified road, a bus route and the site of a school. The consideration of the issue attempts to balance the needs for safety, access, traffic flow and parking. The latter, however, is effectively a secondary function of the road. The position, extents and operational hours of the proposed restrictions reflect this.</p> <p>Away from the proposed measures around the junctions and in the vicinity of Tillingbourne School, significant amounts of kerb space will remain available for parking to take place, albeit that these opportunities may not be as conveniently situated. However, the safety issues parking causes when it takes place close to junctions also has to be recognised. Many of these issues are evident at various times, and not just during the school-run.</p> <p>Although the controls are not intended to specifically deal with the school-run periods, nevertheless it is hoped that they will assist in this regard. Boarding and alighting and loading and unloading is permitted on yellow line waiting restrictions, although parking activity of a longer duration is</p>
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	<p>Making things worse for local residents is not a fair response in my view.</p>	<p>not allowed.</p> <p>As a result of the representations and subsequent discussions with local councillors, it is recommended that the No Waiting At Any Time double yellow line restrictions proposed to protect the School Keep Clear markings opposite Tillingbourne School's vehicular access, be introduced as a No Waiting Monday-Friday 8am-6pm single yellow line restrictions, to more closely reflect the operational hours of the school, and increase the availability of parking at other times. Nevertheless the double yellow lines protecting the sight-lines of the access on the school side of the road will remain. Reductions in the extents of the proposed measures around junctions serving fewer properties are also recommended, and around a dozen or so of the 'usable' spaces which would have been lost with the original proposals will no longer be.</p> <p>Therefore, it is recommended that the proposals are broadly implemented as advertised, with the amendments described above, which lessen the overall level of restriction.</p>
<p>42 (153 signature petition from 124</p>	<p>We the undersigned oppose the proposed yellow line / parking restrictions for New Road, Chilworth and therefore would ask you to reconsider your plans for carrying out this work. <i>(I would like to register my opposition to the proposed yellow line / parking restrictions for New Road, Chilworth.)</i></p>	<p>The proposals in New Road have primarily been developed to resolve previously raised safety, access and traffic flow issues around various junctions, to protect the existing advisory School Keep Clear markings, and mitigate against potential issues developing around other junctions in the</p>

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<p>identifiable properties, 4 also having signed the 29-signature petition, and making individual representations)</p> <p>Petitioners Individual Comments Italics</p>	<p>My objections to these proposals are for the following reasons:</p> <p>A. Further restriction of parking places in an already very busy area for the residents of houses in the near vicinity who have no off street parking facilities. <i>(We have lived here for 21 years and parking has always been a problem especially so at rush hours, and in the evenings and at weekends and when the children are entering and exiting the Tillingbourne school.</i></p> <p><i>I need a car to get to school in Kingston where I teach. Quite often on my return I have to search up and down the road for a parking spot. If I am unable to get near my house when unloading shopping this can cause me great difficulty as I suffer from arthritis in my hands and feet. This situation is only going to get worse if we lose a possible 21 parking spaces because of the proposals.)</i></p> <p>B. Further restriction on parking for customers wishing to use nearby shops, Serendipity, the Post Office and Chilworth Stores <i>(is likely to cause hardship through loss of earnings for these much needed and used village businesses)</i>. This will also particularly affect the many elderly residents who live in the area and come by car to use these shops to get their every day shopping <i>(from the Chilworth Stores)</i>.</p>	<p>vicinity.</p> <p>New Road is a classified road, a bus route and the site of a school. The consideration of the issue attempts to balance the needs for safety, access, traffic flow and parking. The latter, however, is effectively a secondary function of the road. The position, extents and operational hours of the proposed restrictions reflect this.</p> <p>Away from the proposed measures around the junctions and in the vicinity of Tillingbourne School, significant amounts of kerb space will remain available for parking to take place, albeit that these opportunities may not be as conveniently situated. However, the safety issues parking causes when it takes place close to junctions also has to be recognised.</p> <p>The '7-11' store aside, at the times the other shops and Post Office in the village tend to be open, the demand on parking from residents tends to be less. Please note that Blue badge holders have limited exemptions to park on yellow line waiting restrictions, so their ability to park close to the various shops and Post Office may actually be improved.</p> <p>Although the controls are not intended to specifically deal with the school-run periods, nevertheless it is hoped that they will assist in this regard. Nevertheless, boarding and alighting and loading and unloading is permitted on yellow</p>
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	<p>C. Further restriction of parking facilities for those parents who live a distance from the school and use cars to drop off and pick up their children from the field entrance from Tillingbourne School. <i>(You are no doubt aware that until very recently many of these children were bussed into school under educational provision. Since recent cut back this provision has been stopped therefore many more parents are coming to deliver and pick up their children causing havoc in the village at these times. The children are now also exiting from the secondary field gate which has pushed the problem to the busiest, narrowest part of the village. I don't know where you think these additional cars are going to park if the yellow lines come into force. I have walk down to the school from our house in the westerly direction and because so many people in our road have dropped curbs and / or drives there are only parking places for 3 cars available. I would suggest that you look at an ariel view of the road which would give you the full picture. If you feel that because of safety of children you need to restrict parking near the school field exit, could this not have time restrictions just during entering and existing times from school rather than 24/7.</i></p> <p><i>Thus I would like you to reconsider your proposals taking into account the reasons I have set out in this letter.</i></p>	<p>line waiting restrictions, although parking activity of a longer duration is not allowed.</p> <p>The comments you have made about the loss of the school buses has been forwarded onto the appropriate department at Surrey County Council.</p> <p>In respect to the field gate of the school, not only does it have a lowered kerb in its own right but it is also situated within 10 metres of the access to Surrey House. Therefore, parking within such close proximity of the latter access is inadvisable outside school times. Even so, the restricted area would be available for boarding and alighting.</p> <p>As a result of the representations and subsequent discussions with local councillors, it is recommended that the No Waiting At Any Time double yellow line restrictions proposed to protect the School Keep Clear markings opposite Tillingbourne School's vehicular access, be introduced as a No Waiting Monday-Friday 8am-6pm single yellow line restrictions, to more closely reflect the operational hours of the school, and increase the availability of parking at other times. Nevertheless the double yellow lines protecting the sight-lines of the access on the school side of the road will remain. Reductions in the extents of the proposed measures around junctions serving fewer properties are also recommended, and around a dozen or so of the 'usable' spaces which would have been lost with the original proposals will no longer be.</p>
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		<p>Therefore, it is recommended that the proposals are broadly implemented as advertised, with the amendments described above, which lessen the overall level of restriction.</p>
<p>43</p>	<p>Ref - KM/11/0003 129 New Road We do not agree with the parking restrictions that you are planning to inforce to new road were would we park and are visitors and the other people living in the village?</p>	<p>The proposals in New Road have primarily been developed to resolve previously raised safety, access and traffic flow issues around various junctions, to protect the existing advisory School Keep Clear markings, and mitigate against potential issues developing around other junctions in the vicinity.</p> <p>New Road is a classified road, a bus route and the site of a school. The consideration of the issue attempts to balance the needs for safety, access, traffic flow and parking. The latter, however, is effectively a secondary function of the road. The position, extents and operational hours of the proposed restrictions reflect this.</p> <p>Away from the proposed measures around the junctions and in the vicinity of Tillingbourne School, significant amounts of kerb space will remain available for parking to take place, albeit that these opportunities may not be as conveniently situated. However, the safety issues parking causes when it takes place close to junctions also has to be recognised.</p>

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		<p>As a result of the representations and subsequent discussions with local councillors, it is recommended that the No Waiting At Any Time double yellow line restrictions proposed to protect the School Keep Clear markings opposite Tillingbourne School’s vehicular access, be introduced as a No Waiting Monday-Friday 8am-6pm single yellow line restrictions, to more closely reflect the operational hours of the school, and increase the availability of parking at other times. Nevertheless the double yellow lines protecting the sight-lines of the access on the school side of the road will remain. Reductions in the extents of the proposed measures around junctions serving fewer properties are also recommended, and around a dozen or so of the ‘usable’ spaces which would have been lost with the original proposals will no longer be.</p> <p>Therefore, it is recommended that the proposals are broadly implemented as advertised, with the amendments described above, which lessen the overall level of restriction.</p>
<p>44  (34 signature petition from 22 properties)</p>	<p>We would like to confirm that we agree to double yellow lines on either sides of Lakes Close (on New Road) because vision is obscured from either direction on the road. Kay Summers has already had an accident at the junction and several other residents have experienced near misses.</p>	<p>Support for the proposals around Lakes Close noted.</p> <p>As a result of the representations and subsequent discussions with local councillors, it is recommended that the No Waiting At Any Time double yellow line restrictions proposed to protect the School Keep Clear markings opposite Tillingbourne School’s vehicular access, be introduced as a No Waiting Monday-Friday 8am-6pm</p>

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		<p>single yellow line restrictions, to more closely reflect the operational hours of the school, and increase the availability of parking at other times. Nevertheless, the double yellow lines protecting the sight-lines around Lakes Close will be maintained. However, reductions in the extents of the proposed measures around some of the other junctions which serve fewer properties are being recommended, so that around a dozen or so of the ‘usable’ spaces which would have been lost with the original proposals will no longer be.</p> <p>Therefore, it is recommended that the proposals are broadly implemented as advertised, with the amendments described above, which lessen the overall level of restriction.</p>
45	<p>As a resident of New Road Chilworth I wish to register my objection to the proposed parking restrictions, as indicated, for the following reasons:</p> <ul style="list-style-type: none"> <li>• Restrictions would much limit our ability to freely park in the vicinity of our home</li> <li>• Visitors will certainly be unable to park in the vicinity of our home</li> <li>• Lack of parking will reduce the market value of our home</li> <li>• Worshippers at St Thomas’ church will be unable to park close by and the congregation will reduce</li> </ul>	<p>The proposals in New Road have primarily been developed to resolve previously raised safety, access and traffic flow issues around various junctions, to protect the existing advisory School Keep Clear markings, and mitigate against potential issues developing around other junctions in the vicinity.</p> <p>New Road is a classified road, a bus route and the site of a school. The consideration of the issue attempts to balance the needs for safety, access, traffic flow and parking. The latter, however, is effectively a secondary function of the road. The position, extents and operational hours of the</p>

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	<ul style="list-style-type: none"> <li>• Customers of the two shops in the village will be unable to park close by and business will be lost</li> <li>• The present parking arrangements serve as a traffic calming system and any change will see faster driving, the potential for pedestrian injury and increased likelihood of damage to parked cars</li> <li>• The cost of the road marking, the consultation process and the enforcement of the restrictions is a waste of taxpayers money</li> <li>• Road traffic accidents are so infrequent along the indicated stretches of New Road that parking restrictions will make no difference.</li> </ul> <p>I look forward to hearing from you in due course.</p>	<p>proposed restrictions reflect this.</p> <p>Although, away from the junctions, there are quite a number of authorised and unauthorised vehicle accesses along New Road, significant lengths of kerb space will remain uncontrolled and available for parking, albeit that these opportunities may not be as conveniently situated.</p> <p>Specific concerns have previously been raised regarding parking in the vicinity of St Thomas Close. Please note that wedding cars and hearses involved in weddings and funerals are exempt from waiting restrictions, although other vehicles associated with such events and more general church activities are not. Indeed, the presence of waiting restrictions may actually increase the likelihood of parking being available outside the church for wedding cars and hearses.</p> <p>The '7-11' store aside, at the times the other shops and Post Office in the village are generally open, the demand on parking from residents tends to be less.</p> <p>Blue badge holders also have limited exemptions to park on yellow line waiting restrictions, which may increase their opportunities to park close to the church and the various shops.</p> <p>It is appreciated that parking can, in many cases, assist in tempering traffic speeds. Away from the proposed</p>
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		<p>measures around the junctions, kerb space will remain available for parking to take place, and in doing so, continue to assist in reducing traffic speeds. Indeed, if the same amount of parking takes place, but over a wider area, its calming effects maybe extended. However, the safety issues parking causes when it takes place close to junctions also has to be recognised.</p> <p>Guildford Borough Council's parking operation does not contribute to the Council Tax burden. Its review and introduction of parking is covered by the surplus within the on-street parking account and the enforcement of yellow lines generally breaks even. Indeed, the surplus generated by the on-street pay and display charges within central Guildford actually pays for services, such as Park &amp; Ride, that would otherwise add to the Council Tax burden.</p> <p>As a result of the representations and subsequent discussions with local councillors, it is recommended that the No Waiting At Any Time double yellow line restrictions proposed to protect the School Keep Clear markings opposite Tillingbourne School's vehicular access, be introduced as a No Waiting Monday-Friday 8am-6pm single yellow line restrictions, to more closely reflect the operational hours of the school, and increase the availability of parking at other times. Nevertheless the double yellow lines protecting the sight-lines of the access on the school side of the road will remain. Reductions in the extents of the proposed measures around junctions</p>
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		<p>serving fewer properties are also recommended, and around a dozen or so of the 'usable' spaces which would have been lost with the original proposals will no longer be.</p> <p>Therefore, it is recommended that the proposals are broadly implemented as advertised, with the amendments described above, which lessen the overall level of restriction.</p>
46	<p>I am writing to express my great concern and anger over the parking plans you are proposing for New Road, Chilworth.</p> <p>At present I have a narrow driveway entrance shared between 100 and 102 New Road which even now causes considerable problems when cars and especially vans are parked up to the entrance as my sight-line is blocked and I am forced to drive out without being able to see moving traffic from either direction. Your plan to allow additional parking either side in this part of the road certainly means that there is unlikely to be anytime when I can drive out safely.</p> <p>I am elderly and hold a disabled badge and need to use my car on a regular daily basis. Your plans do not seem to take into account of anyone living in the "permitted" parking area, whereas other parts of New Road are having their safety increased.</p> <p>There appears to be a large portion of Council owned land on</p>	<p>The proposals in New Road have primarily been developed to resolve previously raised safety, access and traffic flow issues around various junctions, to protect the existing advisory School Keep Clear markings, and mitigate against potential issues developing around other junctions in the vicinity.</p> <p>New Road is a classified road, a bus route and the site of a school. The consideration of the issue attempts to balance the needs for safety, access, traffic flow and parking. The latter, however, is effectively a secondary function of the road. The position, extents and operational hours of the proposed restrictions reflect this.</p> <p>Although, away from the junctions, there are quite a number of vehicle accesses along New Road, significant lengths of kerb space will remain uncontrolled and available for parking, albeit that these opportunities may not be as conveniently situated.</p>

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	<p>either side of Tillingbourne School. Would it not be possible for some of this to be developed as a proper car park, possibly with the entrance opposite the Post Office, or nearer the School?</p> <p>I am sure many residents would be prepared to pay a small fee for the use of such a facility.</p> <p>Please regarding this letter as a strong and positive rejection of your present proposals.</p>	<p>Authorised private points of access onto the public highway are not ordinarily controlled by formalised restrictions unless they fall with the length of controls considered necessary to protect a particular junction, or the location forms part of a controlled parking zone, where all kerb space is controlled. The formalisation of parking spaces would require them to be set back from formalised crossovers, which would undoubtedly have the effect of reducing parking. If formalised measures were considered to protect driveways it would also prevent residents from having the flexibility of parking across their own driveways. Nevertheless, Advisory Protection Markings might be an option for authorised accesses, albeit that these would be an issue for Surrey County Council to consider.</p> <p>Furthermore, the issues highlighted have not been brought to Parking Services attention previously. Nevertheless, legislation relating to obstructive parking already allows the Police to act, as do more limited powers afforded to our enforcement officers. Surrey County Council may also wish to consider the introduction of an Advisory Driveway Protection marking.</p> <p>Surrey County Council, in its capacity as the local education authority, generally leaves the management of the school and its grounds to the head teacher.</p> <p>The creation of additional parking facilities, either within the</p>
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		<p>public highway or on adjacent council-owned land are beyond the remit of this review. As such, the suggestion has been forwarded onto the appropriate departments of the Borough and County Council.</p> <p>As a result of the representations and subsequent discussions with local councillors, it is recommended that the No Waiting At Any Time double yellow line restrictions proposed to protect the School Keep Clear markings opposite Tillingbourne School's vehicular access, be introduced as a No Waiting Monday-Friday 8am-6pm single yellow line restrictions, to more closely reflect the operational hours of the school, and increase the availability of parking at other times. Nevertheless the double yellow lines protecting the sight-lines of the access on the school side of the road will remain. Reductions in the extents of the proposed measures around junctions serving fewer properties are also recommended, and around a dozen or so of the 'usable' spaces which would have been lost with the original proposals will no longer be.</p> <p>Therefore, it is recommended that the proposals are broadly implemented as advertised, with the amendments described above, which lessen the overall level of restriction.</p>
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<p>47</p>	<p>With reference to your proposals to restrict parking in Chilworth by the introduction of double yellow lines. We object to the proposal for the following reason.</p> <ol style="list-style-type: none"> <li>1. It does nothing to facilitate parking in Chilworth on the contrary it restricts it.</li> <li>2. Whilst there is a safety issue with traffic emerging from side streets into New Road the proposal merely shifts the problem on to people emerging from their drive ways in the centre of the village, which were the proposal to go ahead will be more heavily parked.</li> <li>3. The increased parking in the centre of the village will have detrimental effect on the businesses in New Road especially the general store and the post office which are very dependent on passing trade, the post office being particularly vulnerable.</li> <li>4. Neither Guildford B.C. or Surrey C.C. seemed particularly concerned by site lines when they allowed them to be altered on the St. Thomas's Close development.</li> <li>5. The double yellow lines will extend about two thirds of the frontage of St. Thomas's Church, they will also encroach on the village hall which will make the holding of community activities more difficult.</li> </ol>	<p>The proposals in New Road have primarily been developed to resolve previously raised safety, access and traffic flow issues around various junctions, to protect the existing advisory School Keep Clear markings, and mitigate against potential issues developing around other junctions in the vicinity.</p> <p>New Road is a classified road, a bus route and the site of a school. The consideration of the issue attempts to balance the needs for safety, access, traffic flow and parking. The latter, however, is effectively a secondary function of the road. The position, extents and operational hours of the proposed restrictions reflect this.</p> <p>Although, away from the junctions, there are quite a number of vehicle accesses along New Road, significant lengths of kerb space will remain uncontrolled and available for parking, albeit that these opportunities may not be as conveniently situated.</p> <p>Authorised private points of access onto the public highway are not ordinarily controlled by formalised restrictions unless they fall within the length of controls considered necessary to protect a particular junction, or the location forms part of a controlled parking zone, where all kerb space is controlled. The formalisation of parking spaces would require them to be set back from formalised crossovers, which would undoubtedly have the effect of</p>
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	<p>6. The enforcement of these regulations will place an extra burden on our policing resources.</p> <p>7. The consultation period is too short and the way residents have been informed is totally inadequate. It consisted of few notices being fixed by single tie to various lampposts. In the strong wind that happened a few days after they were fixed most were blown away. Would it not be preferable to write to residents if you really want to consult them?</p> <p>8. There are no suggested alternatives for parking in Chilworth. The back entrance to Tillingbourne School opposite the post office could be a suggested site.</p> <p>9. There does not seem to any consistency in the length of the double yellow lines with some junctions requiring 20M and others only 10M. In any event 20M would appear to be excessive.</p>	<p>reducing parking. If formalised measures were considered to protect driveways it would also prevent residents from having the flexibility of parking across their own driveways. Nevertheless, Advisory Protection Markings would be an option for authorised accesses, albeit that these might be an issue for Surrey County Council to consider.</p> <p>The '7-11' store aside, at the times the other shops and Post Office in the village are generally open, the demand on parking from residents tends to be less.</p> <p>Specific concerns have previously been raised regarding parking in the vicinity of St Thomas Close. Please note that wedding cars and hearses involved in weddings and funerals are exempt from waiting restrictions, although other vehicles associated with such events and more general church activities are not. Indeed, the presence of waiting restrictions may actually increase the likelihood of parking being available outside the church for wedding cars and hearses.</p> <p>Blue badge holders also have limited exemptions to park on yellow line waiting restrictions, which may increase their opportunities to park close to the church and the various shops.</p> <p>The proposed measures would be enforced by the Borough Council's Civil Enforcement Officers and not Police Traffic Wardens or other uniformed Officers. The</p>
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		<p>enforcement of waiting restrictions across the borough is generally self-financing.</p> <p>In respect to the formal process, information was provided on street notices and a public notice published in the Surrey Advertiser, as is normally the case when limited, junction protection measures are being proposed. More extensive consultation, such as informal and formal mailshots and public exhibitions are generally only considered when far more extensive controls are proposed over wider areas, such as controlled parking zones. Nevertheless, the consultation method adopted has resulted in 28 representations specifically about the New Road proposals (including 3 petitions), and a further 83 representations regarding the various other proposals.</p> <p>Surrey County Council, in its capacity as the local education authority, generally leaves the management of the school and its grounds to the head teacher.</p> <p>The creation of additional parking facilities, either within the public highway or on adjacent council-owned land are beyond the remit of this review. As such, the suggestion has been forwarded onto the appropriate departments of the Borough and County Council.</p> <p>New Road is a classified road, a bus route and the site of a school. The position, extents and operational hours of the proposed restrictions reflect this. The side roads serve</p>
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		<p>various numbers of properties and as a result the extents of the controls are generally shorter than within New Road itself. Some accesses, such as the right-hand visibility splay at Surrey House, for example, is protected by a build out, within which parking is provided by means of a lay-by. Therefore, it is possible to reduce the extents of this restriction.</p> <p>As a result of the representations and subsequent discussions with local councillors, it is recommended that the No Waiting At Any Time double yellow line restrictions proposed to protect the School Keep Clear markings opposite Tillingbourne School's vehicular access, be introduced as a No Waiting Monday-Friday 8am-6pm single yellow line restrictions, to more closely reflect the operational hours of the school, and increase the availability of parking at other times. Nevertheless the double yellow lines protecting the sight-lines of the access on the school side of the road will remain. Reductions in the extents of the proposed measures around junctions serving fewer properties are also recommended, and around a dozen or so of the 'usable' spaces which would have been lost with the original proposals will no longer be.</p> <p>Therefore, it is recommended that the proposals are broadly implemented as advertised, with the amendments described above, which lessen the overall level of restriction.</p>
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<p>48 St Thomas Church</p>	<p>I wish to raise my objections to the revised parking arrangements that you wish to bring in to Chilworth.</p> <p>Recently the Pegasus bus service was stopped which had up to 5 buses going to Tillingbourne school every morning and afternoon. This has had a negative effect on the amount of vehicles travelling through the village at school drop off and collection time. This has been further exacerbated by the school having to restrict vehicle traffic within the school grounds due to health and safety concerns of vehicles moving around whilst school children are about. This has resulted in cars being parked at any location possible to allow children to be picked up.</p> <p>The removal of the full bus service to Glebelands school has also increased the number of vehicles having to move through the village especially at school collection time.</p> <p>We are also losing all bus services apart from one with an hourly service from the village. This again will mean more vehicles having to travel in the village. We have quite a large mature population who have depended on the local bus service, indeed many of them have been placed in accommodation such as St Martha's court and now find themselves without transport.</p> <p>Many homes within the village do not have the facility of having off road parking, this is now, due to your proposals</p>	<p>The proposals in New Road have primarily been developed to resolve previously raised safety, access and traffic flow issues around various junctions, to protect the existing advisory School Keep Clear markings, and mitigate against potential issues developing around other junctions in the vicinity.</p> <p>New Road is a classified road, a bus route and the site of a school. The consideration of the issue attempts to balance the needs for safety, access, traffic flow and parking. The latter, however, is effectively a secondary function of the road. The position, extents and operational hours of the proposed restrictions reflect this.</p> <p>The concerns about the loss of the Pegasus bus service and other public transport services have been forwarded onto the appropriate departments of Surrey County Council.</p> <p>Surrey County Council, in its capacity as the local education authority, generally leaves the management of the school and its grounds to the head teacher.</p> <p>Although, away from the junctions, there are quite a number of authorised and unauthorised vehicle accesses along New Road, significant lengths of kerb space will remain uncontrolled and available for parking, albeit that these opportunities may not be as conveniently situated.</p>
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<p>going to be made even more difficult, as the space available shrinks, and yet the number of vehicles required due to loss of public transport grows. This could lead to some unpleasant altercations as people who up to now parked outside their homes may be faced with a struggle to find somewhere to park.</p> <p>At present the parking that takes place has a natural traffic calming nature where vehicles have to slow down or stop to allow safe passage of other vehicles. Remove/ restrict some of the parking and the traffic will speed up in those areas with the resulting rise in risk to pedestrians and other traffic.</p> <p>There will be a negative impact on the local businesses who at present receive a large amount of passing trade. They will be seriously affected in a negative way as there will be less places where vehicles can pull in and buy products safely. Also the local Church St Thomas would find services especially funerals which require funeral corteges to park outside would be totally inconvenienced, indeed it may become too difficult to hold services at the church due to not being able to get a hearse close enough.</p> <p>I believe that your proposals have not been thought through nor have the needs of the village community been taken into account. I would urge you to reconsider your proposals and maybe a public consultation needs to take place where the actual views of the local community are canvassed and taken into account.</p>	<p>It is appreciated that parking can, in many cases, assist in tempering traffic speeds. Away from the proposed measures around the junctions, kerb space will remain available for parking to take place, and in doing so, continue to assist in reducing traffic speeds. Indeed, if the same amount of parking takes place, but over a wider area, its calming effects maybe extended. However, the safety issues parking causes when it takes place close to junctions also has to be recognised.</p> <p>The '7-11' store aside, at the times the other shops and Post Office in the village are generally open, the demand on parking from residents tends to be less.</p> <p>Specific concerns have previously been raised regarding parking in the vicinity of St Thomas Close. Please note that wedding cars and hearses involved in weddings and funerals are exempt from waiting restrictions, although other vehicles associated with such events and more general church activities are not. Indeed, the presence of waiting restrictions may actually increase the likelihood of parking being available outside the church for wedding cars and hearses.</p> <p>Blue badge holders also have limited exemptions to park on yellow line waiting restrictions, which may increase their opportunities to park close to the church and the various shops.</p>
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		<p>In respect to the formal process, information was provided on street notices and a public notice published in the Surrey Advertiser, as is normally the case when limited, junction protection measures are being proposed. More extensive consultation, such as informal and formal mailshots and public exhibitions are generally only considered when far more extensive controls are proposed over wider areas, such as controlled parking zones. Nevertheless, the consultation method adopted has resulted in 28 representations specifically about the New Road proposals (including 3 petitions), and a further 83 representations regarding the various other proposals.</p> <p>As a result of the representations and subsequent discussions with local councillors, it is recommended that the No Waiting At Any Time double yellow line restrictions proposed to protect the School Keep Clear markings opposite Tillingbourne School's vehicular access, be introduced as a No Waiting Monday-Friday 8am-6pm single yellow line restrictions, to more closely reflect the operational hours of the school, and increase the availability of parking at other times. Nevertheless the double yellow lines protecting the sight-lines of the access on the school side of the road will remain. Reductions in the extents of the proposed measures around junctions serving fewer properties are also recommended, and around a dozen or so of the 'usable' spaces which would have been lost with the original proposals will no longer be.</p>
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		<p>Therefore, it is recommended that the proposals are broadly implemented as advertised, with the amendments described above, which lessen the overall level of restriction.</p>
49	<p>I live in Chilworth, Surrey, a small village settlement known as a ribbon development, which had built up along the Tillingbourne valley. As such there is not a lot of development to the areas on the slop of the valley but more housing on a long stretch of carriageway. There are few houses that have the benefit of driveway or off street parking. There is no public car park or large area of parking facility. Most residents rely on the availability of on-street parking. There is very little in the way of amenity in Chilworth, just several small shops which service the local community with essential daily items. There is limited public transport, which ceases very early evening. Although not too far from Guildford, Chilworth is still a rural community and most people rely on personal car ownership for transport to work and for their daily lives.</p> <p>Chilworth has several small close type developments, some very recent, which are accessed from the main carriageway and several private unmade up drives. There is also a large junior school at one end of the village and an infant school at the other.</p>	<p>Whilst much of the parking within New Road is undoubtedly respectful and does not inconvenience others, the proposals have primarily been developed to resolve previously raised safety, access and traffic flow issues around various junctions, to protect the existing advisory School Keep Clear markings at Tillingbourne School, and mitigate against potential issues developing around other junctions in the vicinity.</p> <p>The concerns about the loss of the Pegasus bus service and other public transport services have been forwarded onto the appropriate departments of Surrey County Council.</p> <p>Surrey County Council, in its capacity as the local education authority, generally leaves the management of the school and its grounds to the head teacher.</p> <p>New Road is a classified road, a bus route and the site of a school. The consideration of the issue attempts to balance the needs for safety, access, traffic flow and parking. The latter, however, is effectively a secondary function of the</p>

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<p>I have lived in Chilworth for 25 years and during that time I have observed that there is a mutual respect amongst residents regarding on street parking arrangements. People generally park outside their own homes and are mindful of blocking other residents access or driveways of those houses which have them. Residents and visitors are also aware of respectful parking outside the local shops and businesses.</p> <p>Although there is congestion at times I cannot say that this has been unbearable or caused any major disruption even during the period when I was myself a shop keeper. I had delivery lorries constantly stopping to off load and this was never an issue of problem to me or my neighbours.</p> <p>The topography of the village also means that resident and visitors do not generally park on the north carriageway between St. Thomas's close and Brookwood Sports field as this would block the view of the road for residents exiting their driveways and obscure the views on the bends in the vicinity.</p> <p>Residents rely on the on street parking as there is not other place to park in the vicinity of their homes.</p> <p>Recently the Pegasus School bus has been cancelled which has caused enormous disruption in the vicinity of Tillingbourne School. The school have decided not to allow parents to park within the school boundary which has caused enormous traffic build up on the main road at the start and finish of the school day and also in the evening if there has</p>	<p>road. The position, extents and operational hours of the proposed restrictions reflect this.</p> <p>Although, away from the junctions, there are quite a number of vehicle accesses along New Road, significant lengths of kerb space will remain uncontrolled and available for parking, albeit that these opportunities may not be as conveniently situated.</p> <p>It is appreciated that parking can, in many cases, assist in tempering traffic speeds. Away from the proposed measures around the junctions, kerb space will remain available for parking to take place, and in doing so, continue to assist in reducing traffic speeds. Indeed, if the same amount of parking takes place, but over a wider area, its calming effects maybe extended. However, the safety issues parking causes when it takes place close to junctions also has to be recognised.</p> <p>The concerns about current traffic speed have been forwarded to Surrey County Council – Highways and the Police.</p> <p>Residents in roads such as Lakes Close already feel aggrieved by the inconsiderate parking which takes place in close proximity, and sometimes across their junction, and which predominantly occur in the evenings and weekends, which would suggest residents of New Road are the cause.</p>
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<p>been an evening function at the school.</p> <p>Having said all this I wish to objection to the proposals outlined for the following reasons;</p> <ul style="list-style-type: none"> <li>• There is no alternative parking for residents</li> <li>• There is no ongoing problem with on street parking by residents of Chilworth</li> <li>• There is no alternative parking for visitors to the village</li> <li>• The proposals would increase the speed of traffic travelling through the village, as already identified by Surrey Police at numerous consultations on speeding traffic through the village</li> <li>• The proposals would damage the character of the village causing a village community to be irreparably damaged by potential conflict amongst the population due to lack of parking</li> <li>• This proposal is a reaction to the problems caused by the Pegasus bus being withdrawn and no provision for the parking of parent collection and dropping of children to Tillingbourne School. The new head teacher at the school is not allowing the same level of parking within the boundary as has been provided over the past 25 years. The Pegasus Bus, during its operation significantly alleviated traffic levels through the village</li> <li>• There has been no proper consultation with the Parish Council</li> <li>• There has been no Impact Assessment of the Proposal</li> </ul>	<p>Issues have been raised about the parking situation in New Road over a number of years, and the development of proposals is not as a result of the withdrawal of the Pegasus bus service, or changes to parking within the school grounds.</p> <p>In respect to the formal process, information was provided on street notices and a public notice published in the Surrey Advertiser, as is normally the case when limited, junction protection measures are being proposed. More extensive consultation, such as informal and formal mailshots and public exhibitions are generally only considered when far more extensive controls are proposed over wider areas, such as controlled parking zones. Nevertheless, the Parish Council was written to, and the consultation method adopted has resulted in 28 representations specifically about the New Road proposals (including 3 petitions), and a further 83 representations regarding the various other proposals.</p> <p>Although trying to model where every motorist could potentially park on every occasion is clearly not feasible, the impact of the changes has been recognised. It is precisely because of this that controls have been proposed around some junctions where issues have not previously been raised, in order to mitigate against potential situations possibly developing.</p>
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	<ul style="list-style-type: none"> <li>The topography of the village road and surrounding area has not been given due consideration in relation to forced parking in other places should this proposal be adopted.</li> </ul>	<p>As a result of the representations and subsequent discussions with local councillors, it is recommended that the No Waiting At Any Time double yellow line restrictions proposed to protect the School Keep Clear markings opposite Tillingbourne School’s vehicular access, be introduced as a No Waiting Monday-Friday 8am-6pm single yellow line restrictions, to more closely reflect the operational hours of the school, and increase the availability of parking at other times. Nevertheless the double yellow lines protecting the sight-lines of the access on the school side of the road will remain. Reductions in the extents of the proposed measures around junctions serving fewer properties are also recommended, and around a dozen or so of the ‘usable’ spaces which would have been lost with the original proposals will no longer be.</p> <p>Therefore, it is recommended that the proposals are broadly implemented as advertised, with the amendments described above, which lessen the overall level of restriction.</p>
50	<p>I live in Chilworth, Surrey, a small village settlement known as a ribbon development, which had built up along the Tillingbourne valley. As such there is not a lot of development to the areas on the slop of the valley but more housing on a long stretch of carriageway. There are few houses that have the benefit of driveway or off street parking. There is no public car park or large area of parking facility.</p>	<p>Whilst much of the parking within New Road is undoubtedly respectful and does not inconvenience others, the proposals have primarily been developed to resolve previously raised safety, access and traffic flow issues around various junctions, to protect the existing advisory School Keep Clear markings at Tillingbourne School, and mitigate against potential issues developing around other</p>

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<p>Most residents rely on the availability of on-street parking. There is very little in the way of amenity in Chilworth, just several small shops which service the local community with essential daily items. There is limited public transport, which ceases very early evening. Although not too far from Guildford, Chilworth is still a rural community and most people rely on personal car ownership for transport to work and for their daily lives.</p> <p>Chilworth has several small close type developments, some very recent, which are accessed from the main carriageway and several private unmade up drives. There is also a large junior school at one end of the village and an infant school at the other.</p> <p>I have lived in Chilworth for 25 years and during that time I have observed that there is a mutual respect amongst residents regarding on street parking arrangements. People generally park outside their own homes and are mindful of blocking other residents access or driveways of those houses which have them. Residents and visitors are also aware of respectful parking outside the local shops and businesses.</p> <p>Although there is congestion at times I cannot say that this has been unbearable or caused any major disruption even during the period when I was myself a shop keeper. I had delivery lorries constantly stopping to off load and this was never an issue of problem to me or my neighbours.</p>	<p>junctions in the vicinity.</p> <p>The concerns about the loss of the Pegasus bus service and other public transport services have been forwarded onto the appropriate departments of Surrey County Council.</p> <p>Surrey County Council, in its capacity as the local education authority, generally leaves the management of the school and its grounds to the head teacher.</p> <p>New Road is a classified road, a bus route and the site of a school. The consideration of the issue attempts to balance the needs for safety, access, traffic flow and parking. The latter, however, is effectively a secondary function of the road. The position, extents and operational hours of the proposed restrictions reflect this.</p> <p>Although, away from the junctions, there are quite a number of vehicle accesses along New Road, significant lengths of kerb space will remain uncontrolled and available for parking, albeit that these opportunities may not be as conveniently situated.</p> <p>It is appreciated that parking can, in many cases, assist in tempering traffic speeds. Away from the proposed measures around the junctions, kerb space will remain available for parking to take place, and in doing so, continue to assist in reducing traffic speeds. Indeed, if the</p>
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<p>The topography of the village also means that resident and visitors do not generally park on the north carriageway between St. Thomas's close and Brookwood Sports field as this would block the view of the road for residents exiting their driveways and obscure the views on the bends in the vicinity.</p> <p>Residents rely on the on street parking as there is not other place to park in the vicinity of their homes.</p> <p>Recently the Pegasus School bus has been cancelled which has caused enormous disruption in the vicinity of Tillingbourne School. The school have decided not to allow parents to park within the school boundary which has caused enormous traffic build up on the main road at the start and finish of the school day and also in the evening if there has been an evening function at the school.</p> <p>Having said all this I wish to objection to the proposals outlined for the following reasons;</p> <ul style="list-style-type: none"> <li>• There is no alternative parking for residents</li> <li>• There is no ongoing problem with on street parking by residents of Chilworth</li> <li>• There is no alternative parking for visitors to the village</li> <li>• The proposals would increase the speed of traffic travelling through the village, as already identified by Surrey Police at numerous consultations on speeding traffic through the village</li> <li>• The proposals would damage the character of the village causing a village community to be irreparably</li> </ul>	<p>same amount of parking takes place, but over a wider area, its calming effects maybe extended. However, the safety issues parking causes when it takes place close to junctions also has to be recognised.</p> <p>The concerns about current traffic speed have been forwarded to Surrey County Council – Highways and the Police.</p> <p>Residents in roads such as Lakes Close already feel aggrieved by the inconsiderate parking which takes place in close proximity, and sometimes across their junction, and which predominantly occur in the evenings and weekends, which would suggest residents of New Road are the cause.</p> <p>Issues have been raised about the parking situation in New Road over a number of years, and the development of proposals is not as a result of the withdrawal of the Pegasus bus service, or changes to parking within the school grounds.</p> <p>In respect to the formal process, information was provided on street notices and a public notice published in the Surrey Advertiser, as is normally the case when limited, junction protection measures are being proposed. More extensive consultation, such as informal and formal mailshots and public exhibitions are generally only considered when far more extensive controls are proposed</p>
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	<p>damaged by potential conflict amongst the population due to lack of parking</p> <ul style="list-style-type: none"> <li>• This proposal is a reaction to the problems caused by the Pegasus bus being withdrawn and no provision for the parking of parent collection and dropping of children to Tillingbourne School. The new head teacher at the school is not allowing the same level of parking within the boundary as has been provided over the past 25 years. The Pegasus Bus, during its operation significantly alleviated traffic levels through the village</li> <li>• There has been no proper consultation with the Parish Council</li> <li>• There has been no Impact Assessment of the Proposal</li> <li>• The topography of the village road and surrounding area has not been given due consideration in relation to forced parking in other places should this proposal be adopted.</li> </ul>	<p>over wider areas, such as controlled parking zones. Nevertheless, the Parish Council was written to, and the consultation method adopted has resulted in 28 representations specifically about the New Road proposals (including 3 petitions), and a further 83 representations regarding the various other proposals.</p> <p>Although trying to model where every motorist could potentially park on every occasion is clearly not feasible, the impact of the changes has been recognised. It is precisely because of this that controls have been proposed around some junctions where issues have not previously been raised, in order to mitigate against potential situations possibly developing.</p> <p>As a result of the representations and subsequent discussions with local councillors, it is recommended that the No Waiting At Any Time double yellow line restrictions proposed to protect the School Keep Clear markings opposite Tillingbourne School's vehicular access, be introduced as a No Waiting Monday-Friday 8am-6pm single yellow line restrictions, to more closely reflect the operational hours of the school, and increase the availability of parking at other times. Nevertheless the double yellow lines protecting the sight-lines of the access on the school side of the road will remain. Reductions in the extents of the proposed measures around junctions serving fewer properties are also recommended, and around a dozen or so of the 'usable' spaces which would</p>
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		<p>have been lost with the original proposals will no longer be.</p> <p>Therefore, it is recommended that the proposals are broadly implemented as advertised, with the amendments described above, which lessen the overall level of restriction.</p>
51	<p>I live in Chilworth, Surrey, a small village settlement known as a ribbon development, which had built up along the Tillingbourne valley. As such there is not a lot of development to the areas on the slop of the valley but more housing on a long stretch of carriageway. There are few houses that have the benefit of driveway or off street parking. There is no public car park or large area of parking facility. Most residents rely on the availability of on-street parking. There is very little in the way of amenity in Chilworth, just several small shops which service the local community with essential daily items. There is limited public transport, which ceases very early evening. Although not too far from Guildford, Chilworth is still a rural community and most people rely on personal car ownership for transport to work and for their daily lives.</p> <p>Chilwroth has several small close type developments, some very recent, which are accessed from the main carriageway and several private unmade up drives. There is also a large junior school at one end of the village and an infant school at the other.</p>	<p>Whilst much of the parking within New Road is undoubtedly respectful and does not inconvenience others, the proposals have primarily been developed to resolve previously raised safety, access and traffic flow issues around various junctions, to protect the existing advisory School Keep Clear markings at Tillingbourne School, and mitigate against potential issues developing around other junctions in the vicinity.</p> <p>The concerns about the loss of the Pegasus bus service and other public transport services have been forwarded onto the appropriate departments of Surrey County Council.</p> <p>Surrey County Council, in its capacity as the local education authority, generally leaves the management of the school and its grounds to the head teacher.</p> <p>New Road is a classified road, a bus route and the site of a school. The consideration of the issue attempts to balance the needs for safety, access, traffic flow and parking. The</p>

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<p>I have lived in Chilworth for 25 years and during that time I have observed that there is a mutual respect amongst residents regarding on street parking arrangements. People generally park outside their own homes and are mindful of blocking other residents access or driveways of those houses which have them. Residents and visitors are also aware of respectful parking outside the local shops and businesses.</p> <p>Although there is congestion at times I cannot say that this has been unbearable or caused any major disruption even during the period when I was myself a shop keeper. I had delivery lorries constantly stopping to off load and this was never an issue of problem to me or my neighbours.</p> <p>The topography of the village also means that resident and visitors do not generally park on the north carriageway between St. Thomas's close and Brookwood Sports field as this would block the view of the road for residents exiting their driveways and obscure the views on the bends in the vicinity.</p> <p>Residents rely on the on street parking as there is not other place to park in the vicinity of their homes.</p> <p>Recently the Pegasus School bus has been cancelled which has caused enormous disruption in the vicinity of Tillingbourne School. The school have decided not to allow parents to park within the school boundary which has caused enormous traffic build up on the main road at the start and</p>	<p>latter, however, is effectively a secondary function of the road. The position, extents and operational hours of the proposed restrictions reflect this.</p> <p>Although, away from the junctions, there are quite a number of vehicle accesses along New Road, significant lengths of kerb space will remain uncontrolled and available for parking, albeit that these opportunities may not be as conveniently situated.</p> <p>It is appreciated that parking can, in many cases, assist in tempering traffic speeds. Away from the proposed measures around the junctions, kerb space will remain available for parking to take place, and in doing so, continue to assist in reducing traffic speeds. Indeed, if the same amount of parking takes place, but over a wider area, its calming effects maybe extended. However, the safety issues parking causes when it takes place close to junctions also has to be recognised.</p> <p>The concerns about current traffic speed have been forwarded to Surrey County Council – Highways and the Police.</p> <p>Residents in roads such as Lakes Close already feel aggrieved by the inconsiderate parking which takes place in close proximity, and sometimes across their junction, and which predominantly occur in the evenings and weekends, which would suggest that residents of New</p>
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	<p>finish of the school day and also in the evening if there has been an evening function at the school.</p> <p>Having said all this I wish to objection to the proposals outlined for the following reasons;</p> <ul style="list-style-type: none"> <li>• There is no alternative parking for residents</li> <li>• There is no ongoing problem with on street parking by residents of Chilworth</li> <li>• There is no alternative parking for visitors to the village</li> <li>• The proposals would increase the speed of traffic travelling through the village, as already identified by Surrey Police at numerous consultations on speeding traffic through the village</li> <li>• The proposals would damage the character of the village causing a village community to be irreparably damaged by potential conflict amongst the population due to lack of parking</li> <li>• This proposal is a reaction to the problems caused by the Pegasus bus being withdrawn and no provision for the parking of parent collection and dropping of children to Tillingbourne School. The new head teacher at the school is not allowing the same level of parking within the boundary as has been provided over the past 25 years. The Pegasus Bus, during its operation significantly alleviated traffic levels through the village</li> <li>• There has been no proper consultation with the Parish Council</li> </ul>	<p>Road are the primary cause.</p> <p>Issues have been raised about the parking situation in New Road over a number of years, and the development of proposals is not as a result of the withdrawal of the Pegasus bus service, or changes to parking within the school grounds.</p> <p>In respect to the formal process, information was provided on street notices and a public notice published in the Surrey Advertiser, as is normally the case when limited, junction protection measures are being proposed. More extensive consultation, such as informal and formal mailshots and public exhibitions are generally only considered when far more extensive controls are proposed over wider areas, such as controlled parking zones. Nevertheless, the Parish Council was written to, and the consultation method adopted has resulted in 28 representations specifically about the New Road proposals (including 3 petitions), and a further 83 representations regarding the various other proposals.</p> <p>Although trying to model where every motorist could potentially park on every occasion is clearly not feasible, the impact of the changes has been recognised. It is precisely because of this that controls have been proposed around some junctions where issues have not previously been raised, in order to mitigate against potential situations possibly developing.</p>
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	<ul style="list-style-type: none"> <li>• There has been no Impact Assessment of the Proposal</li> <li>• The topography of the village road and surrounding area has not been given due consideration in relation to forced parking in other places should this proposal be adopted.</li> </ul>	<p>As a result of the representations and subsequent discussions with local councillors, it is recommended that the No Waiting At Any Time double yellow line restrictions proposed to protect the School Keep Clear markings opposite Tillingbourne School's vehicular access, be introduced as a No Waiting Monday-Friday 8am-6pm single yellow line restrictions, to more closely reflect the operational hours of the school, and increase the availability of parking at other times. Nevertheless the double yellow lines protecting the sight-lines of the access on the school side of the road will remain. Reductions in the extents of the proposed measures around junctions serving fewer properties are also recommended, and around a dozen or so of the 'usable' spaces which would have been lost with the original proposals will no longer be.</p> <p>Therefore, it is recommended that the proposals are broadly implemented as advertised, with the amendments described above, which lessen the overall level of restriction.</p>
52	<p>I live in Chilworth, Surrey, a small village settlement known as a ribbon development, which had built up along the Tillingbourne valley. As such there is not a lot of development to the areas on the slop of the valley but more housing on a long stretch of carriageway. There are few houses that have the benefit of driveway or off street parking.</p>	<p>Whilst much of the parking within New Road is undoubtedly respectful and does not inconvenience others, the proposals have primarily been developed to resolve previously raised safety, access and traffic flow issues around various junctions, to protect the existing advisory School Keep Clear markings at Tillingbourne School, and</p>

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<p>There is no public car park or large area of parking facility. Most residents rely on the availability of on-street parking. There is very little in the way of amenity in Chilworth, just several small shops which service the local community with essential daily items. There is limited public transport, which ceases very early evening. Although not too far from Guildford, Chilworth is still a rural community and most people rely on personal car ownership for transport to work and for their daily lives.</p> <p>Chilworth has several small close type developments, some very recent, which are accessed from the main carriageway and several private unmade up drives. There is also a large junior school at one end of the village and an infant school at the other.</p> <p>I have lived in Chilworth for 25 years and during that time I have observed that there is a mutual respect amongst residents regarding on street parking arrangements. People generally park outside their own homes and are mindful of blocking other residents access or driveways of those houses which have them. Residents and visitors are also aware of respectful parking outside the local shops and businesses.</p> <p>Although there is congestion at times I cannot say that this has been unbearable or caused any major disruption even during the period when I was myself a shop keeper. I had delivery lorries constantly stopping to off load and this was never an issue of problem to me or my neighbours.</p>	<p>mitigate against potential issues developing around other junctions in the vicinity.</p> <p>The concerns about the loss of the Pegasus bus service and other public transport services have been forwarded onto the appropriate departments of Surrey County Council.</p> <p>Surrey County Council, in its capacity as the local education authority, generally leaves the management of the school and its grounds to the head teacher.</p> <p>New Road is a classified road, a bus route and the site of a school. The consideration of the issue attempts to balance the needs for safety, access, traffic flow and parking. The latter, however, is effectively a secondary function of the road. The position, extents and operational hours of the proposed restrictions reflect this.</p> <p>Although, away from the junctions, there are quite a number of vehicle accesses along New Road, significant lengths of kerb space will remain uncontrolled and available for parking, albeit that these opportunities may not be as conveniently situated.</p> <p>It is appreciated that parking can, in many cases, assist in tempering traffic speeds. Away from the proposed measures around the junctions, kerb space will remain available for parking to take place, and in doing so,</p>
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<p>The topography of the village also means that resident and visitors do not generally park on the north carriageway between St. Thomas's close and Brookswood Sports field as this would block the view of the road for residents exiting their driveways and obscure the views on the bends in the vicinity.</p> <p>Resident rely on the on street parking as there is not other place to park in the vicinity of their homes.</p> <p>Recently the Pegasus School bus has been cancelled which has caused enormous disruption in the vicinity of Tillingbourned School. The school have decided not to allow parents to park within the school boundary which has caused enormous traffic build up on the main road at the start and finish of the school day and also in the evening if there has been an evening function at the school.</p> <p>Having said all this I wish to objection to the proposals outlined for the following reasons;</p> <ul style="list-style-type: none"> <li>• There is no alternative parking for residents</li> <li>• There is no ongoing problem with on street parking by residents of Chilworth</li> <li>• There is no alternative parking for visitors to the village</li> <li>• The proposals would increase the speed of traffic travelling through the village, as already identified by Surrey Police at numerous consultations on speeding traffic through the village</li> <li>• The proposals would damage the character of the</li> </ul>	<p>continue to assist in reducing traffic speeds. Indeed, if the same amount of parking takes place, but over a wider area, its calming effects maybe extended. However, the safety issues parking causes when it takes place close to junctions also has to be recognised.</p> <p>The concerns about current traffic speed have been forwarded to Surrey County Council – Highways and the Police.</p> <p>Residents in roads such as Lakes Close already feel aggrieved by the inconsiderate parking which takes place in close proximity, and sometimes across their junction, and which predominantly occur in the evenings and weekends, which would suggest residents of New Road are the cause.</p> <p>Issues have been raised about the parking situation in New Road over a number of years, and the development of proposals is not as a result of the withdrawal of the Pegasus bus service, or changes to parking within the school grounds.</p> <p>In respect to the formal process, information was provided on street notices and a public notice published in the Surrey Advertiser, as is normally the case when limited, junction protection measures are being proposed. More extensive consultation, such as informal and formal mailshots and public exhibitions are generally only</p>
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	<p>village causing a village community to be irreparably damaged by potential conflict amongst the population due to lack of parking</p> <ul style="list-style-type: none"> <li>• This proposal is a reaction to the problems caused by the Pegasus bus being withdrawn and no provision for the parking of parent collection and dropping of children to Tillingbourne School. The new head teacher at the school is not allowing the same level of parking within the boundary as has been provided over the past 25 years. The Pegasus Bus, during its operation significantly alleviated traffic levels through the village</li> <li>• There has been no proper consultation with the Parish Council</li> <li>• There has been no Impact Assessment of the Proposal</li> <li>• The topography of the village road and surrounding area has not been given due consideration in relation to forced parking in other places should this proposal be adopted.</li> </ul>	<p>considered when far more extensive controls are proposed over wider areas, such as controlled parking zones. Nevertheless, the Parish Council was written to, and the consultation method adopted has resulted in 28 representations specifically about the New Road proposals (including 3 petitions), and a further 83 representations regarding the various other proposals.</p> <p>Although trying to model where every motorist could potentially park on every occasion is clearly not feasible, the impact of the changes has been recognised. It is precisely because of this that controls have been proposed around some junctions where issues have not previously been raised, in order to mitigate against potential situations possibly developing.</p> <p>As a result of the representations and subsequent discussions with local councillors, it is recommended that the No Waiting At Any Time double yellow line restrictions proposed to protect the School Keep Clear markings opposite Tillingbourne School's vehicular access, be introduced as a No Waiting Monday-Friday 8am-6pm single yellow line restrictions, to more closely reflect the operational hours of the school, and increase the availability of parking at other times. Nevertheless the double yellow lines protecting the sight-lines of the access on the school side of the road will remain. Reductions in the extents of the proposed measures around junctions serving fewer properties are also recommended, and</p>
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		<p>around a dozen or so of the 'usable' spaces which would have been lost with the original proposals will no longer be.</p> <p>Therefore, it is recommended that the proposals are broadly implemented as advertised, with the amendments described above, which lessen the overall level of restriction.</p>
53	<p>I am writing to you about the proposed introduction of “no waiting at any time” restrictions in our village Chilworth.</p> <p>Here are my views on the proposals for your to consider. I hope and expect true consideration to be taken.</p> <p>1. Cars in Chilworth park close to junctions.</p> <p>We do not want to park close to junctions, so why do we and why do we want to continue parking there?</p> <p>a) Far from making the road unsafe, the parked cars slow the traffic moving through the village and as we all know it is speeding that causes serious accidents.</p> <p>b) We do so because there is a lack of parking space on the road in certain areas where many houses do not have off street parking.</p> <p>c) We are humans that work hard to pay for and maintain our cars and we like to keep an eye on them from our homes, we do not want to park our cars a long way from our</p>	<p>The proposals in New Road have primarily been developed to resolve previously raised safety, access and traffic flow issues around various junctions, to protect the existing advisory School Keep Clear markings, and mitigate against potential issues developing around other junctions in the vicinity.</p> <p>New Road is a classified road, a bus route and the site of a school. The consideration of the issue attempts to balance the needs for safety, access, traffic flow and parking. The latter, however, is effectively a secondary function of the road. The position, extents and operational hours of the proposed restrictions reflect this.</p> <p>Although, away from the junctions, there are quite a number of authorised and unauthorised vehicle accesses along New Road, significant lengths of kerb space will remain uncontrolled and available for parking, albeit that these opportunities may not be as conveniently situated.</p>

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	<p>homes.</p> <p>d) We all use our cars now and again to transport heavy/large objects – If we can't park near our homes then we will be severely inconvenienced on the occasions when we have to load/unload a long way from home.</p> <p>2. The proposal will remove about 18 car parking spaces from the village.</p> <p>In my opinion...</p> <p>a) This will cause more people to park in front of or just closer to the many off street parking bays. So although the main junctions will be clearer – for far more road users the difficulty in exiting/entering their car bays will be increased endangering themselves and other road users.</p> <p>b) As a village we are lucky to have held on to three shops that rely on customers parking in New Road. They are the Londis Shop, the Post Office and Serendipity. These businesses, that are the heart of the village, will be affected by these changes as their clients will have difficulty parking conveniently.</p> <p>If you have considered the above and still intend to unilaterally introduce parking restrictions, I would just like you to consider not introducing the restrictions at Surrey House.</p> <p>Why?</p>	<p>It is appreciated that parking can, in many cases, assist in tempering traffic speeds. Away from the proposed measures around the junctions, kerb space will remain available for parking to take place, and in doing so, continue to assist in reducing traffic speeds. Indeed, if the same amount of parking takes place, but over a wider area, its calming effects maybe extended. However, the safety issues parking causes when it takes place close to junctions also has to be recognised.</p> <p>The '7-11' store aside, at the times the other shops and Post Office in the village are generally open, the demand on parking from residents tends to be less.</p> <p>Please note that boarding and alighting and loading and unloading are permitted on yellow line waiting restrictions. Blue badge holders also have limited exemptions to park on yellow line waiting restrictions, which may increase their opportunities to park close to the church and the various shops.</p> <p>Authorised private points of access onto the public highway are not ordinarily controlled by formalised restrictions unless they fall with the length of controls considered necessary to protect a particular junction, or the location forms part of a controlled parking zone, where all kerb space is controlled. The formalisation of parking spaces would require them to be set back from formalised crossovers, which would undoubtedly have the effect of</p>
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	<p>a) Not introducing restrictions here will allow for 3 parking places close to Londis and the Post Office to continue.</p> <p>b) The other restrictions are (except perhaps Brook Road) on junctions with public maintained roads. The Surrey House entrance is merely a private driveway and does not need nor should be given any special treatment above any other property on the road with off street parking. Driving out of Surrey House is no different to hundreds of other places on New Road where villagers drive from their properties onto New Road.</p> <p>Please consider...</p> <p>Parking in Chilworth as it is now does not need any changes because...</p> <p>Parking as it is slows the traffic – New Road is the A248 – People will drive it dangerously like an A-Road when there are larger gaps between parked cars.</p> <p>Parking as it is helps businesses.</p> <p>Parking as it is makes lives more convenient.</p> <p>Large numbers of villagers agree and have signed a petition in support of these views.</p>	<p>reducing parking. If formalised measures were considered to protect driveways it would also prevent residents from having the flexibility of parking across their own driveways. Nevertheless, Advisory Protection Markings would be an option for authorised accesses, albeit that these would be an issue for Surrey County Council to consider.</p> <p>Whilst the access to Surrey House is a private driveway, unlike those serving individual dwellings, it serves a significant number of properties. Indeed, the access serves around the same number of properties as Copse Close or Brook Road.</p> <p>As a result of the representations and subsequent discussions with local councillors, it is recommended that the No Waiting At Any Time double yellow line restrictions proposed to protect the School Keep Clear markings opposite Tillingbourne School’s vehicular access, be introduced as a No Waiting Monday-Friday 8am-6pm single yellow line restrictions, to more closely reflect the operational hours of the school, and increase the availability of parking at other times. Nevertheless the double yellow lines protecting the sight-lines of the access on the school side of the road will remain. Reductions in the extents of the proposed measures around junctions serving fewer properties, such as Surrey House, are also recommended, and around a dozen or so of the ‘usable’ spaces which would have been lost with the original proposals will no longer be.</p>
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		<p>Therefore, it is recommended that the proposals are broadly implemented as advertised, with the amendments described above, which lessen the overall level of restriction.</p>
<p>54</p>	<p>I believe that these proposals will cause more problems than they will solve for the local residents and through traffic, while some measures may be necessary for the sake of the free flow of traffic, I believe these measures proposed are extreme and will be counterproductive, and will result in the loss of car parking spaces in a area that is already stretched for parking spaces, and will result in further double parking in other areas, and that Guildford borough need to be made aware of the further hardship these measures will cause to measures.</p> <p>I have lived at number 26 New road since the 6 March 1985 and am very aware of the problems and parking in the immediate area, the village has coped with these problems up until now without the need for any enforcement, although I do concede that since Guildford borough council stopped assisted transport to schools, and tillingbourne school change in its policy towards parents drop off and pick up of children, there has been a marked increase in congestion between 8.00am and 9,00am and between 3.00pm and 4.00pm.</p> <p>I do feel that the no parking 5 meter restrictions in force at the chantry road junction works well and should be extended 5</p>	<p>The proposals in New Road have primarily been developed to resolve previously raised safety, access and traffic flow issues around various junctions, to protect the existing advisory School Keep Clear markings, and mitigate against potential issues developing around other junctions in the vicinity.</p> <p>The Highway Code suggests that motorists do not stop or park within 10 metres of a junction. This is the minimum distance that applies to unclassified residential roads. New Road is a classified road, bus route and the site of a school. The consideration of the issue attempts to balance the needs for safety, access, traffic flow and parking. The latter, however, is effectively a secondary function of the road. The position, extents and operational hours of the proposed restrictions reflect this.</p> <p>Although, away from the junctions, there are quite a number of vehicle accesses along New Road, significant lengths of kerb space will remain uncontrolled and available for parking, albeit that these opportunities may not be as conveniently situated.</p>

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<p>meters into chantry road and introduced at the lakes close junction and the entrance to tillingbourne school, but I feel strongly that any more than 5 meters will be counterproductive resulting in further double parking and potentially increase the likelihood of accidents at the school junction as through traffic would be more likely to attempt to overtake traffic turning into tillingbourne school.</p> <p>I believe that the re use of the east access to tillingbourne school would prove a very effective remedy for the aforementioned school related problem, and that the proposed measures will prove to be ineffective and an unnecessary expense from the already stretched public purse.</p> <p>I would very much like to know your department's reasons in full for the proposals, and also the facts and data your department has used, leading up to the issuing of these proposals, and also what consultations your department has had with the local police in relation to the safety aspects of these proposals particularly in relation to tillingbourne school, I do remember in the eighties when one side parking was proposed that the police were very much against the idea then.</p> <p>In real terms I believe very little has changes, being a daily observer of the situation in the afternoons between 3.00pm and 4.00pm due to the immediate proximity of our house in relation to tillingbourne school, the problems area of the sheer</p>	<p>It is appreciated that parking can, in many cases, assist in tempering traffic speeds. Away from the proposed measures around the junctions, kerb space will remain available for parking to take place, and in doing so, continue to assist in reducing traffic speeds. Indeed, if the same amount of parking takes place, but over a wider area, its calming effects maybe extended. However, the safety issues parking causes when it takes place close to junctions also has to be recognised.</p> <p>The concerns about the loss of the Pegasus bus service have been forwarded onto the appropriate departments of Surrey County Council.</p> <p>Surrey County Council, in its capacity as the local education authority, generally leaves the management of the school and its grounds to the head teacher.</p> <p>The creation of additional parking facilities, either within the public highway or on adjacent council-owned land is beyond the remit of this review. As such, the suggestion has been forwarded onto the appropriate departments of the Borough and County Council.</p> <p>Guildford Borough Council's parking operation does not contribute to the Council Tax burden. Its review and introduction of parking is covered by the surplus within the on-street parking account and the enforcement of yellow</p>
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	<p>volume of parents waiting to gain access to pick their children up, I believe that the most sensible and effective remedy for the situation would be to look at the possibility of using the westerly entrance for incoming traffic and the east entrance for exiting traffic, there is very strong feelings against these proposals in the village, and I feel that there should be a meeting with local residents before any decision is made in these matters, I am very much in favour of changing things for the better, but these proposals will not be effective.</p>	<p>lines generally breaks even. Indeed, the surplus generated by the on-street pay and display charges within central Guildford actually pays for services, such as Park &amp; Ride, that would otherwise add to the Council Tax burden. It is likely that any works on school property would come from the County Council's education budget, and therefore would be funded by the general Council Taxation.</p> <p>It is also the case that the issues evident around Tillingbourne School and elsewhere within New Road aren't solely confined to the school-run periods.</p> <p>Prior to the development of proposals, this location, along with around 120 others across the borough, were initially assessed using a desktop study. This preliminary assessment considered various issues such as road classification, accident history, whether the road was located close to a public amenity such as a hospital, surgery or school, was served by a bus route etc... New Road was one of the 30 or so locations that progressed to full assessment. This involved undertaking site visits at various times to assess the parking situation. Of the 30 or so locations that were assessed fully, New Road was one of the 18 that progressed to scheme development. During this period, and without prompting, the Police contacted me about their concerns in the vicinity of Tillingbourne School and their desire to see controls introduced to resolve the issues there.</p>
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		<p>As a result of the representations and subsequent discussions with local councillors, it is recommended that the No Waiting At Any Time double yellow line restrictions proposed to protect the School Keep Clear markings opposite Tillingbourne School's vehicular access, be introduced as a No Waiting Monday-Friday 8am-6pm single yellow line restrictions, to more closely reflect the operational hours of the school, and increase the availability of parking at other times. Nevertheless the double yellow lines protecting the sight-lines of the access on the school side of the road will remain. Reductions in the extents of the proposed measures around junctions serving fewer properties are also recommended, and around a dozen or so of the 'usable' spaces which would have been lost with the original proposals will no longer be.</p> <p>Therefore, it is recommended that the proposals are broadly implemented as advertised, with the amendments described above, which lessen the overall level of restriction.</p>
55	<p>I believe that these proposals will cause more problems than they will solve for the local residents and through traffic, while some measures may be necessary for the sake of the free flow of traffic, I believe these measures proposed are extreme and will be counterproductive, and will result in the loss of car parking spaces in a area that is already stretched for parking spaces, and will result in further double parking in other</p>	<p>The proposals in New Road have primarily been developed to resolve previously raised safety, access and traffic flow issues around various junctions, to protect the existing advisory School Keep Clear markings, and mitigate against potential issues developing around other junctions in the vicinity.</p>



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<p>areas, and that Guildford borough need to be made aware of the further hardship these measures will cause to measures.</p> <p>I have lived at number 26 New road since the 6 March 1985 and am very aware of the problems and parking in the immediate area, the village has coped with these problems up until now without the need for any enforcement, although I do concede that since Guildford borough council stopped assisted transport to schools, and tillingbourne school change in its policy towards parents drop off and pick up of children, there has been a marked increase in congestion between 8.00am and 9,00am and between 3.00pm and 4.00pm.</p> <p>I do feel that the no parking 5 meter restrictions in force at the chantry road junction works well and should be extended 5 meters into chantry road and introduced at the lakes close junction and the entrance to tillingbourne school, but I feel strongly that any more than 5 meters will be counterproductive resulting in further double parking and potentially increase the likelihood of accidents at the school junction as through traffic would be more likely to attempt to overtake traffic turning into tillingbourne school.</p> <p>I believe that the re use of the east access to tillingbourne school would prove a very effective remedy for the aforementioned school related problem, and that the proposed measures will prove to be ineffective and an unnecessary expense from the already stretched public purse.</p>	<p>The Highway Code suggests that motorists do not stop or park within 10 metres of a junction. This is the minimum distance that applies to unclassified residential roads. New Road is a classified road, bus route and the site of a school. The consideration of the issue attempts to balance the needs for safety, access, traffic flow and parking. The latter, however, is effectively a secondary function of the road. The position, extents and operational hours of the proposed restrictions reflect this.</p> <p>Although, away from the junctions, there are quite a number of vehicle accesses along New Road, significant lengths of kerb space will remain uncontrolled and available for parking, albeit that these opportunities may not be as conveniently situated.</p> <p>It is appreciated that parking can, in many cases, assist in tempering traffic speeds. Away from the proposed measures around the junctions, kerb space will remain available for parking to take place, and in doing so, continue to assist in reducing traffic speeds. Indeed, if the same amount of parking takes place, but over a wider area, its calming effects maybe extended. However, the safety issues parking causes when it takes place close to junctions also has to be recognised.</p> <p>The concerns about the loss of the Pegasus bus service have been forwarded onto the appropriate departments of Surrey County Council.</p>
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	<p>I would very much like to know your department's reasons in full for the proposals, and also the facts and data your department has used, leading up to the issuing of these proposals, and also what consultations your department has had with the local police in relation to the safety aspects of these proposals particularly in relation to Tillingbourne school, I do remember in the eighties when one side parking was proposed that the police were very much against the idea then.</p> <p>In real terms I believe very little has changed, being a daily observer of the situation in the afternoons between 3.00pm and 4.00pm due to the immediate proximity of our house in relation to Tillingbourne school, the problem area of the sheer volume of parents waiting to gain access to pick their children up, I believe that the most sensible and effective remedy for the situation would be to look at the possibility of using the westerly entrance for incoming traffic and the east entrance for exiting traffic, there is very strong feelings against these proposals in the village, and I feel that there should be a meeting with local residents before any decision is made in these matters, I am very much in favour of changing things for the better, but these proposals will not be effective.</p>	<p>Surrey County Council, in its capacity as the local education authority, generally leaves the management of the school and its grounds to the head teacher.</p> <p>The creation of additional parking facilities, either within the public highway or on adjacent council-owned land is beyond the remit of this review. As such, the suggestion has been forwarded onto the appropriate departments of the Borough and County Council.</p> <p>Guildford Borough Council's parking operation does not contribute to the Council Tax burden. Its review and introduction of parking is covered by the surplus within the on-street parking account and the enforcement of yellow lines generally breaks even. Indeed, the surplus generated by the on-street pay and display charges within central Guildford actually pays for services, such as Park &amp; Ride, that would otherwise add to the Council Tax burden. It is likely that any works on school property would come from the County Council's education budget, and therefore would be funded by the general Council Taxation.</p> <p>It is also the case that the issues evident around Tillingbourne School and elsewhere within New Road aren't solely confined to the school-run periods.</p> <p>Prior to the development of proposals, this location, along with around 120 others across the borough, were initially</p>
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		<p>have been lost with the original proposals will no longer be.</p> <p>Therefore, it is recommended that the proposals are broadly implemented as advertised, with the amendments described above, which lessen the overall level of restriction.</p>
56	<p>I believe that these proposals will cause more problems than they will solve for the local residents and through traffic, while some measures may be necessary for the sake of the free flow of traffic, I believe these measures proposed are extreme and will be counterproductive, and will result in the loss of car parking spaces in a area that is already stretched for parking spaces, and will result in further double parking in other areas, and that Guildford borough need to be made aware of the further hardship these measures will cause to measures.</p> <p>I have lived at number 26 New road since the 6 March 1985 and am very aware of the problems and parking in the immediate area, the village has coped with these problems up until now without the need for any enforcement, although I do concede that since Guildford borough council stopped assisted transport to schools, and tillingbourne school change in its policy towards parents drop off and pick up of children, there has been a marked increase in congestion between 8.00am and 9,00am and between 3.00pm and 4.00pm.</p> <p>I do feel that the no parking 5 meter restrictions in force at the</p>	<p>The proposals in New Road have primarily been developed to resolve previously raised safety, access and traffic flow issues around various junctions, to protect the existing advisory School Keep Clear markings, and mitigate against potential issues developing around other junctions in the vicinity.</p> <p>The Highway Code suggests that motorists do not stop or park within 10 metres of a junction. This is the minimum distance that applies to unclassified residential roads. New Road is a classified road, bus route and the site of a school. The consideration of the issue attempts to balance the needs for safety, access, traffic flow and parking. The latter, however, is effectively a secondary function of the road. The position, extents and operational hours of the proposed restrictions reflect this.</p> <p>Although, away from the junctions, there are quite a number of vehicle accesses along New Road, significant lengths of kerb space will remain uncontrolled and available for parking, albeit that these opportunities may</p>

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<p>chantry road junction works well and should be extended 5 meters into chantry road and introduced at the lakes close junction and the entrance to tillingbourne school, but I feel strongly that any more than 5 meters will be counterproductive resulting in further double parking and potentially increase the likelihood of accidents at the school junction as through traffic would be more likely to attempt to overtake traffic turning into tillingbourne school.</p> <p>I believe that the re use of the east access to tillingbourne school would prove a very effective remedy for the aforementioned school related problem, and that the proposed measures will prove to be ineffective and an unnecessary expense from the already stretched public purse.</p> <p>I would very much like to know your department's reasons full for the proposals, and also the facts and data your department has used, leading up to the issuing of these proposals, and also what consultations your department has had with the local police in relation to the safety aspects of these proposals particularly in relation to tillingbourne school, I do remember in the eighties when one side parking was proposed that the police were very much against the idea then.</p> <p>In real terms I believe very little has changes, being a daily observer of the situation in the afternoons between 3.00pm and 4.00pm due to the immediate proximity of our house in</p>	<p>not be as conveniently situated.</p> <p>It is appreciated that parking can, in many cases, assist in tempering traffic speeds. Away from the proposed measures around the junctions, kerb space will remain available for parking to take place, and in doing so, continue to assist in reducing traffic speeds. Indeed, if the same amount of parking takes place, but over a wider area, its calming effects maybe extended. However, the safety issues parking causes when it takes place close to junctions also has to be recognised.</p> <p>The concerns about the loss of the Pegasus bus service have been forwarded onto the appropriate departments of Surrey County Council.</p> <p>Surrey County Council, in its capacity as the local education authority, generally leaves the management of the school and its grounds to the head teacher.</p> <p>The creation of additional parking facilities, either within the public highway or on adjacent council-owned land is beyond the remit of this review. As such, the suggestion has been forwarded onto the appropriate departments of the Borough and County Council.</p> <p>Guildford Borough Council's parking operation does not contribute to the Council Tax burden. Its review and introduction of parking is covered by the surplus within the</p>
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	<p>relation to tillingbourne school, the problems area of the sheer volume of parents waiting to gain access to pick their children up, I believe that the most sensible and effective remedy for the situation would be to look at the possibility of using the westerly entrance for incoming traffic and the east entrance for exiting traffic, there is very strong feelings against these proposals in the village, and I feel that there should be a meeting with local residents before any decision is made in these matters, I am very much in favour of changing things for the better, but these proposals will not be effective.</p>	<p>on-street parking account and the enforcement of yellow lines generally breaks even. Indeed, the surplus generated by the on-street pay and display charges within central Guildford actually pays for services, such as Park &amp; Ride, that would otherwise add to the Council Tax burden. It is likely that any works on school property would come from the County Council's education budget, and therefore would be funded by the general Council Taxation.</p> <p>It is also the case that the issues evident around Tillingbourne School and elsewhere within New Road aren't solely confined to the school-run periods.</p> <p>Prior to the development of proposals, this location, along with around 120 others across the borough, were initially assessed using a desktop study. This preliminary assessment considered various issues such as road classification, accident history, whether the road was located close to a public amenity such as a hospital, surgery or school, was served by a bus route etc... New Road was one of the 30 or so locations that progressed to full assessment. This involved undertaking site visits at various times to assess the parking situation. Of the 30 or so locations that were assessed fully, New Road was one of the 18 that progressed to scheme development. During this period, and without prompting, the Police contacted me about their concerns in the vicinity of Tillingbourne School and their desire to see controls introduced to resolve the issues there.</p>
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		<p>As a result of the representations and subsequent discussions with local councillors, it is recommended that the No Waiting At Any Time double yellow line restrictions proposed to protect the School Keep Clear markings opposite Tillingbourne School's vehicular access, be introduced as a No Waiting Monday-Friday 8am-6pm single yellow line restrictions, to more closely reflect the operational hours of the school, and increase the availability of parking at other times. Nevertheless the double yellow lines protecting the sight-lines of the access on the school side of the road will remain. Reductions in the extents of the proposed measures around junctions serving fewer properties are also recommended, and around a dozen or so of the 'usable' spaces which would have been lost with the original proposals will no longer be.</p> <p>Therefore, it is recommended that the proposals are broadly implemented as advertised, with the amendments described above, which lessen the overall level of restriction.</p>
57	<p>I believe that these proposals will cause more problems than they will solve for the local residents and through traffic, while some measures may be necessary for the sake of the free flow of traffic, I believe these measures proposed are extreme and will be counterproductive, and will result in the loss of car parking spaces in a area that is already stretched for parking</p>	<p>The proposals in New Road have primarily been developed to resolve previously raised safety, access and traffic flow issues around various junctions, to protect the existing advisory School Keep Clear markings, and mitigate against potential issues developing around other junctions in the vicinity.</p>

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<p>spaces, and will result in further double parking in other areas, and that Guildford borough need to be made aware of the further hardship these measures will cause to measures.</p> <p>I have lived at number 26 New road since the 6 March 1985 and am very aware of the problems and parking in the immediate area, the village has coped with these problems up until now without the need for any enforcement, although I do concede that since Guildford borough council stopped assisted transport to schools, and tillingbourne school change in its policy towards parents drop off and pick up of children, there has been a marked increase in congestion between 8.00am and 9,00am and between 3.00pm and 4.00pm.</p> <p>I do feel that the no parking 5 meter restrictions in force at the chantry road junction works well and should be extended 5 meters into chantry road and introduced at the lakes close junction and the entrance to tillingbourne school, but I feel strongly that any more than 5 meters will be counterproductive resulting in further double parking and potentially increase the likelihood of accidents at the school junction as through traffic would be more likely to attempt to overtake traffic turning into tillingbourne school.</p> <p>I believe that the re use of the east access to tillingbourne school would prove a very effective remedy for the aforementioned school related problem, and that the proposed measures will prove to be ineffective and an unnecessary expense from the already stretched public</p>	<p>The Highway Code suggests that motorists do not stop or park within 10 metres of a junction. This is the minimum distance that applies to unclassified residential roads. New Road is a classified road, bus route and the site of a school. The consideration of the issue attempts to balance the needs for safety, access, traffic flow and parking. The latter, however, is effectively a secondary function of the road. The position, extents and operational hours of the proposed restrictions reflect this.</p> <p>Although, away from the junctions, there are quite a number of vehicle accesses along New Road, significant lengths of kerb space will remain uncontrolled and available for parking, albeit that these opportunities may not be as conveniently situated.</p> <p>It is appreciated that parking can, in many cases, assist in tempering traffic speeds. Away from the proposed measures around the junctions, kerb space will remain available for parking to take place, and in doing so, continue to assist in reducing traffic speeds. Indeed, if the same amount of parking takes place, but over a wider area, its calming effects maybe extended. However, the safety issues parking causes when it takes place close to junctions also has to be recognised.</p> <p>The concerns about the loss of the Pegasus bus service have been forwarded onto the appropriate departments of</p>
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	<p>purse.</p> <p>I would very much like to know your department's reasons in full for the proposals, and also the facts and data your department has used, leading up to the issuing of these proposals, and also what consultations your department has had with the local police in relation to the safety aspects of these proposals particularly in relation to Tillingbourne School. I do remember in the eighties when one side parking was proposed that the police were very much against the idea then.</p> <p>In real terms I believe very little has changed, being a daily observer of the situation in the afternoons between 3.00pm and 4.00pm due to the immediate proximity of our house in relation to Tillingbourne School, the problem area of the sheer volume of parents waiting to gain access to pick their children up, I believe that the most sensible and effective remedy for the situation would be to look at the possibility of using the westerly entrance for incoming traffic and the east entrance for exiting traffic, there is very strong feelings against these proposals in the village, and I feel that there should be a meeting with local residents before any decision is made in these matters, I am very much in favour of changing things for the better, but these proposals will not be effective.</p>	<p>Surrey County Council.</p> <p>Surrey County Council, in its capacity as the local education authority, generally leaves the management of the school and its grounds to the head teacher.</p> <p>The creation of additional parking facilities, either within the public highway or on adjacent council-owned land is beyond the remit of this review. As such, the suggestion has been forwarded onto the appropriate departments of the Borough and County Council.</p> <p>Guildford Borough Council's parking operation does not contribute to the Council Tax burden. Its review and introduction of parking is covered by the surplus within the on-street parking account and the enforcement of yellow lines generally breaks even. Indeed, the surplus generated by the on-street pay and display charges within central Guildford actually pays for services, such as Park &amp; Ride, that would otherwise add to the Council Tax burden. It is likely that any works on school property would come from the County Council's education budget, and therefore would be funded by the general Council Taxation.</p> <p>It is also the case that the issues evident around Tillingbourne School and elsewhere within New Road aren't solely confined to the school-run periods.</p> <p>Prior to the development of proposals, this location, along</p>
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		<p>with around 120 others across the borough, were initially assessed using a desktop study. This preliminary assessment considered various issues such as road classification, accident history, whether the road was located close to a public amenity such as a hospital, surgery or school, was served by a bus route etc... New Road was one of the 30 or so locations that progressed to full assessment. This involved undertaking site visits at various times to assess the parking situation. Of the 30 or so locations that were assessed fully, New Road was one of the 18 that progressed to scheme development. During this period, and without prompting, the Police contacted me about their concerns in the vicinity of Tillingbourne School and their desire to see controls introduced to resolve the issues there.</p> <p>As a result of the representations and subsequent discussions with local councillors, it is recommended that the No Waiting At Any Time double yellow line restrictions proposed to protect the School Keep Clear markings opposite Tillingbourne School's vehicular access, be introduced as a No Waiting Monday-Friday 8am-6pm single yellow line restrictions, to more closely reflect the operational hours of the school, and increase the availability of parking at other times. Nevertheless the double yellow lines protecting the sight-lines of the access on the school side of the road will remain. Reductions in the extents of the proposed measures around junctions serving fewer properties are also recommended, and</p>
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		<p>around a dozen or so of the 'usable' spaces which would have been lost with the original proposals will no longer be.</p> <p>Therefore, it is recommended that the proposals are broadly implemented as advertised, with the amendments described above, which lessen the overall level of restriction.</p>
58	<p>I most strongly object to your proposal for restrictions to on street parking in Chilworth. I have a ladies fashion retail premises on the junction of New Road/Chantry Road and this proposal would greatly inhibit my ability to trade. Both staff and customers need to park and any restriction in Chilworth would cause a great deal of hardship to many. The houses in New Road were built in a time before every house had a car or two and it is impossible for them to park other than on the road. Parking restrictions anywhere in Chilworth would mean that there would be an over demand for the remaining spaces. My business would suffer if customers are unable to park and I would seriously have to consider closing down as trade is difficult enough. That would put a number of people who rely on me for employment out of work. Please reconsider these proposals for Chilworth in view of the very real hardship it will cause a great number of people.</p> <p>Further to my earlier email and reviewing the planned yellow lines for Chilworth I am unable to see the reason for lining on the junction of New Road/Chantry Road. Hatching already</p>	<p>The proposals in New Road have primarily been developed to resolve previously raised safety, access and traffic flow issues around various junctions, to protect the existing advisory School Keep Clear markings, and mitigate against potential issues developing around other junctions in the vicinity.</p> <p>The Highway Code suggests that motorists do not stop or park within 10 metres of a junction. This is the minimum distance that applies to unclassified residential roads. New Road is a classified road, bus route and the site of a school. The consideration of the issue attempts to balance the needs for safety, access, traffic flow and parking. The latter, however, is effectively a secondary function of the road. The position, extents and operational hours of the proposed restrictions reflect this.</p> <p>Although, away from the junctions, there are quite a number of vehicle accesses along New Road, significant lengths of kerb space will remain uncontrolled and available for parking, albeit that these opportunities may</p>

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	<p>exists at that junction and to extend the no parking zone to the extent you propose would seriously impede my ability to trade. If it should go ahead I am certain that within a couple of years my business would have to close. I would not even be able to sell it on. There has always been a retail business premises on this site but the proposed parking would make that impossible. Is there somebody I can speak to about this proposal? Please advise.</p>	<p>not be as conveniently situated.</p> <p>The '7-11' store aside, at the times the Post Office and your shop are generally open, the demand on parking from residents tends to be less.</p> <p>Away from the 10-metre area around the junction of New Road and Chantry Road, where parking should not be taking place in any case, there are three vehicle crossovers and a bus stop. The introduction of 10-metre long restrictions in Chantry Road and 20-metre long restrictions in New Road would therefore effectively result in the loss of one 'usable' space. Similar situations apply around a number of the other junctions where restrictions are proposed and other points of vehicular access coincide.</p> <p>As a result of the representations and subsequent discussions with local councillors, it is recommended that the No Waiting At Any Time double yellow line restrictions proposed to protect the School Keep Clear markings opposite Tillingbourne School's vehicular access, be introduced as a No Waiting Monday-Friday 8am-6pm single yellow line restrictions, to more closely reflect the operational hours of the school, and increase the availability of parking at other times. Nevertheless the double yellow lines protecting the sight-lines of the access on the school side of the road will remain. Reductions in the extents of the proposed measures around junctions</p>
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		<p>serving fewer properties, including Chantry Road, are also recommended, and around a dozen or so of the 'usable' spaces which would have been lost with the original proposals will no longer be.</p> <p>Therefore, it is recommended that the proposals are broadly implemented as advertised, with the amendments described above, which lessen the overall level of restriction.</p>
59	<p>I wish to make the following comments:</p> <p>I am by no means familiar with all the roads in your consultation, however I am very opposed to the new proposed parking restrictions you are seeking to impose in the following road:</p> <p>New Road, Chilworth: It is my understanding that parking has become more of an issue since the sad cessation of the Pegasus bus services for schools. I am of the opinion that your proposals in relation to various parts of this road, will result in more cars being parked closely together, will spoil the village atmosphere, deprive some residents of parking outside their houses, and will result in traffic speeding up through the village, something which from a road safety issue viewpoint is far from preferable.</p>	<p>The proposals in New Road have primarily been developed to resolve previously raised safety, access and traffic flow issues around various junctions, to protect the existing advisory School Keep Clear markings, and mitigate against potential issues developing around other junctions in the vicinity.</p> <p>The concerns about the loss of the Pegasus bus service have been forwarded onto the appropriate department of Surrey County Council.</p> <p>Although, away from the junctions, there are quite a number of vehicle accesses along New Road, significant lengths of kerb space will remain uncontrolled and available for parking, albeit that these opportunities may not be as conveniently situated.</p> <p>It is appreciated that parking can, in many cases, assist in tempering traffic speeds. Away from the proposed</p>

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		<p>measures around the junctions, kerb space will remain available for parking to take place, and in doing so, continue to assist in reducing traffic speeds. Indeed, if the same amount of parking takes place, but over a wider area, its calming effects maybe extended. However, the safety issues parking causes when it takes place close to junctions also has to be recognised.</p> <p>As a result of the representations and subsequent discussions with local councillors, it is recommended that the No Waiting At Any Time double yellow line restrictions proposed to protect the School Keep Clear markings opposite Tillingbourne School's vehicular access, be introduced as a No Waiting Monday-Friday 8am-6pm single yellow line restrictions, to more closely reflect the operational hours of the school, and increase the availability of parking at other times. Nevertheless the double yellow lines protecting the sight-lines of the access on the school side of the road will remain. Reductions in the extents of the proposed measures around junctions serving fewer properties, including Chantry Road, are also recommended, and around a dozen or so of the 'usable' spaces which would have been lost with the original proposals will no longer be.</p> <p>Therefore, it is recommended that the proposals are broadly implemented as advertised, with the amendments described above, which lessen the overall level of restriction.</p>
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60	<p>Re the suggested parking restrictions proposed for Chilworth I would suggest that they are likely to be counter productive and result in higher speeds through the village. At present, parked cars act as speed limiters. This has been confirmed by the police when similar suggestions have been made in the past. The loss of parking spaces would put pressure on those remaining. I would mention that although a resident of Chilworth I am not directly affected by any changes.</p>	<p>The proposals in New Road have primarily been developed to resolve previously raised safety, access and traffic flow issues around various junctions, to protect the existing advisory School Keep Clear markings, and mitigate against potential issues developing around other junctions in the vicinity.</p> <p>Although, away from the junctions, there are quite a number of vehicle accesses along New Road, significant lengths of kerb space will remain uncontrolled and available for parking, albeit that these opportunities may not be as conveniently situated.</p> <p>It is appreciated that parking can, in many cases, assist in tempering traffic speeds. Away from the proposed measures around the junctions, kerb space will remain available for parking to take place, and in doing so, continue to assist in reducing traffic speeds. Indeed, if the same amount of parking takes place, but over a wider area, its calming effects maybe extended. However, the safety issues parking causes when it takes place close to junctions also has to be recognised.</p>

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		<p>As a result of the representations and subsequent discussions with local councillors, it is recommended that the No Waiting At Any Time double yellow line restrictions proposed to protect the School Keep Clear markings opposite Tillingbourne School's vehicular access, be introduced as a No Waiting Monday-Friday 8am-6pm single yellow line restrictions, to more closely reflect the operational hours of the school, and increase the availability of parking at other times. Nevertheless the double yellow lines protecting the sight-lines of the access on the school side of the road will remain. Reductions in the extents of the proposed measures around junctions serving fewer properties, including Chantry Road, are also recommended, and around a dozen or so of the 'usable' spaces which would have been lost with the original proposals will no longer be.</p> <p>Therefore, it is recommended that the proposals are broadly implemented as advertised, with the amendments described above, which lessen the overall level of restriction.</p>
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Ref. No.	Representation Comments	Officer Comments & Recommendation
<b>6.11 Ad-hoc Changes Proposal – Ripley</b>		<b>(4 representations)</b>
61	<p>We live at The Hayloft in Rose Lane, Ripley and have done for the last 23 years.</p> <p>The previous parking review and consultation included the dropped curb outside The Hayloft and Cedar House.</p> <p>Both ourselves and the previous owners of Cedar House were consulted directly about the possibility of yellow lines being painted on the road, preventing parking along the dropped curb.</p> <p>We both waived the suggestion, in favour of keeping the availability of 2 more car parking spaces in Rose Lane, as parking for residents is very difficult.</p> <p>Neither our carport nor our neighbour’s garage is used for car parking, so we would object to any yellow lines being placed outside our house.</p> <p>The cost of the yellow lines would be better spent renewing the yellow lines outside The Bakery at the junction of Rose Lane and the High Street.</p>	<p>The previous occupier of Cedar House, Rose Lane suggested that the incoming resident wished to recommence using the off-street parking facilities at their address. Therefore the need to bring back into use the previously disused vehicle crossover arose, and as it was located immediately adjacent to a formalised parking bay the need to convert it to a yellow line waiting restriction arose.</p> <p>However, as the present resident of Cedar House has confirmed that they do not wish to bring the off-street parking facilities at the address back into use, it is now recommended that the specific proposal is not made as part of the order.</p>

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	<p>We would appreciate being informed of any developments on the issue</p>	
<p>62</p>	<p>Val Harris who submitted the application for lines outside the garage of Cedar House in June 2010, has sold the house to me, and I am writing to you to ask you to cancel this request. I now own the house and do not want the double yellow lines on the road outside my garage.</p> <p>So I would be grateful if you would now remove the request.</p>	<p>As the present resident of Cedar House, Rose Lane has confirmed that they do not wish to bring the off-street parking facilities at the address back into use, it is now recommended that the specific proposal is not made as part of the order.</p>

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<p>63 Ripley Parish Council</p>	<p>Ripley Parish Council wishes to make the following comments on proposals for Ripley following your review of parking in the village.</p> <p>Ripley Parish Council has no objection to the disabled parking space in the High Street. However the parish council objects to the loss of a parking space in Rose Lane as the council understands that vehicular access is no longer practicable following refurbishment of the building in question. There is already considerable pressure on parking in the area of Rose Lane.</p> <p>The Parish Council also objects to the loss of a parking space in Newark Lane because of the increase in illegal parking on the Green which both Surrey County Council and the Borough Council conservation officers are very concerned about. The Parish Council understands that the current arrangement does not restrict access to the property and allows parking for visitors.</p>	<p>It is recommended that the proposed disabled parking space within the southern service road is implemented as advertised.</p> <p>On the basis that the present resident of Cedar House, Rose Lane has confirmed that they do not wish to bring the off-street parking facilities at the address back into use, it is now recommended that the specific proposal is not made as part of the order.</p> <p>All other vehicle crossovers elsewhere within the Ripley Controlled Parking Zone are protected by either single or double yellow line waiting restrictions, to deter other motorists from parking inconsiderately. The vehicular accesses to Nos.52-54 were constructed at around the time the parking controls in Newark Lane were extended. As a stop-gap measure, an Advisory Protection Marking was introduced to highlight the presence of the accesses within the parking bay, on the basis that the necessary formalised change to the parking restrictions would be made in due course.</p> <p>The proposal merely brings the protection afforded to the accesses up to that of others. Whilst the present arrangement may provide Nos.52-54 greater flexibility in being able to park across their own driveways, there would be nothing to prevent others from doing so. The presence of the formalised bay markings would make it unlikely that the Police would take action in terms of</p>
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		<p>obstruction, and the Borough Council's enforcement officers generally only enforce against contravention of formalised parking restrictions.</p> <p>It is also the case that if parking on the green is prevented and on-street parking results from this and the nearby residential development, the likelihood of motorists legitimately parking within the formalised bays across the vehicle accesses may increase.</p> <p>Therefore, it is recommended that the proposed proposal in Newark Lane is implemented as advertised.</p>
64	<p>I have just been informed that the parking situation outside my property may be changing. Firstly I would like to share my disappointment that considering this directly affects my house, at no stage have I received any correspondence from you.</p> <p>The main reasons for my objection are as follows.</p> <p>Recently Guildford Borough Council authorised the build/conversion of the Stansfield Lemonade Factory directly opposite my house. Although I did not dispute this, the biggest concern for all residents in Newark Lane is where are the residents from the 9 new flats going to park. In addition to this build, lots of residents park on the strip of pathway outside the factory, which is obviously going to change once completed.</p> <p>So we now have approximately 5 cars on the pathway and 9 new flats all looking for somewhere to park. I understand the parking inside the complex is minimal.</p>	<p>All other vehicle crossovers elsewhere within the Ripley Controlled Parking Zone are protected by either single or double yellow line waiting restrictions, to deter other motorists from parking inconsiderately. The vehicular accesses to Nos.52-54 were constructed at around the time the parking controls in Newark Lane were extended. As a stop-gap measure, an Advisory Protection Marking was introduced to highlight the presence of the accesses within the parking bay, on the basis that the necessary formalised change to the parking restrictions would be made in due course.</p> <p>The proposal merely brings the protection afforded to the accesses up to that of others. Whilst the present arrangement may provide Nos.52-54 greater flexibility in being able to park across their own driveways, there</p>

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	<p>I have one space directly outside my house which I believe you are proposing to take away. Please can you explain the reasoning behind this and advise where all the new residents, people who live in Newark Lane currently and myself going to park. If you would like me to show you current problem without taking spaces away, please contact me to arrange a time to come a visit the area. The best time to do this would be in the evening as this is when parking is at its busiest.</p> <p>Please advise on what actions you are going to take.</p>	<p>would be nothing to prevent others from doing so. The presence of the formalised bay markings would make it unlikely that the Police would take action in terms of obstruction, and the Borough Council's enforcement officers generally only enforce against contravention of formalised parking restrictions.</p> <p>It is also the case that if parking on the green is prevented and on-street parking results from this and the nearby residential development, the likelihood of motorists legitimately parking within the formalised bays across the vehicle accesses may increase.</p> <p>Therefore, it is recommended that the proposed proposal in Newark Lane is implemented as advertised.</p>
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Ref. No.	Representation Comments	Officer Comments & Recommendation
<b>6.12 Ad-hoc Changes Proposal – Shawfield Road / Winchester Road, Ash</b>		<b>(3 representations)</b>
65	<p>Firstly I would like to give my complete support t in favour of introducing these NO PARKING DOUBLE YELLOW LINES in the above roads.</p> <p>Obstruction by Mums vehicles dropping children off at school in the morning and picking them up in the afternoon, makes it very difficult for traffic to go up and down the road and is particularly worrying if emergency vehicle are trying to go up this road. In addition the mums will very often park across driveways stopping myself and neighbours from coming and going from our own property, albeit for a short time. It is very inconvenient never the less. Also as you can see from the plan of this road junction, it is a dangerous place to have parked cars.</p> <p>I spoke to Mr Andy Harkin on 7<sup>th</sup> Dec., to find out exactly where the lines would extend from Shawfield Road, north-eastwards up Grange Farm Road / Winchester Road towards the Shawfield Primary School. He gave me a dimension of 21 metres from the north east end of my property boundary, down towards the junction with Shawfield Road. I measures this distance out and this would put the Double Yellow Line about midway across the dropped kerbed entrance to my driveway.</p>	<p>The proposals in Shawfield and Winchester Roads have primarily been developed to resolve previously raised safety, access and traffic flow issues around various junctions.</p> <p>Although the controls are not intended to specifically deal with the school-run periods, nevertheless it is hoped that they will assist in this regard. The position and extents of the proposed restrictions reflect this.</p> <p>Private points of access onto the public highway are not ordinarily controlled by such measures unless they fall with the length of controls considered necessary to protect a particular junction, or the location forms part of a controlled parking zone, where all kerb space is controlled.</p> <p>In this case, however, all but a small section of the vehicle crossover adjacent to No.208, in Winchester Road, would be protected by yellow line waiting restrictions. Therefore, at the request of the resident, it is now recommended that the extents of the restrictions are extended very slightly on the north side of the road to fully protect the driveway. However, this is not considered</p>

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	<p>(This is the sole vehicular entrance to my property). I think this would be very odd and so would prefer that the lines extend right across this dropped kerb., which would be a dimension of 19.5 metres from the north east boundary end of my property.</p> <p>It is also a problem which vehicles are parked opposite my driveway. It makes turning right towards Shawfield Road, after I exit my drive, extremely difficult. So I would like to see the proposed double yellow lines, by numbers 1 and 2 Grange Farm Road, (opposite my Dropped Kerbed entrance) extend to the same point as on my side of the road.</p> <p>Thank you for your attention and I look forward to hearing your comments on this matter.</p>	<p>a significant enough increase in restriction to warrant re-advertisement of the proposals. Even so, the width of the carriageway is such that the reciprocal extension on the south side of the road is not considered appropriate. It is also the case that such an additional extension, combined with the extension on the north side of the road, might make it necessary to warrant the re-advertisement of the proposals.</p> <p>Therefore, it is recommended that the proposals are broadly implemented as advertised, with the minor amendments described above, which marginally increase the overall level of restriction.</p>
66	<p>With reference to the proposed yellow line markings, we are very distressed at the prospect of being boxed in by the traffic caused by the parents of Shawfield Junior School and Jack &amp; Jills Nursery School. We are already being limited as to times we can, and cannot, get in, and out, of our property due to the volume of traffic and staff parking out-side our house, us being in the cul-de-sac, and both blue badge holders. If cars park out-side our house, and on opposite side, as you are proposing, we will find it impossible to get in or out, at any time, you are pushing all vehicles up to, and outside our house. I would like to re-iterate that as being blue badge holders, and pensioners, we have already experienced problems with drivers parking across our drive-way, and, on two occasions, in-</p>	<p>The proposals in Shawfield and Winchester Roads have primarily been developed to resolve previously raised safety, access and traffic flow issues around various junctions.</p> <p>Although the controls are not intended to specifically deal with the school-run periods, nevertheless it is hoped that they will assist in this regard. The position and extents of the proposed restrictions reflect this.</p> <p>Private points of access onto the public highway are not ordinarily controlled by such measures unless they fall within the length of controls considered necessary to protect a particular junction, or the location forms part of</p>

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	<p>side our drive, where we have had to go over the schools and find the drivers to move said vehicles. We need to keep Hospital, Dentist, Coronary, Diabetes, COPD and other appointments, in short, we need clear access all day!</p>	<p>a controlled parking zone, where all kerb space is controlled.</p> <p>Furthermore, the issue highlighted has not been brought to Parking Services attention previously. Nevertheless, legislation relating to obstructive parking already allows the Police to act, as do more limited powers afforded to our enforcement officers. Surrey County Council may also wish to consider the introduction of an Advisory Driveway Protection marking, as have been used elsewhere within Ash Street.</p> <p>Therefore, it is recommended that the proposals are implemented as advertised. Nevertheless, if significant issues do arise, future parking reviews may provide an opportunity to revisit the issue of parking within the cul-de-sac.</p>
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67	Winchester Road, Ash. No waiting restrictions near to Shawfield Primary School are only needed at school start and finish times, not on at all hours. There is no parking problem in this area outside of these times.	<p>The proposals in Shawfield and Winchester Roads have primarily been developed to resolve previously raised safety, access and traffic flow issues around various junctions.</p> <p>Although the controls are not intended to specifically deal with the school-run periods, nevertheless it is hoped that they will assist in this regard. The position and extents of the proposed restrictions reflect this.</p> <p>However, the proposed restrictions are generally limited in preventing parking in locations that should be parked upon at any time.</p>
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Ref. No.	Representation Comments	Officer Comments & Recommendation
<b>6.13 Ad-hoc Changes Proposal – Shere</b>		<b>(13 representations)</b>
68  Shere Parish Council	I write to advise you that Shere Parish Council fully supports the proposed parking restrictions for Shere provided that these are appropriate to the Conservation Area i.e. narrow primrose yellow lines.	<p>Support for the proposals is noted.</p> <p>I can also confirm that as Shere is situated within a conservation area, 50mm wide primrose lines will be used as opposed to more regular 75mm wide yellow lines.</p> <p>As a result of the representations and subsequent discussions with local councillors, it is recommended that the No Waiting At Any Time double yellow line restrictions proposed to support the School Keep Clear marking outside Shere School be introduced as a No Waiting Monday-Friday 8am-6pm single yellow line restrictions, to more closely reflect the operational hours of the school, and increase the availability of parking at other times.</p> <p>Therefore, it is recommended that the proposals are broadly implemented as advertised, with the amendments described above, which lessen the overall level of restriction.</p>

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<p>69</p>	<p>I am please with the proposals the Council has made regarding parking restrictions in Shere. I have lived in the village for 11 years and have found that the problems associated with poor parking have escalated over this time. The number of vehicles that have difficulty travelling along Lower Street has increased as more residents have chosen to park their cars along the road. This has resulted in my house and a neighbour's being hit by large vehicles that are unable to turn or get past parked cars.</p> <p>However, I am concerned that your proposals do not go far enough. Residents continue to park on the pavement at the corner of Orchard Road and Lower Street, sometimes leaving their car for 5 days without moving it. This obviously means that pedestrians cannot use the pavement, including my 91-year-old mother-in-law, who lives with us. This can be quite dangerous as many vehicles use this junction as a turning point and she is very hard of hearing. The parking also means that other residents cannot reach the grit bin that is situated on the pavement on the corner. When we have severe weather the corner of Orchard Road and Lower Street becomes very icy and it makes it very difficult for drivers trying to het down or up Orchard Road. I am also aware that there is a water point on the pavement. The Fire Brigade has left a notice on one of the resident's cars telling them not to park on the pavement but the car owner just threw the notice away and continues to park on the pavement. I also understand a condition of the planning permission to build house in Orchard Road was that there was</p>	<p>General support for the proposals is noted.</p> <p>The proposals in Lower Street have primarily been developed to resolve previously raised safety, access and traffic flow issues in the vicinity of the Old Forge, and the nearby junction with Orchard Road.</p> <p>Previously, the Old Forge has been damaged by larger vehicles unable to negotiate the road safely due to cars parked in the vicinity on the opposite side of the road. Concerns have been raised that the present parking in the vicinity causes issues for delivery and refuse vehicles, and that it would do so for emergency service vehicles.</p> <p>Although formalised parking controls are not introduced specifically to deal with parking on footways and verges, those that are introduced apply across the full width of the public highway, from road centreline to highway boundary. Therefore, any vehicles parked on footways and verges adjacent to the formalised parking controls may possibly receive a penalty charge notice.</p> <p>The consideration of the issue attempts to balance the needs for safety, access, traffic flow and parking. The latter, however, is effectively a secondary function of the road. The position, extents and operational hours of the proposed restrictions reflect this, and extending the proposed double yellow lines further westwards is</p>
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<p>to be a clear line of sight on to Lower Street, hence the gardens of the Old Prison House and The Old Forge being cut at an angle. If cars are parked on the pavement there is no clear line of sight. I would therefore wish consideration to be given to finding some way to prevent parking on the pavement at the corner of Orchard Road and Lower Street.</p> <p>Secondly, I feel that the parking restrictions do not go far enough in a westerly direction along Lower Street. We have had cars parking all the way along the road to the gate for the allotments. I am quite sure that the current proposals will have the effect of moving the problem further along Lower Street in a westerly direction, resulting in the increased likelihood of my garden wall and house being damaged as vehicles try to pass parked cars. The ideal solution would be to extend the parking restrictions as far as the allotment gates.</p> <p>I do hope you will take my suggestions into consideration.</p>	<p>considered inappropriate.</p> <p>Therefore, it is recommended that the proposals for Lower Street are implemented as advertised.</p>
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<p>70</p>	<p>I am writing with regard to the above proposal for double yellow lines on some of the roads in the village of Shere.</p> <p>Most of the suggested positions marked on the plan I have seen seem to make sense. However I do feel I need to object to the section along Lower Street and Orchard Road. This area is often used as a short cut through the ford. At present any cars parked at this section help slow down drivers that have nothing to do with the village.</p> <p>Young children playing or cycling, dog walkers and the elderly are the most at risk from speeding cars.</p> <p>Most of the parked cars along Lower Street and Orchard Road belong to residence. Why not make this area residents parking only. I am sure the local residents would park sensibly and cause no obstructions to the road.</p> <p>Please consider my suggestions and help prevent speeding cars from having a clear, fast run through this part of the village.</p>	<p>The proposals in Lower Street have primarily been developed to resolve previously raised safety, access and traffic flow issues in the vicinity of the Old Forge, and the nearby junction with Orchard Road.</p> <p>Previously, the Old Forge has been damaged by larger vehicles unable to negotiate the road safely due to cars parked in the vicinity on the opposite side of the road. Concerns have been raised that the present parking in the vicinity causes issues for delivery and refuse vehicles, and that it would do so for emergency service vehicles.</p> <p>Unlike safety, access and traffic flow, the availability of parking and its possible prioritisation has not previously been raised as an issue within Lower Street.</p> <p>It is appreciated that parking can, in many cases, assist in tempering traffic speeds. Away from the proposed measures around the junctions, kerb space will remain available for parking to take place, and in doing so, continue to assist in reducing traffic speeds. However, the safety issues parking causes when it takes place close to the junction and in the vicinity of the Old Forge also has to be recognised.</p> <p>Therefore, it is recommended that the proposals for Lower Street are implemented as advertised.</p>
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<p>71</p>	<p>I am writing regarding the consultation notice to residents about proposed double yellow lines in various part of the village of Shere.</p> <p>Broadly speaking may I start by saying that I welcome your authority's proposal to address the congestion problems in Shere and am sure that the ideas that are being proposed are being carefully considered. I am also grateful that you have invited local comment and, not just implemented them!</p> <p>Having lived on Gomshall Lane, close to the junction of Middle Street at No.1 Bank Terrace for ten years I have seen the problems that drivers of large vehicles can have while turning at the junction of Middle Street and Gomshall Lane.</p> <p>To balance the need for improved road markings I am sure that full consideration is also being given to the parking requirements of the few people that live on this small stretch of road, and don't have the benefit of off street parking.</p> <p>In my experience of living directly opposite, it is this immediate area (<i>around the junction</i>) that causes the problem for large vehicles <i>and (the present lack of controls)</i> also allows people to park somewhat inconsiderately in from of the windows of homes at Vine Cottages. Taking the lines any further would however I believe serve little purpose to traffic calming and would seriously limit the parking for the three home owners at No1 to 3 Bank Terrace who already struggle to find space to</p>	<p>The proposals in Gomshall Lane have primarily been developed to resolve previously raised safety, access and traffic flow issues around various junctions, to protect the existing advisory School Keep Clear markings, and mitigate against potential issues developing around other junctions in the vicinity.</p> <p>Gomshall Lane is a classified road, a bus route and the site of a school. The consideration of the issue attempts to balance the needs for safety, access, traffic flow and parking. The latter, however, is effectively a secondary function of the road. The position, extents and operational hours of the proposed restrictions reflect this.</p> <p>However, away from the proposed measures, significant lengths of kerb space will remain uncontrolled and available for parking, albeit that these opportunities may not be as conveniently situated.</p> <p>Some of the proposals also serve a dual-purpose, the ones protecting the access to the museum and village hall, for example, also protecting the adjacent bus stop.</p> <p>The concerns about the Recreation Ground car park have been forwarded to the Parish Council and the appropriate department of Guildford Borough Council.</p> <p>As a result of the representations and subsequent</p>
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<p>park on many occasions.</p> <p><i>(In relation to the proposed measures protecting the entrance to the Recreation Ground and bus stop)</i> having seen buses approach this stop over the years it seems to me to work fine on most occasions without the double yellow line being extended as there is already a standard size bus bay marked on the road. This is regularly witnessed as Aviva buses approach the stop while cars are parked tight to the end of the current bus stop. I am happy to send you a video clip if this is of help?</p> <p>Notwithstanding the above, I seek reassurance that full consideration is being given to the logical starting point for these yellow lines in order to balance the need for buses to approach the stop from the ideal approach, with the need for street parking for residents and visitors.</p> <p>As you will be aware, there is now a village car park by the recreation ground that has helped to ease visitor parking over the last year but leaving cars in this location is not always safe or practical for me and my immediate neighbours. I have also had one car vandalised while parked overnight there, as have the owners of No2 Vine Cottages.</p> <p>As mentioned in my letter, I broadly welcome the proposals but remain concerned for that my home at that of my two neighbours will be left without sufficient parking. We must however accept that there are wider requirements than just our</p>	<p>discussions with local councillors, it is recommended that the No Waiting At Any Time double yellow line restrictions proposed to support the School Keep Clear marking outside Shere School be introduced as a No Waiting Monday-Friday 8am-6pm single yellow line restrictions, to more closely reflect the operational hours of the school, and increase the availability of parking at other times.</p> <p>Therefore, it is recommended that the proposals in Gomshall Lane are broadly implemented as advertised, with the amendments described above, which lessen the overall level of restriction.</p>
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	<p>own.</p> <p>Understanding now, that the parking restrictions west of the bus stop are mainly for the purpose of safe visibility for people leaving the recreation ground, I did have another look at this today. I can not see how extending the restriction in front of the museum will help to increase this, particularly for pedestrians as they already have the benefit of the clear line of sight provided by the bus stop?</p>	
72	<p>I would like to register my objection to the proposal to change parking restrictions in Shere.</p> <p>We live in Albury Heath and Shere is our nearest village. Consequently we are regular (daily) visitors to the village: popping in on friends, shops or other facilities. As it exists there is precious little parking available in the village, and further restriction on on-street parking will significantly affect it for the worse. The negative effect is even greater in the winter months when darkness closes in.</p> <p>I urge you to reconsider these proposals and leave parking arrangements as they currently stand.</p>	<p>The proposals in Shere have primarily been developed to resolve previously raised safety, access and traffic flow issues around various junctions, to protect the existing advisory School Keep Clear markings, and mitigate against potential issues developing around other junctions in the vicinity.</p> <p>Gomshall Lane is a classified road, a bus route and the site of a school. Middle Street is also well used. The consideration of the issue attempts to balance the needs for safety, access, traffic flow and parking. The latter, however, is effectively a secondary function of the road. The position, extents and operational hours of the proposed restrictions reflect this and aim to remove parking from sensitive areas. Parking in locations, such as close to junctions, tends to pose issues for other road-users.</p>



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		<p>Nevertheless, away from the proposed controls, significant areas of kerb space will remain available for parking. There is, of course, also the car park at the Recreation Ground.</p> <p>As a result of the representations and subsequent discussions with local councillors, it is recommended that the No Waiting At Any Time double yellow line restrictions proposed to support the School Keep Clear marking outside Shere School, Gomshall Lane be introduced as a No Waiting Monday-Friday 8am-6pm single yellow line restrictions, to more closely reflect the operational hours of the school, and increase the availability of parking at other times.</p> <p>Therefore, it is recommended that the proposals are broadly implemented as advertised, with the amendments described above, which lessen the overall level of restriction.</p>
73	<p><b><u>Objection letter</u></b> to the Guildford on-street parking management review.</p> <p>We object to the proposals to introduce No waiting at any time double yellow lines along part of Lower Street and the junction with Orchard Road because:-</p> <ol style="list-style-type: none"> <li>1. This area is used by RESIDENT to park their cars in a</li> </ol>	<p>The proposals in Lower Street have primarily been developed to resolve safety, access and traffic flow issues in the vicinity of the Old Forge, and the nearby junction with Orchard Road.</p> <p>Previously, the Old Forge has been damaged by larger vehicles unable to negotiate the road safely due to cars parked in the vicinity on the opposite side of the road.</p>

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	<p>considerate fashion and is self regulated by neighbours and householders in Lower Street. If there are yellow lines the residents will be penalised as they will not be able to park there and will be forced to park cars along by the stream which frequently does not have spare spaces. It is likely to have less spare spaces than ever after the recent refurbishment of the White Horse pub which has NO parking of its own and its customers often park by the stream.</p> <ol style="list-style-type: none"> <li>2. It will potentially devalue our houses because the amendments will cause MORE parking problems and reduce the attractiveness of our houses. Can we claim damages off the council for the reduction in value of our houses?</li> <li>3. Who will Police the double yellow lines as it will be tourists to the village who will park inconsiderately and potentially illegally?</li> <li>4. If no-one Polices it then the residents will loose out as they will have vacated the spaces but to no benefit as Tourists will take them instead.</li> <li>5. We recommend Lower Street is made "<u>residents parking only by way of free permits</u>"</li> <li>6. We have a good village community which thrives but parking will become a thorny issue and the amendments will cause "Parking Rage" and cause problems within the village.</li> <li>7. We want to encourage the recreational activities within the village but with reduced parking this will make it very difficult to achieve. As an example last weekend there</li> </ol>	<p>Concerns have been raised that the present parking in the vicinity causes issues for delivery and refuse vehicles, and that it would do so for emergency service vehicles.</p> <p>There is a need to manage parking on the public highway equitably, taking into account the needs of all road-users.</p> <p>The proposed measures would be enforced by the Borough Council's Civil Enforcement Officers.</p> <p>Unlike safety, access and traffic flow, the availability of parking and its possible prioritisation has not previously been raised as an issue within Lower Street.</p> <p>Please note that if a residents' permit scheme was to be considered at some stage, that such controls tend to be introduced over wide areas, usually involving a number of roads. Permits are also generally limited in number. Furthermore, charges apply which cover the cost of administering the scheme and issuing the permits (currently £50 per annum for the first permit and £80 per annum for the second). Visitor scratch-cards, which are limited in number, cost £2 each and are valid for a day. It is also the case that it would be unlikely that a residents' only parking scheme would be employed. Instead a combination of permit only and / or shared-use spaces tends to be adopted, to offer greater flexibility for residents, their visitors, and indeed other user-groups.</p>
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	<p>was a football match at the recreation ground which meant that there were no spare spaces in the recreation car park which be the natural place for the residents to park if there were (no) spaces along Lower Street.</p> <p>8. Will the Planning department now encourage and help with applications to create off-street parking?</p> <p>9. By restricting the parking in Lower Street all that will happen is that tourists will park on both side of the road by the stream which will have the worst effect for blocking access for emergency vehicles.</p>	<p>Such a scheme would also increase the need for signing, which might not be welcomed by some.</p> <p>Since 2003, there has been no need for double yellow lines to be signed. Therefore, there would be no need for any additional street furniture to be introduced in Lower Street as a result of the current proposals. It is also the case that the lines will be introduced to conservation area standards.</p> <p>The issues relating to the creation of off-street parking have been forwarded to the appropriate departments at the Borough and County Council.</p> <p>Therefore, it is recommended that the proposals for Lower Street are implemented as advertised.</p>
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<p>74</p>	<p><b>Objection letter</b> to the Guildford on-street parking management review.</p> <p>We object to the proposals to introduce No waiting at any time double yellow lines along part of Lower Street and the junction with Orchard Road because:-</p> <ol style="list-style-type: none"> <li>1. This area is used by RESIDENT to park their cars in a considerate fashion and is self regulated by neighbours and householders in Lower Street. If there are yellow lines the residents will be penalised as they will not be able to park there and will be forced to park cars along by the stream which does not have spare spaces. It is likely to have less than ever after the recent refurbishment of the White Horse pub which has NO parking of its own and its customers often park by the stream.</li> <li>2. It will potentially devalue our houses because the amendments will cause MORE parking problems and reduce the attractiveness of our houses. Can we claim damages off the council for the reduction in value of our houses?</li> <li>3. Who will Police the double yellow lines as it will be tourists to the village who will park inconsiderately and potentially illegally?</li> <li>4. If no-one Polices it then the residents will loose out as they will have vacated the spaces but to no benefit as Tourists will take them instead.</li> </ol>	<p>The proposals in Lower Street have primarily been developed to resolve safety, access and traffic flow issues in the vicinity of the Old Forge, and the nearby junction with Orchard Road.</p> <p>Previously, the Old Forge has been damaged by larger vehicles unable to negotiate the road safely due to cars parked in the vicinity on the opposite side of the road. Concerns have been raised that the present parking in the vicinity causes issues for delivery and refuse vehicles, and that it would do so for emergency service vehicles.</p> <p>There is a need to manage parking on the public highway equitably, taking into account the needs of all road-users.</p> <p>The proposed measures would be enforced by the Borough Council's Civil Enforcement Officers.</p> <p>Unlike safety, access and traffic flow, the availability of parking and its possible prioritisation has not previously been raised as an issue within Lower Street.</p> <p>Please note that if a residents' permit scheme was to be considered at some stage, that such controls tend to be introduced over wide areas, usually involving a number of roads. Permits are also generally limited in number. Furthermore, charges apply which cover the cost of</p>
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	<p>5. We recommend Lower Street is made “residents parking only by way of free permits”</p> <p>6. We have a good village community which thrives but parking will become a thorny issue and the amendments will cause “Parking Rage” and cause problems within the village.</p> <p>7. We want to encourage the recreational activities within the village but with reduced parking this will make it very difficult to achieve. As an example last weekend there was a football match at the recreation ground which meant that there were no spare spaces in the recreation car park which be the natural place for the residents to park if there were (no) spaces along Lower Street.</p> <p>8. Will the Planning department now encourage and help with applications to create off-street parking?</p> <p>9. By restricting the parking in Lower Street all that will happen is that tourists will park on both side of the road by the stream which will have the worst effect for blocking access for emergency vehicles.</p>	<p>administering the scheme and issuing the permits (currently £50 per annum for the first permit and £80 per annum for the second). Visitor scratch-cards, which are limited in number, cost £2 each and are valid for a day. It is also the case that it would be unlikely that a residents’ only parking scheme would be employed. Instead a combination of permit only and / or shared-use spaces tends to be adopted, to offer greater flexibility for residents, their visitors, and indeed other user-groups. Such a scheme would also increase the need for signing, which might not be welcomed by some.</p> <p>Since 2003, there has been no need for double yellow lines to be signed. Therefore, there would be no need for any additional street furniture to be introduced in Lower Street as a result of the current proposals. It is also the case that the lines will be introduced to conservation area standards.</p> <p>The issues relating to the creation of off-street parking have been forwarded to the appropriate departments at the Borough and County Council.</p> <p>Therefore, it is recommended that the proposals for Lower Street are implemented as advertised.</p>
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<p>75</p>	<p><b>Objection letter</b> to the Guildford on-street parking management review.</p> <p>We object to the proposals to introduce No waiting at any time double yellow lines along part of Lower Street and the junction with Orchard Road because:-</p> <ol style="list-style-type: none"> <li>1. This area is used by RESIDENT to park their cars in a considerate fashion and is self regulated by neighbours and householders in Lower Street. If there are yellow lines the residents will be penalised as they will not be able to park there and will be forced to park cars along by the stream which does not have spare spaces. It is likely to have less than ever after the recent refurbishment of the White Horse pub which has NO parking of its own and its customers often park by the stream.</li> <li>2. It will potentially devalue our houses because the amendments will cause MORE parking problems and reduce the attractiveness of our houses. Can we claim damages off the council for the reduction in value of our houses?</li> <li>3. Who will Police the double yellow lines as it will be tourists to the village who will park inconsiderately and potentially illegally?</li> <li>4. If no-one Polices it then the residents will loose out as they will have vacated the spaces but to no benefit as Tourists will take them instead.</li> </ol>	<p>The proposals in Lower Street have primarily been developed to resolve safety, access and traffic flow issues in the vicinity of the Old Forge, and the nearby junction with Orchard Road.</p> <p>Previously, the Old Forge has been damaged by larger vehicles unable to negotiate the road safely due to cars parked in the vicinity on the opposite side of the road. Concerns have been raised that the present parking in the vicinity causes issues for delivery and refuse vehicles, and that it would do so for emergency service vehicles.</p> <p>There is a need to manage parking on the public highway equitably, taking into account the needs of all road-users.</p> <p>The proposed measures would be enforced by the Borough Council's Civil Enforcement Officers.</p> <p>Unlike safety, access and traffic flow, the availability of parking and its possible prioritisation has not previously been raised as an issue within Lower Street.</p> <p>Please note that if a residents' permit scheme was to be considered at some stage, that such controls tend to be introduced over wide areas, usually involving a number of roads. Permits are also generally limited in number. Furthermore, charges apply which cover the cost of</p>
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	<ol style="list-style-type: none"> <li>5. We recommend Lower Street is made “residents parking only by way of free permits”</li> <li>6. We have a good village community which thrives but parking will become a thorny issue and the amendments will cause “Parking Rage” and cause problems within the village.</li> <li>7. We want to encourage the recreational activities within the village but with reduced parking this will make it very difficult to achieve. As an example last weekend there was a football match at the recreation ground which meant that there were no spare spaces in the recreation car park which be the natural place for the residents to park if there were (no) spaces along Lower Street.</li> <li>8. Will the Planning department now encourage and help with applications to create off-street parking?</li> <li>9. By restricting the parking in Lower Street all that will happen is that tourists will park on both side of the road by the stream which will have the worst effect for blocking access for emergency vehicles.</li> </ol>	<p>administering the scheme and issuing the permits (currently £50 per annum for the first permit and £80 per annum for the second). Visitor scratch-cards, which are limited in number, cost £2 each and are valid for a day. It is also the case that it would be unlikely that a residents’ only parking scheme would be employed. Instead a combination of permit only and / or shared-use spaces tends to be adopted, to offer greater flexibility for residents, their visitors, and indeed other user-groups. Such a scheme would also increase the need for signing, which might not be welcomed by some.</p> <p>Since 2003, there has been no need for double yellow lines to be signed. Therefore, there would be no need for any additional street furniture to be introduced in Lower Street as a result of the current proposals. It is also the case that the lines will be introduced to conservation area standards.</p> <p>The issues relating to the creation of off-street parking have been forwarded to the appropriate departments at the Borough and County Council.</p> <p>Therefore, it is recommended that the proposals for Lower Street are implemented as advertised.</p>
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<p>76</p>	<p><b>Objection letter</b> to the Guildford on-street parking management review.</p> <p>We object to the proposals to introduce No waiting at any time double yellow lines along part of Lower Street and the junction with Orchard Road because:-</p> <ol style="list-style-type: none"> <li>1. This area is used by RESIDENT to park their cars in a considerate fashion and is self regulated by neighbours and householders in Lower Street. If there are yellow lines the residents will be penalised as they will not be able to park there and will be forced to park cars along by the stream which does not have spare spaces. It is likely to have less than ever after the recent refurbishment of the White Horse pub which has NO parking of its own and its customers often park by the stream.</li> <li>2. It will potentially devalue our houses because the amendments will cause MORE parking problems and reduce the attractiveness of our houses. Can we claim damages off the council for the reduction in value of our houses?</li> <li>3. Who will Police the double yellow lines as it will be tourists to the village who will park inconsiderately and potentially illegally?</li> <li>4. If no-one Polices it then the residents will loose out as they will have vacated the spaces but to no benefit as Tourists will take them instead.</li> </ol>	<p>The proposals in Lower Street have primarily been developed to resolve safety, access and traffic flow issues in the vicinity of the Old Forge, and the nearby junction with Orchard Road.</p> <p>Previously, the Old Forge has been damaged by larger vehicles unable to negotiate the road safely due to cars parked in the vicinity on the opposite side of the road. Concerns have been raised that the present parking in the vicinity causes issues for delivery and refuse vehicles, and that it would do so for emergency service vehicles.</p> <p>There is a need to manage parking on the ublic highway equitably, taking into account the needs of all road-users.</p> <p>The proposed measures would be enforced by the Borough Council's Civil Enforcement Officers.</p> <p>Unlike safety, access and traffic flow, the availability of parking and its possible prioritisation has not previously been raised as an issue within Lower Street.</p> <p>Please note that if a residents' permit scheme was to be considered at some stage, that such controls tend to be introduced over wide areas, usually involving a number of roads. Permits are also generally limited in number. Furthermore, charges apply which cover the cost of</p>
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	<p>5. We recommend Lower Street is made “residents parking only by way of free permits”</p> <p>6. We have a good village community which thrives but parking will become a thorny issue and the amendments will cause “Parking Rage” and cause problems within the village.</p> <p>7. We want to encourage the recreational activities within the village but with reduced parking this will make it very difficult to achieve. As an example last weekend there was a football match at the recreation ground which meant that there were no spare spaces in the recreation car park which be the natural place for the residents to park if there were (no) spaces along Lower Street.</p> <p>8. Will the Planning department now encourage and help with applications to create off-street parking?</p> <p>9. By restricting the parking in Lower Street all that will happen is that tourists will park on both side of the road by the stream which will have the worst effect for blocking access for emergency vehicles.</p>	<p>administering the scheme and issuing the permits (currently £50 per annum for the first permit and £80 per annum for the second). Visitor scratch-cards, which are limited in number, cost £2 each and are valid for a day. It is also the case that it would be unlikely that a residents’ only parking scheme would be employed. Instead a combination of permit only and / or shared-use spaces tends to be adopted, to offer greater flexibility for residents, their visitors, and indeed other user-groups. Such a scheme would also increase the need for signing, which might not be welcomed by some.</p> <p>Since 2003, there has been no need for double yellow lines to be signed. Therefore, there would be no need for any additional street furniture to be introduced in Lower Street as a result of the current proposals. It is also the case that the lines will be introduced to conservation area standards.</p> <p>The issues relating to the creation of off-street parking have been forwarded to the appropriate departments at the Borough and County Council.</p> <p>Therefore, it is recommended that the proposals for Lower Street are implemented as advertised.</p>
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<p>80</p>	<p>I am the owner of the corner shop and flat, Village Seasons, Middle Street Shere, which fronts Middle Street and Gomshall Lane. The proposed parking restrictions on the section of road outside my shop would have some detrimental effects to my building and business.</p> <p>Firstly, my building (which is Listed) is at high risk of being damaged by lorries turning right out of Middle Street and into Gomshall Lane. This is because Gomshall Lane is narrow here and lorry drivers do not always take care to negotiate it properly. This has happened twice in the past year or so, when lorries have mounted the kerb and damaged my building and its roof, guttering, etc. (I understand from previous owners of the building that this also happened on several occasions when they owned it.) Because of this, I normally park my car outside the front (Middle Street facade) of my shop but a little way from the junction (about 3.5 metres) so that traffic can flow freely but lorries cannot cut off the corner.</p> <p>However, on the occasions when my two accidents occurred, I had been unable to park my car in front of the shop. There is currently a post in the pavement on the corner but it doesn't provide sufficient protection when large vehicles are turning right; it just gets knocked over. If double yellow lines are placed here, I could not protect /buffer my building with my car. If the lines are placed here, then I would hope to see them coupled with other traffic restrictions, ie, a kerb build-out with reflective bollard on the corner of Middle Street and Gomshall</p>	<p>The proposals in Shere have primarily been developed to resolve previously raised safety, access and traffic flow issues around various junctions, to protect the existing advisory School Keep Clear markings, and mitigate against potential issues developing around other junctions in the vicinity.</p> <p>Gomshall Lane is a classified road, a bus route and the site of a school. Middle Street is also well used. The consideration of the issue attempts to balance the needs for safety, access, traffic flow and parking. The latter, however, is effectively a secondary function of the road. The position, extents and operational hours of the proposed restrictions reflect this and aim to remove parking from sensitive areas. Parking in locations, such as close to junctions, tends to pose issues for other road-users.</p> <p>However, loading and unloading is still permitted on yellow lines provided danger or obstruction is not being caused. Indeed, the removal of parked vehicles from the area around the junction may actually increase opportunities for such activity. It may also improve the ability of Blue Badge holders to visit, they too having limited exemptions to park on yellow lines. Parking for other motorists will still be permitted on the east side of the road between the measures protecting the junction with Gomshall Lane and those protecting the vehicular</p>
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<p>Lane and signage to say that there is no right turn for large vehicles (the latter would be a good idea, in any event).</p> <p>Secondly, on occasions, I need to load and unload heavy goods into and out of my shop. I need to be able to do this without restriction to maintain the viability of my business. I do feel, however, that if loading and unloading allowances were made here, then these would be abused by customers using the Co-op/Alldays store (two shops along Middle Street) as they currently heavily use this section of road for parking to drop into that shop.</p> <p>Thirdly, not putting double yellow lines outside the Co-op, as proposed, would mean that, when one of their frequent deliveries is being made, then customers' cars would inevitably be displaced and they would park on the double yellow lines to quickly pop into the Co-op. Even worse, if the Co-ops' customers are parking in the space allowed for outside the Co-op, the Co-ops' delivery trucks will probably park outside my shop, despite the restrictions, and totally block the view of the shop window and the light coming into the shop.</p> <p>There would be a constant need for enforcement here.</p> <p>Fourthly, double yellow lines in front of Village Seasons, Thyme for Kitchens and the Co-op would be detrimental to our trade and would therefore affect the vitality of this local trading centre. This flies in the face of Guildford Borough Council's Local Plan.</p>	<p>access to Forrest Place, the blocking of which has raised concerns previously.</p> <p>Nevertheless, elsewhere away from the proposed controls, significant areas of kerb space will remain available for parking. There is, of course, also the car park at the Recreation Ground.</p> <p>The concerns that the existing physical measures at the junction are ineffective, have been forwarded onto Surrey County Council – Highways.</p> <p>As a result of the representations and subsequent discussions with local councillors, it is recommended that the No Waiting At Any Time double yellow line restrictions proposed to support the School Keep Clear marking outside Shere School, Gomshall Lane be introduced as a No Waiting Monday-Friday 8am-6pm single yellow line restrictions, to more closely reflect the operational hours of the school, and increase the availability of parking at other times.</p> <p>Therefore, it is recommended that the proposals are broadly implemented as advertised, with the amendments described above, which lessen the overall level of restriction.</p>
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	<p>In summary, I agree with the proposed parking restrictions in Gomshall Lane and on the opposite side of the road to my shop. I do not agree with the proposed parking restrictions, in their current form, outside Village Seasons, Thyme for Kitchens and the Co-op as they would create a significantly increased risk to my property and would be detrimental to the viability of my and other local businesses.</p>	
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Ref. No.	Representation Comments	Officer Comments & Recommendation
<b>6.14 Ad-hoc Changes Proposal – Southway, Guildford</b>		<b>(1 representation)</b>
<p>81 Chair of Governors, Guildford Grove Primary School</p>	<p>I am writing on behalf of myself and the school governing body to strongly support all four of the amendments you propose to the parking arrangements outside our school on Southway.</p> <p>Thank you very much for your attention to our views on this matter.</p>	<p>Support for the proposals is noted.</p> <p>Therefore, it is recommended that the proposals are implemented as advertised.</p>

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Ref. No.	Representation Comments	Officer Comments & Recommendation
	<b>6.15 Ad-hoc Changes Proposal – Stratford Road, Ash Vale</b>	<b>(30 representations, including 1 E-petition)</b>
82	<p>The parking review regarding Stratford Road is intended to address the problems affecting the free flow of traffic at peak times during the school term when parents arrive to drop off/collect their children. The proposals in the parking review will if anything cause more trouble. During the half hours 08:30 to 09:00 and 15:00 to 15:30 the traffic issues occur. The issues are caused primarily through laziness by parents. Those who arrive early enough park up and escort their children to school. Early arrivals also park up in the school grounds. The lazy and frankly unintelligent and selfish parents attempt to follow them when the school grounds are full and these people queue up forming a second line of vehicles which then blocks the free flow of traffic and causes angry scenes and blockages. Rather than put in restrictions which would be ignored unless policed during the critical times and which are frankly unhelpful to the overall situation, the simplest solution would be to forbid vehicles to park in the school's grounds. This will need to be policed and enforced at peak times. The road chaos then goes away entirely since access into the school grounds is the sole cause of the trouble. Signage clearly stating the policy needs to go on the entrance gates. It also means that</p>	<p>The proposals in Stratford Road have primarily been developed to resolve previously raised safety, access and traffic flow issues around various junctions, to protect the existing advisory School Keep Clear markings, and mitigate against potential issues developing around other junctions in the vicinity.</p> <p>Stratford Road is a classified road, a bus route and the site of a school. The consideration of the issue attempts to balance the needs for safety, access, traffic flow and parking. The latter, however, is effectively a secondary function of the road. The position, extents and operational hours of the proposed restrictions reflect this.</p> <p>Although the controls are not intended to specifically deal with the school-run periods, it is hoped that they will assist in this regard.</p> <p>Surrey County Council, in its capacity as the local education authority, generally leaves the management of the school and its grounds to the head teacher.</p>

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	<p>emergency services can gain access at speed if required which they cannot easily at the above peak times. Do not add any further parking restrictions to Stratford Road as it means fewer people have the room they need to park and it will put the children at risk as the measure will be extremely unpopular. The Council will fall foul of the users of Holly Lodge school. What's the use of a school where there's nowhere to park and escort your child into and out of the premises?</p>	<p>Away from the controls, significant lengths of kerb space will remain uncontrolled and available for parking, albeit that these opportunities may not be as conveniently situated.</p> <p>As a result of the representations and subsequent discussions with local councillors, it is recommended that the No Waiting At Any Time double yellow line restrictions proposed to support the School Keep Clear markings and which creates a passing place adjacent to the existing bus stop, be introduced as a No Waiting Monday-Friday 8am-6pm single yellow line restrictions, to more closely reflect the operational hours of the school, and increase the availability of parking at other times.</p> <p>Therefore, it is recommended that the proposals are broadly implemented as advertised, with the amendments described above, which lessen the overall level of restriction.</p>
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<p>83</p>	<p>As a parent and a resident, I strongly object to the extensive parking restrictions proposed for roads around our school in Stratford Road, Ash Vale. There needs to be sufficient parking provided near the school as many of our parents have no choice but to drive. Holly Lodge serves a large geographic catchment area, including the whole of Ash Vale and south Mytchett. Many families are from the Old Farm Place estate where there is no bus service – they have a two mile car journey to school. For most families it is impossible to car share due to space constraints. Most Holly Lodge families have more than one sibling, each child requires a car safety seat and it is not advisable for safety reasons for young children to travel in the front of a car. The majority of parents need to drive due to their distance from the school or because they have tight timescales to meet due to work or pre-schools. Children will be at risk if their parent has to park further away from the school, and they may have to cross very busy roads. We were promised a pedestrian crossing across the dangerous Mytchett Road six years ago, but we are still waiting. Your published aim for parking restrictions is to “improve safety and traffic flow”. However, very worryingly your proposals would actively encourage people to park in Stratford Road on the opposite side of the school including right opposite the car park entrance and exit. Families, who park there, would then have to endanger their lives to cross this busy road. There are no dropped kerbs at appropriate points and anyone with a buggy or a pram struggles to manoeuvre up the steep grassed kerbs. I</p>	<p>The proposals in Stratford Road have primarily been developed to resolve previously raised safety, access and traffic flow issues around various junctions, to protect the existing advisory School Keep Clear markings, and mitigate against potential issues developing around other junctions in the vicinity.</p> <p>Stratford Road is a classified road, a bus route and the site of a school. The consideration of the issue attempts to balance the needs for safety, access, traffic flow and parking. The latter, however, is effectively a secondary function of the road. The position, extents and operational hours of the proposed restrictions reflect this.</p> <p>Although the controls are not intended to specifically deal with the school-run periods, it is hoped that they will assist in this regard. Very few schools are able to accommodate the parking needs of parents at these times without it spilling over onto the public highway. However, that is not a valid reason for not addressing the issues it can sometimes pose for users of the public highway.</p> <p>Away from the controls, significant lengths of kerb space will remain uncontrolled and available for parking, albeit that these opportunities may not be as conveniently situated. During the school-run parking</p>
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	<p>am one of two Holly Lodge families, living directly opposite the school, and several of their friends park in our driveways, which already face the daily ordeal of trying to safely cross this road. So in a nutshell, while the far side of Stratford Road is currently clear to allow at least one lane of traffic to flow, the new proposal would make the situation worse, not better. The council's proposals would undoubtedly move the problem of traffic flow to other nearby streets. The very busy Mytchett Road is as narrow as Stratford Road, so traffic flow would be seriously impeded along that important route. People would also have to park in the nearby Avondale Estate. These residents already have to endure lots of all-day commuter parking because of its proximity to two major stations. Residents and businesses in these areas are worried about the impact of your parking restrictions in Stratford Road and Lysons Avenue would have on their lives. I also strongly believe that insufficient time has been given for this consultation process due to Christmas being a hectic time for everyone. Local residents and businesses also have not received letters and there was no prior discussion with Holly Lodge School to see how traffic flow could be improved without the need for parking restrictions. There were only notices attached to lamp posts, but they did not display maps clearly showing what was proposed, so precious time has been lost trying to inform parents and residents of the proposals. I wholeheartedly agree that there is a desperate need to improve traffic flow for everyone, but these parking proposals will make matters worse. Holly Lodge School was originally built as a Middle School, so</p>	<p>already takes place on the opposite side of the road, usually partially on the footway.</p> <p>It is appreciated that parking can, in many cases, assist in tempering traffic speeds. Away from the proposed, kerb space will remain available for parking to take place, and in doing so, continue to assist in reducing traffic speeds. Indeed, if the same amount of parking takes place, but over a wider area, its calming effects maybe extended. However, the safety issues parking causes when it takes place close to junctions, and the often grid-locked traffic flow situation, also has to be recognised.</p> <p>The concerns about bus provision have been forwarded onto Surrey County Council's Passenger Transport Group.</p> <p>The issues raised about pedestrian facilities and crossings have been forwarded to Surrey County Council – Highways.</p> <p>Surrey County Council, in its capacity as the local education authority, generally leaves the management of the school and its grounds to the head teacher.</p> <p>The suggested creation of additional parking facilities does not fall within the remit of this review and has been forwarded to the Parish Council and the</p>
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	<p>there are far more pupils today and because other infant and junior schools were closed in Ash Vale people have further to travel and therefore they need to drive. The A331 has had a major impact on Stratford Road. The fact that people from Mytchett and Frimley Green have to drive along Stratford Road to travel southbound on the A331 has meant that the once quiet lane is constantly busy. A sensible solution to ensure traffic flow in Stratford Road and the neighbour roads would be to create additional off street parking. The best option would be for the council to significantly extend the car park at the adjoining council-owned Carrington Lane Recreation Ground. I would be in favour of making the whole of Stratford Road a red route if sufficient off street parking was provided and a pedestrian crossing so that people can safely cross the road. There is a real danger that if traffic flow is improved that the speed of cars will also increase and it will make it even more risky to cross the road. I accept that there is currently a problem with the flow of traffic along Stratford Road, particularly at school pick up with inconsiderate parents queuing alongside parked cars to pull into the school's drive through for afternoon pick up. I think the school should agree to an immediate deal – to scrap the pick-up arrangement if the parking proposals are dropped until sufficient off-street parking can be provided by the council. This would immediately help the flow of traffic.</p>	<p>appropriate departments of the Borough and County Council.</p> <p>In respect to the formal process, information was provided on street notices and a public notice published in the Surrey Advertiser, as is normally the case when limited, junction protection measures are being proposed. More extensive consultation, such as informal and formal mail-shots and public exhibitions are generally only considered when far more extensive controls are proposed over wider areas, such as controlled parking zones. Nevertheless, the Parish Council and School were written to, and the consultation method adopted has resulted in 30 representations specifically about the Stratford Road proposals (including 1 petition), and a further 81 representations regarding the various other proposals. The consideration of a wider range of measures, other than formalised parking restrictions, would be an issue for Surrey County Council to consider, in its capacity as the Highway Authority.</p> <p>As a result of the representations and subsequent discussions with local councillors, it is recommended that the No Waiting At Any Time double yellow line restrictions proposed to support the School Keep Clear markings and which creates a passing place adjacent to the existing bus stop, be introduced as a No Waiting Monday-Friday 8am-6pm single yellow line</p>
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		<p>restrictions, to more closely reflect the operational hours of the school, and increase the availability of parking at other times.</p> <p>Therefore, it is recommended that the proposals are broadly implemented as advertised, with the amendments described above, which lessen the overall level of restriction.</p>
84	<p>Further to your proposals to greatly restrict opportunities for parking on Stratford Road, Ash Vale, I am writing to ask that you reconsider your proposals for this specific area. As you will be aware Holly Lodge School (HLS) is situated on Stratford Road, and limited space at the car park in Carrington Lane has resulted in parents being forced to park on Stratford Road. I am concerned that your proposals will have serious, and potentially dangerous unintended consequences.</p> <p>Stratford Road is a heavily used road due to the access it provides to the A331 and is often used by heavy goods vehicles. This poses significant risks to the welfare and safety of children attending HLS. The current use of</p>	<p>The proposals in Stratford Road have primarily been developed to resolve previously raised safety, access and traffic flow issues around various junctions, to protect the existing advisory School Keep Clear markings, and mitigate against potential issues developing around other junctions in the vicinity.</p> <p>Stratford Road is a classified road, a bus route and the site of a school. The consideration of the issue attempts to balance the needs for safety, access, traffic flow and parking. The latter, however, is effectively a secondary function of the road. The position, extents and operational hours of the proposed restrictions reflect this.</p>



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	<p>Stratford Road as a convenient parking area for HLS has the benefit of forcing traffic to reduce their speed, and therefore minimizing the risk of accidents and injury. Your proposal to restrict parking would have the unintended consequence of increasing the speed of traffic past HLS at those times of day when children are most likely to be crossing the road, and therefore increase the risk of a serious accident and injury. The probability of this scenario occurring is greatly enhanced by the current lack of suitable crossing zones on both Stratford Road and Mytchett Road. Additionally, the removal of parking access outside of HLS will only result in moving the parking congestion elsewhere to surrounding roads and the already congested car park at Carrington Lane.</p> <p>Whilst I acknowledge that the current parking situation is not desirable it is considerably more preferable, and safer, than the proposals that you have outlined. In your consultation document you state that “full assessments were done in a round a third of the locations”. I would assume that due to the location of a nearby school, that the proposals for Stratford Road were one of those that had a full assessment. I would be grateful if you could outline your reasons for your proposals and why other traffic calming measures such as speed bumps, increased crossing access, increasing the size of Carrington Lane car park and the prohibition of large vehicles were not adopted.</p> <p>I would like to add that this proposal affects me both as a</p>	<p>Although the controls are not intended to specifically deal with the school-run periods, it is hoped that they will assist in this regard. Very few schools are able to accommodate the parking needs of parents at these times without it spilling over onto the public highway. However, that is not a valid reason for not addressing the issues it can sometimes pose for users of the public highway.</p> <p>Away from the controls, significant lengths of kerb space will remain uncontrolled and available for parking, albeit that these opportunities may not be as conveniently situated. During the school-run parking already takes place on the opposite side of the road, usually partially on the footway.</p> <p>It is appreciated that parking can, in many cases, assist in tempering traffic speeds. Away from the proposed, kerb space will remain available for parking to take place, and in doing so, continue to assist in reducing traffic speeds. Indeed, if the same amount of parking takes place, but over a wider area, its calming effects maybe extended. However, the safety issues parking causes when it takes place close to junctions, and the often grid-locked traffic flow situation, also has to be recognised.</p> <p>The issues raised about pedestrian facilities, crossings</p>
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	<p>parent and employee of the school. Frequently the school car park is full when I start work and so I have to park outside the school, it is not really possible to park in the Carrington Lane car park at this time because the gates from here are locked during the day during school hours, this means a very long walk back around on the road (there is no path) to get to the school. Also from what I understand of the proposals it will force people to park on the other side of the road, opposite the school, so having to cross a very busy, dangerous road with small children.</p>	<p>and the road's use by heavy goods vehicles have been forwarded to Surrey County Council – Highways, as has the suggestion for traffic calming measures.</p> <p>Surrey County Council, in its capacity as the local education authority, generally leaves the management of the school and its grounds to the head teacher.</p> <p>The suggested creation of additional parking facilities does not fall within the remit of this review and has been forwarded to the Parish Council and the appropriate departments of the Borough and County Council.</p> <p>Prior to the development of the parking proposals, this location, along with around 120 others across the borough, were initially assessed using a desktop study. This preliminary assessment considered various issues such as road classification, accident history, whether the road was located close to a public amenity such as a hospital, surgery or school, was served by a bus route etc... Stratford Road was one of the 30 or so locations that progressed to full assessment. This involved undertaking site visits at various times to assess the parking situation. Of the 30 or so locations that were assessed fully, Stratford Road was one of the 18 that progressed to scheme development.</p>
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		<p>The consideration of a wider range of measures, other than formalised parking restrictions, would be an issue for Surrey County Council to consider, in its capacity as the Highway Authority.</p> <p>As a result of the representations and subsequent discussions with local councillors, it is recommended that the No Waiting At Any Time double yellow line restrictions proposed to support the School Keep Clear markings and which creates a passing place adjacent to the existing bus stop, be introduced as a No Waiting Monday-Friday 8am-6pm single yellow line restrictions, to more closely reflect the operational hours of the school, and increase the availability of parking at other times.</p> <p>Therefore, it is recommended that the proposals are broadly implemented as advertised, with the amendments described above, which lessen the overall level of restriction.</p>
85	<p>Further to your proposals to greatly restrict opportunities for parking on Stratford Road, Ash Vale, I am writing to ask that you reconsider your proposals for this specific area. As you will be aware Holly Lodge School (HLS) is situated on Stratford Road, and limited space at the car park in Carrington Lane has resulted in parents being forced to park on Stratford Road. I am concerned that your proposals will</p>	<p>The proposals in Stratford Road have primarily been developed to resolve previously raised safety, access and traffic flow issues around various junctions, to protect the existing advisory School Keep Clear markings, and mitigate against potential issues developing around other junctions in the vicinity.</p>

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	<p>have serious, and potentially dangerous unintended consequences.</p> <p>Stratford Road is a heavily used road due to the access it provides to the A331 and is often used by heavy goods vehicles. This poses significant risks to the welfare and safety of children attending HLS. The current use of Stratford Road as a convenient parking area for HLS has the benefit of forcing traffic to reduce their speed, and therefore minimizing the risk of accidents and injury. Your proposal to restrict parking would have the unintended consequence of increasing the speed of traffic past HLS at those times of day when children are most likely to be crossing the road, and therefore increase the risk of a serious accident and injury. The probability of this scenario occurring is greatly enhanced by the current lack of suitable crossing zones on both Stratford Road and Mytchett Road. Additionally, the removal of parking access outside of HLS will only result in moving the parking congestion elsewhere to surrounding roads and the already congested car park at Carrington Lane.</p> <p>Whilst I acknowledge that the current parking situation is not desirable it is considerably more preferable, and safer, than the proposals that you have outlined. In your consultation document you state that “full assessments were done in a round a third of the locations”. I would assume that due to the location of a nearby school, that the proposals for Stratford Road were one of those that had a full assessment. I would be grateful if you could outline your</p>	<p>Stratford Road is a classified road, a bus route and the site of a school. The consideration of the issue attempts to balance the needs for safety, access, traffic flow and parking. The latter, however, is effectively a secondary function of the road. The position, extents and operational hours of the proposed restrictions reflect this.</p> <p>Although the controls are not intended to specifically deal with the school-run periods, it is hoped that they will assist in this regard. Very few schools are able to accommodate the parking needs of parents at these times without it spilling over onto the public highway. However, that is not a valid reason for not addressing the issues it can sometimes pose for users of the public highway.</p> <p>Away from the controls, significant lengths of kerb space will remain uncontrolled and available for parking, albeit that these opportunities may not be as conveniently situated.</p> <p>It is appreciated that parking can, in many cases, assist in tempering traffic speeds. Away from the proposed, kerb space will remain available for parking to take place, and in doing so, continue to assist in reducing traffic speeds. Indeed, if the same amount of parking takes place, but over a wider area, its calming effects maybe extended. However, the safety issues</p>
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	<p>reasons for your proposals and why other traffic calming measures such as speed bumps, increased crossing access, increasing the size of Carrington Lane car park and the prohibition of large vehicles were not adopted.</p>	<p>parking causes when it takes place close to junctions, and the often grid-locked traffic flow situation, also has to be recognised.</p> <p>The issues raised about pedestrian facilities, crossings and the road's use by heavy goods vehicles have been forwarded to Surrey County Council – Highways, as has the suggestion for traffic calming measures.</p> <p>Surrey County Council, in its capacity as the local education authority, generally leaves the management of the school and its grounds to the head teacher.</p> <p>The suggested creation of additional parking facilities does not fall within the remit of this review and has been forwarded to the Parish Council and the appropriate departments of the Borough and County Council.</p> <p>Prior to the development of the parking proposals, this location, along with around 120 others across the borough, were initially assessed using a desktop study. This preliminary assessment considered various issues such as road classification, accident history, whether the road was located close to a public amenity such as a hospital, surgery or school, was served by a bus route etc... Stratford Road was one of the 30 or so locations that progressed to full assessment. This involved undertaking site visits at</p>
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		<p>various times to assess the parking situation. Of the 30 or so locations that were assessed fully, Stratford Road was one of the 18 that progressed to scheme development.</p> <p>The consideration of a wider range of measures, other than formalised parking restrictions, would be an issue for Surrey County Council to consider, in its capacity as the Highway Authority.</p> <p>As a result of the representations and subsequent discussions with local councillors, it is recommended that the No Waiting At Any Time double yellow line restrictions proposed to support the School Keep Clear markings and which creates a passing place adjacent to the existing bus stop, be introduced as a No Waiting Monday-Friday 8am-6pm single yellow line restrictions, to more closely reflect the operational hours of the school, and increase the availability of parking at other times.</p> <p>Therefore, it is recommended that the proposals are broadly implemented as advertised, with the amendments described above, which lessen the overall level of restriction.</p>
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<p>86</p>	<p>Further to your proposals to greatly restrict opportunities for parking on Stratford Road, Ash Vale, I am writing to ask that you reconsider your proposals for this specific area. As you will be aware Holly Lodge School (HLS) is situated on Stratford Road, and limited space at the car park in Carrington Lane has resulted in parents being forced to park on Stratford Road. I am concerned that your proposals will have serious and potentially dangerous unintended consequences.</p> <p>Stratford Road is a heavily used road due to the access it provides to the A331 and is often used by heavy goods vehicles. This poses significant risks to the welfare and safety of children attending HLS. The current use of Stratford Road as a convenient parking area for HLS has the benefit of forcing traffic to reduce their speed, and therefore minimizing the risk of accidents and injury. Your proposal to restrict parking would have the unintended consequence of increasing the speed of traffic past HLS at those times of day when children are most likely to be crossing the road, and therefore increase the risk of a serious accident and injury. The probability of this scenario occurring is greatly enhanced by the current lack of suitable crossing zones on both Stratford Road and Mytchett Road. Additionally, the removal of parking access outside of HLS will only result in moving the parking congestion elsewhere to surrounding roads and the already congested car park at Carrington Lane.</p>	<p>The proposals in Stratford Road have primarily been developed to resolve previously raised safety, access and traffic flow issues around various junctions, to protect the existing advisory School Keep Clear markings, and mitigate against potential issues developing around other junctions in the vicinity.</p> <p>Stratford Road is a classified road, a bus route and the site of a school. The consideration of the issue attempts to balance the needs for safety, access, traffic flow and parking. The latter, however, is effectively a secondary function of the road. The position, extents and operational hours of the proposed restrictions reflect this.</p> <p>Although the controls are not intended to specifically deal with the school-run periods, it is hoped that they will assist in this regard. Very few schools are able to accommodate the parking needs of parents at these times without it spilling over onto the public highway. However, that is not a valid reason for not addressing the issues it can sometimes pose for users of the public highway.</p> <p>Away from the controls, significant lengths of kerb space will remain uncontrolled and available for parking, albeit that these opportunities may not be as conveniently situated.</p>
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	<p>Whilst I acknowledge that the current parking situation is not desirable it is considerably more preferable, and safer, than the proposals that you have outlined. In your consultation document you state that “full assessments were done in a round a third of the locations”. I would assume that due to the location of a nearby school, that the proposals for Stratford Road were one of those that had a full assessment. I would be grateful if you could outline your reasons for your proposals and why other traffic calming measures such as speed bumps, increased crossing access, increasing the size of Carrington Lane car park and the prohibition of large vehicles were not adopted.</p>	<p>It is appreciated that parking can, in many cases, assist in tempering traffic speeds. Away from the proposed, kerb space will remain available for parking to take place, and in doing so, continue to assist in reducing traffic speeds. Indeed, if the same amount of parking takes place, but over a wider area, its calming effects maybe extended. However, the safety issues parking causes when it takes place close to junctions, and the often grid-locked traffic flow situation, also has to be recognised.</p> <p>The issues raised about pedestrian facilities, crossings and the road’s use by heavy goods vehicles have been forwarded to Surrey County Council – Highways, as has the suggestion for traffic calming measures.</p> <p>Surrey County Council, in its capacity as the local education authority, generally leaves the management of the school and its grounds to the head teacher.</p> <p>The suggested creation of additional parking facilities does not fall within the remit of this review and has been forwarded to the Parish Council and the appropriate departments of the Borough and County Council.</p> <p>Prior to the development of the parking proposals, this location, along with around 120 others across the</p>
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		<p>borough, were initially assessed using a desktop study. This preliminary assessment considered various issues such as road classification, accident history, whether the road was located close to a public amenity such as a hospital, surgery or school, was served by a bus route etc... Stratford Road was one of the 30 or so locations that progressed to full assessment. This involved undertaking site visits at various times to assess the parking situation. Of the 30 or so locations that were assessed fully, Stratford Road was one of the 18 that progressed to scheme development.</p> <p>The consideration of a wider range of measures, other than formalised parking restrictions, would be an issue for Surrey County Council to consider, in its capacity as the Highway Authority.</p> <p>As a result of the representations and subsequent discussions with local councillors, it is recommended that the No Waiting At Any Time double yellow line restrictions proposed to support the School Keep Clear markings and which creates a passing place adjacent to the existing bus stop, be introduced as a No Waiting Monday-Friday 8am-6pm single yellow line restrictions, to more closely reflect the operational hours of the school, and increase the availability of parking at other times.</p>
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		<p>Therefore, it is recommended that the proposals are broadly implemented as advertised, with the amendments described above, which lessen the overall level of restriction.</p>
<p>87</p>	<p>Further to your proposals to greatly restrict opportunities for parking on Stratford Road, Ash Vale, I am writing to ask that you reconsider your proposals for this specific area. As you will be aware Holly Lodge School (HLS) is situated on Stratford Road, and limited space at the car park in Carrington Lane has resulted in parents being forced to park on Stratford Road. I am concerned that your proposals will have serious and potentially dangerous unintended consequences.</p> <p>Stratford Road is a heavily used road due to the access it provides to the A331 and is often used by heavy goods vehicles. This poses significant risks to the welfare and safety of children attending HLS. The current use of Stratford Road as a convenient parking area for HLS has the benefit of forcing traffic to reduce their speed, and therefore minimizing the risk of accidents and injury. Your proposal to restrict parking would have the unintended consequence of increasing the speed of traffic past HLS at those times of</p>	<p>The proposals in Stratford Road have primarily been developed to resolve previously raised safety, access and traffic flow issues around various junctions, to protect the existing advisory School Keep Clear markings, and mitigate against potential issues developing around other junctions in the vicinity.</p> <p>Stratford Road is a classified road, a bus route and the site of a school. The consideration of the issue attempts to balance the needs for safety, access, traffic flow and parking. The latter, however, is effectively a secondary function of the road. The position, extents and operational hours of the proposed restrictions reflect this.</p> <p>Although the controls are not intended to specifically deal with the school-run periods, it is hoped that they will assist in this regard. Very few schools are able to accommodate the parking needs of parents at these</p>

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	<p>day when children are most likely to be crossing the road, and therefore increase the risk of a serious accident and injury. The probability of this scenario occurring is greatly enhanced by the current lack of suitable crossing zones on both Stratford Road and Mytchett Road. Additionally, the removal of parking access outside of HLS will only result in moving the parking congestion elsewhere to surrounding roads and the already congested car park at Carrington Lane.</p> <p>Whilst I acknowledge that the current parking situation is not desirable it is considerably more preferable, and safer, than the proposals that you have outlined. In your consultation document you state that “full assessments were done in a round a third of the locations”. I would assume that due to the location of a nearby school, that the proposals for Stratford Road were one of those that had a full assessment. I would be grateful if you could outline your reasons for your proposals and why other traffic calming measures such as speed bumps, increased crossing access, increasing the size of Carrington Lane car park and the prohibition of large vehicles were not adopted.</p>	<p>times without it spilling over onto the public highway. However, that is not a valid reason for not addressing the issues it can sometimes pose for users of the public highway.</p> <p>Away from the controls, significant lengths of kerb space will remain uncontrolled and available for parking, albeit that these opportunities may not be as conveniently situated. During the school-run parking already takes place on the opposite side of the road, usually partially on the footway.</p> <p>It is appreciated that parking can, in many cases, assist in tempering traffic speeds. Away from the proposed, kerb space will remain available for parking to take place, and in doing so, continue to assist in reducing traffic speeds. Indeed, if the same amount of parking takes place, but over a wider area, its calming effects maybe extended. However, the safety issues parking causes when it takes place close to junctions, and the often grid-locked traffic flow situation, also has to be recognised.</p> <p>The issues raised about pedestrian facilities, crossings and the road’s use by heavy goods vehicles have been forwarded to Surrey County Council – Highways, as has the suggestion for traffic calming measures.</p> <p>Surrey County Council, in its capacity as the local</p>
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		<p>education authority, generally leaves the management of the school and its grounds to the head teacher.</p> <p>The suggested creation of additional parking facilities does not fall within the remit of this review and has been forwarded to the Parish Council and the appropriate departments of the Borough and County Council.</p> <p>Prior to the development of the parking proposals, this location, along with around 120 others across the borough, were initially assessed using a desktop study. This preliminary assessment considered various issues such as road classification, accident history, whether the road was located close to a public amenity such as a hospital, surgery or school, was served by a bus route etc... Stratford Road was one of the 30 or so locations that progressed to full assessment. This involved undertaking site visits at various times to assess the parking situation. Of the 30 or so locations that were assessed fully, Stratford Road was one of the 18 that progressed to scheme development.</p> <p>The consideration of a wider range of measures, other than formalised parking restrictions, would be an issue for Surrey County Council to consider, in its capacity as the Highway Authority.</p>
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		<p>As a result of the representations and subsequent discussions with local councillors, it is recommended that the No Waiting At Any Time double yellow line restrictions proposed to support the School Keep Clear markings and which creates a passing place adjacent to the existing bus stop, be introduced as a No Waiting Monday-Friday 8am-6pm single yellow line restrictions, to more closely reflect the operational hours of the school, and increase the availability of parking at other times.</p> <p>Therefore, it is recommended that the proposals are broadly implemented as advertised, with the amendments described above, which lessen the overall level of restriction.</p>
88	<p>We note the statement in Guildford Borough Council’s proposals that, “these are aimed mainly at improving safety and traffic flow” and request that the following comments and proposals are taken into consideration during the review of on-street parking along Stratford Road, Ash Vale.</p> <p>A major cause of the traffic problems within Stratford Road and in particular the area in front of the school up to the roundabout at Lysons Road, is the volume and incidence of the inconsiderate ‘school parking’ which is a danger to other road users. Parking on grass verges is also a cause of nuisance and damage.</p>	<p>The proposals in Stratford Road have primarily been developed to resolve previously raised safety, access and traffic flow issues around various junctions, to protect the existing advisory School Keep Clear markings, and mitigate against potential issues developing around other junctions in the vicinity.</p> <p>Stratford Road is a classified road, a bus route and the site of a school. The consideration of the issue attempts to balance the needs for safety, access, traffic flow and parking. The latter, however, is effectively a secondary function of the road. The</p>

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	<p>We wholly endorse the proposals put forward for the introduction of double yellow lines with no waiting at any time restrictions, however, we believe this will not solve the problem. The 'school users' will then park on the residential side of Stratford Road opposite the school and the current traffic problems and safety issues will remain. Indeed, the situation will become worse as our visibility, when trying to gain access to the road from our driveways, will be restricted during the relevant times.</p> <p>We would like you to consider the following comments and proposals as an alternative:-</p> <p>We ask you to consider the introduction of single yellow line restrictions along the length of Stratford Road on both sides of the road from the point of the end of the double yellow lines referred to above for of at least the length of the school grounds. These yellow line restrictions to be in force solely for the periods of the school setting down and picking up times, i.e. 08.00 to 10.00 hours and 14.30 to 17.00 hours terms times only.</p> <p>Consideration could also be given for similar proposals to the remaining parts of Stratford Road where parking restrictions are being considered.</p> <p>These proposals would aid traffic flow and safety during these difficult school periods yet would not impact on</p>	<p>position, extents and operational hours of the proposed restrictions reflect this.</p> <p>Although the controls are not intended to specifically deal with the school-run periods, it is hoped that they will assist in this regard.</p> <p>Away from the controls, significant lengths of kerb space will remain uncontrolled and available for parking, albeit that these opportunities may not be as conveniently situated. During the school-run parking already takes place on the opposite side of the road to the school, usually partially on the footway.</p> <p>Private points of access onto the public highway are not ordinarily controlled by formalised restrictions unless they fall within the length of controls considered necessary to protect a particular junction or bend, or the location forms part of a controlled parking zone, where all kerb space is controlled.</p> <p>Nevertheless, legislation relating to obstructive parking already allows the Police to act, as do more limited powers afforded to our enforcement officers. Surrey County Council may also wish to consider the introduction of an Advisory Driveway Protection marking.</p> <p>Nor are formalised restrictions introduced within the</p>
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	<p>residents and their visitors / delivery drivers outside the school time. What the Council is currently proposing will only exacerbate a problem and inflict restrictions on the residents on the residents of Stratford Road that are not, during the normal course of the day, necessary.</p> <p>Outside the school hours and the morning and evening commuter periods, Stratford Road is generally a free flowing road which sees mostly light usage. A critical problem in Stratford Road is that of speeding traffic ignoring the 30mph limit. This is compounded and made more dangerous by the inconsiderate parking of parents depositing and waiting for children who attend the Holly Lodge Primary School. It is common to see parents sitting in their cars along Stratford Road outside the school from as early as 08.30 hours in the morning, often with car engines still running, and then again from 14.30 hours in the afternoon – this is a ridiculous state of affairs and apart from the road safety aspect it is of environmental concern.</p> <p>Holly Lodge School has an off-road drop off point within the school grounds with both an in and out gates situated on Stratford Road to access this area. The school also back on to Carrington Recreation Ground where a recently Ash Parish Council provided better access and greatly increased additional parking for the users of this school.</p> <p>We would also like to urgently suggest that the Borough Council, Surrey County Council and Police consider steps to</p>	<p>carriageway specifically to deal with parking on adjacent footways or verges, although where such measures are present, the restrictions apply across the full width of the highway from road centreline to highway boundary, and enforcement action can be undertaken. Elsewhere, physical measures, such as bollards and fencing tend to be more appropriate, and effective.</p> <p>Outside the period of the school-run the pressure of parking is relatively low and its availability away from the junctions, bends and other measures proposed is not an issue.</p> <p>It is appreciated that parking can, in many cases, assist in tempering traffic speeds. Away from the proposed, kerb space will remain available for parking to take place, and in doing so, continue to assist in reducing traffic speeds. Indeed, if the same amount of parking takes place, but over a wider area, its calming effects maybe extended. However, the safety issues parking causes when it takes place close to junctions, and the often grid-locked traffic flow situation, also has to be recognised.</p> <p>However, the significant increase in the extents of the controls operating specifically during the school-run period would not only increase the potential for displacement elsewhere, but is also likely to increase</p>
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	<p>provide clearer speed limit warning advice, and enforce the speed limits on traffic leaving the A331 and maintaining their high speeds when transferring onto local residential roads such a Stratford Road. There is a single '30' warning sign on the exits from the A331 and no traffic calming infrastructure.</p> <p>We are aware and concerned as to the instigation of a counter petition to any proposals, which is being circulated and supported among the very perpetrators of the nuisance.</p>	<p>traffic speeds at these times.</p> <p>The concerns about traffic speeds outside the school-run period have been forwarded onto Surrey County Council – Highways and the Police. They and neighbouring Hampshire County Council would be responsible for the signing on the A331.</p> <p>As a result of the representations and subsequent discussions with local councillors, it is recommended that the No Waiting At Any Time double yellow line restrictions proposed to support the School Keep Clear markings and which creates a passing place adjacent to the existing bus stop, be introduced as a No Waiting Monday-Friday 8am-6pm single yellow line restrictions, to more closely reflect the operational hours of the school, and increase the availability of parking at other times. It is recommended that the other proposed measures protecting junctions and bends remain as No Waiting At Any Time double yellow line restrictions.</p> <p>Therefore, it is recommended that the proposals are broadly implemented as advertised, with the amendments described above, which lessen the overall level of restriction.</p>
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<p>89</p>	<p>We are writing in respect to the above and would ask that our comments are taken into consideration in the review of on-street parking along Stratford Road, Ash Vale.</p> <p>It is stated in Guildford Borough Council’s proposals that they are aimed mainly at improving safety and traffic flow and that, from experience, these measures can result in people parking in nearby roads instead. Also it is important that any changes to parking controls extend far enough to deal with this issue without being too restrictive to residents and other road users.</p> <p>Stratford Road is normally, out of school hours., a normal free flowing road which out of the morning and evening commuter periods sees very light usage. The main problem in Stratford Road is the inconsiderate parking of parents depositing and waiting for their children who attend Holly Lodge Primary School.</p> <p>The cause of the problems within Stratford Road and in particular the area in front of the school up to the roundabout at Lysons Road, is wholly with respect to the inconsiderate ‘school parking’ which is a danger to other road users.</p> <p>The proposals that Guildford Borough Council have put forward will not solve the problem, as if the introduction of double yellow lines within no waiting at any time restrictions are put in place, the ‘school users’ will then park on the</p>	<p>The proposals in Stratford Road have primarily been developed to resolve previously raised safety, access and traffic flow issues around various junctions, to protect the existing advisory School Keep Clear markings, and mitigate against potential issues developing around other junctions in the vicinity.</p> <p>Stratford Road is a classified road, a bus route and the site of a school. The consideration of the issue attempts to balance the needs for safety, access, traffic flow and parking. The latter, however, is effectively a secondary function of the road. The position, extents and operational hours of the proposed restrictions reflect this.</p> <p>Although the controls are not intended to specifically deal with the school-run periods, it is hoped that they will assist in this regard.</p> <p>Away from the controls, significant lengths of kerb space will remain uncontrolled and available for parking, albeit that these opportunities may not be as conveniently situated. During the school-run parking already takes place on the opposite side of the road to the school, usually partially on the footway.</p> <p>Private points of access onto the public highway are not ordinarily controlled by formalised restrictions</p>
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	<p>residential side of Stratford Road opposite the school and the current traffic problems and safety issues will remain but in our minds to worse effect.</p> <p>We would like you to consider the following comments and proposals as an alternative:-</p> <p>The double yellow line no waiting at any time restrictions from the roundabout at Lysons Road to a point 30 metres north along Stratford Road is a sensible measure and will aid traffic safety.</p> <p>We ask you to consider the introduction of single yellow line restrictions along the length of Stratford Road on both sides of the road from the point of the end of the double yellow lines referred to above for of at least the length of the school grounds. These yellow line restrictions to be in force solely for the periods of the school setting down and picking up times, i.e. 08.00 to 10.00 hours and 14.30 to 17.00 hours terms times only.</p> <p>Consideration could also be given for similar proposals to the remaining parts of Stratford Road where parking restrictions are being considered.</p> <p>Our proposals would aid traffic flow and safety during these difficult school periods yet would not impact on residents and their visitors / delivery drivers outside the school time. One only has to look at Stratford Road during the 13 weeks</p>	<p>unless they fall within the length of controls considered necessary to protect a particular junction or bend, or the location forms part of a controlled parking zone, where all kerb space is controlled.</p> <p>Nevertheless, legislation relating to obstructive parking already allows the Police to act, as do more limited powers afforded to our enforcement officers. Surrey County Council may also wish to consider the introduction of an Advisory Driveway Protection marking.</p> <p>Nor are formalised restrictions introduced within the carriageway specifically to deal with parking on adjacent footways or verges, although where such measures are present, the restrictions apply across the full width of the highway from road centreline to highway boundary, and enforcement action can be undertaken. Elsewhere, physical measures, such as bollards and fencing tend to be more appropriate, and effective.</p> <p>Outside the period of the school-run the pressure of parking is relatively low and its availability away from the junctions, bends and other measures proposed is not an issue.</p> <p>It is appreciated that parking can, in many cases, assist in tempering traffic speeds. Away from the</p>
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	<p>holiday period that the school has in the period of a years – no traffic problems at all. What the Council is currently proposing is not well thought through and will only exacerbate a problem and confer restrictions on the residents of Stratford Road that are not, during the normal course of the day, necessary.</p> <p>We would also like to urgently suggest that both the Borough Council, Surrey County Council and Police both write and visit the school to encourage parents to look at how parents deposit their children at school and to encourage them to actually walk to school. Parents are often seen sitting in their cars along Stratford Road outside the school from as early as 08.00 hours in the morning, often with car engines still running during the cold weather, and then again from 14.30 hours in the afternoon – this is a ridiculous state of affairs and apart from the road safety aspect it is of environmental concern.</p>	<p>proposed, kerb space will remain available for parking to take place, and in doing so, continue to assist in reducing traffic speeds. Indeed, if the same amount of parking takes place, but over a wider area, its calming effects maybe extended. However, the safety issues parking causes when it takes place close to junctions, and the often grid-locked traffic flow situation, also has to be recognised.</p> <p>However, the significant increase in the extents of the controls operating specifically during the school-run period would not only increase the potential for displacement elsewhere, but is also likely to increase traffic speeds at these times.</p> <p>As a result of the representations and subsequent discussions with local councillors, it is recommended that the No Waiting At Any Time double yellow line restrictions proposed to support the School Keep Clear markings and which creates a passing place adjacent to the existing bus stop, be introduced as a No Waiting Monday-Friday 8am-6pm single yellow line restrictions, to more closely reflect the operational hours of the school, and increase the availability of parking at other times. It is recommended that the other proposed measures protecting junctions and bends remain as No Waiting At Any Time double yellow line restrictions.</p>
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		<p>Therefore, it is recommended that the proposals are broadly implemented as advertised, with the amendments described above, which lessen the overall level of restriction.</p>
<p>90</p>	<p>I am writing in response to the consultation signs placed on lamp posts on Stratford Road concerning the proposed changes to parking. I am 100% in favour of the proposals as I hope it will help to eradicate some of the dangerous parking that occurs at pick-up time from Holly Lodge School. Below is a photograph taken today – 19th December - showing a silver Ford people carrier parked over the end of the entrance to Cordelia Gardens:</p> <p>There are four areas, however, where I would appreciate some clarification:</p> <p><b>1. Enforcement:</b> There are already some well worn yellow lines around the junction between Meadow Close and Stratford Road. This does not currently stop parents parking here at school collection time; and nor for that matter do the yellow zig-zag markings directly outside the school which are often over-parked by at least one car.</p>	<p>Enforcement of the resultant restrictions will be undertaken by the Borough Council’s enforcement officers, and the frequency of patrols will be tailored according to circumstances and resources.</p> <p>The existing yellow lines within Meadow Close will be refreshed during the implementation of the additional restrictions and they will be enforced alongside the other controls.</p> <p>Formalised restrictions are not ordinarily introduced within the carriageway specifically to deal with parking on adjacent footways or verges, although where such measures are present, the restrictions apply across the full width of the highway from road centreline to highway boundary, and enforcement action can be undertaken. Elsewhere, physical measures, such as bollards and fencing tend to be more appropriate, and effective. Such engineering measures would be an</p>

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	<p>As parking in GBC is decriminalised, I am aware that it is GBC's responsibility to enforce any restrictions rather than the police. Is there going to be a plan to monitor the new parking arrangements and to punish any offenders?</p> <p><b>2. Existing restrictions:</b> Your plan of the Stratford Road area shows highlighted in red some existing 'No Waiting at Any Time' restrictions on Meadow Close. These double yellow lines have been almost entirely worn from the road surface. Is it GBC's intention to re-paint those lines? As they currently stand, they are not continuous and therefore as per parking appeal examples, aren't an enforceable restriction.</p> <p><b>3. Parking spilling onto verges:</b> I acknowledge that limiting parking close to the school through the use of double yellow lines will push parking onto other areas – be that roads further from the school, or verges and footpaths. There are two large areas of grass verge either side of the Meadow Close entrance. As it stands, cars occasionally park on this verge. Below is an example from 19th December show a Nissan 4x4 and a Transit Van both parked on the verge:  I am certain that the introduction of the restrictions will result in more cars using this piece of grass as a car park, resulting in it rapidly being destroyed with tyre tracks sinking into the soft ground.</p>	<p>issue for Surrey County Council – Highways to consider.</p> <p>Although the controls are not intended to specifically deal with the school-run periods, it is hoped that they will assist in this regard.</p> <p>Away from the controls, significant lengths of kerb space will remain uncontrolled and available for parking, albeit that these opportunities may not be as conveniently situated. During the school-run parking already takes place on the opposite side of the road to the school, usually partially on the footway.</p> <p>It is appreciated that parking can, in many cases, assist in tempering traffic speeds. Away from the proposed, kerb space will remain available for parking to take place, and in doing so, continue to assist in reducing traffic speeds. Indeed, if the same amount of parking takes place, but over a wider area, its calming effects maybe extended. However, the safety issues parking causes when it takes place close to junctions, and the often grid-locked traffic flow situation, also has to be recognised.</p> <p>However, the significant increase in the extents of the controls operating specifically during the school-run period would not only increase the potential for displacement elsewhere, but is also likely to increase</p>
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<p>Are there any proposals to prevent cars from parking on the verges? Would it be possible to have some form of bollards around the verge to protect it as have been employed in other areas?</p> <p>When the safe route to school footpath widening work by Surrey CC was originally proposed, it was indicated that bollards were to be used to prevent parking on the grass – these were never installed as part of the widening but I feel they will be essential now.</p> <p><b>4. Chicane effect:</b></p> <p>The proposals directly outside the school feature a short section of No Waiting at Any Time restrictions to the North of the school entrance and South of Cordelia Gardens, this is where the bus stop is.</p> <p>I have concerns that drivers will obey the restrictions on the school side of the road, there is nothing stopping them parking on the other side of the road, creating a chicane of parked cars moving from the school side, to Meadow Close side, then back to the school side of Stratford Road. Stratford Road is used by a number of heavy goods vehicles, largest/most frequent of which are the articulated waste tankers from the Thames Water sewerage works off Meadow Close. I don't know how easily they would cope with a tight chicane of parked cars.</p> <p>All in all, I support the proposals as it will make entrance to and egress from Cordelia Gardens a lot easier than it currently is at school drop-off and collection time.</p>	<p>traffic speeds at these times.</p> <p>As a result of the representations and subsequent discussions with local councillors, it is recommended that the No Waiting At Any Time double yellow line restrictions proposed to support the School Keep Clear markings and which creates a passing place adjacent to the existing bus stop, be introduced as a No Waiting Monday-Friday 8am-6pm single yellow line restrictions, to more closely reflect the operational hours of the school, and increase the availability of parking at other times. It is recommended that the other proposed measures protecting junctions and bends remain as No Waiting At Any Time double yellow line restrictions.</p> <p>Therefore, it is recommended that the proposals are broadly implemented as advertised, with the amendments described above, which lessen the overall level of restriction.</p>
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91	<p>Further to your proposals to greatly restrict opportunities for parking on Stratford Road, Ash Vale, I am writing to ask that you reconsider your proposals for this specific area. As you will be aware Holly Lodge School (HLS) is situated on Stratford Road, and limited space at the car park in Carrington Lane has resulted in parents being forced to park on Stratford Road. I am concerned that your proposals will have serious and potentially dangerous unintended consequences.</p> <p>Stratford Road is a heavily used road due to the access it provides to the A331 and is often used by heavy goods vehicles. This poses significant risks to the welfare and safety of children attending HLS. The current use of Stratford Road as a convenient parking area for HLS has the benefit of forcing traffic to reduce their speed, and therefore minimizing the risk of accidents and injury. Your proposal to restrict parking would have the unintended consequence of increasing the speed of traffic past HLS at those times of</p>	<p>The proposals in Stratford Road have primarily been developed to resolve previously raised safety, access and traffic flow issues around various junctions, to protect the existing advisory School Keep Clear markings, and mitigate against potential issues developing around other junctions in the vicinity.</p> <p>Stratford Road is a classified road, a bus route and the site of a school. The consideration of the issue attempts to balance the needs for safety, access, traffic flow and parking. The latter, however, is effectively a secondary function of the road. The position, extents and operational hours of the proposed restrictions reflect this.</p> <p>Although the controls are not intended to specifically deal with the school-run periods, it is hoped that they will assist in this regard. Very few schools are able to accommodate the parking needs of parents at these</p>

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	<p>day when children are most likely to be crossing the road, and therefore increase the risk of a serious accident and injury. The probability of this scenario occurring is greatly enhanced by the current lack of suitable crossing zones on both Stratford Road and Mytchett Road. Additionally, the removal of parking access outside of HLS will only result in moving the parking congestion elsewhere to surrounding roads and the already congested car park at Carrington Lane.</p> <p>Whilst I acknowledge that the current parking situation is not desirable it is considerably more preferable, and safer, than the proposals that you have outlined. In your consultation document you state that “full assessments were done in a round a third of the locations”. I would assume that due to the location of a nearby school, that the proposals for Stratford Road were one of those that had a full assessment. I would be grateful if you could outline your reasons for your proposals and why other traffic calming measures such as speed bumps, increased crossing access, increasing the size of Carrington Lane car park and the prohibition of large vehicles were not adopted.</p>	<p>times without it spilling over onto the public highway. However, that is not a valid reason for not addressing the issues it can sometimes pose for users of the public highway.</p> <p>Away from the controls, significant lengths of kerb space will remain uncontrolled and available for parking, albeit that these opportunities may not be as conveniently situated.</p> <p>It is appreciated that parking can, in many cases, assist in tempering traffic speeds. Away from the proposed, kerb space will remain available for parking to take place, and in doing so, continue to assist in reducing traffic speeds. Indeed, if the same amount of parking takes place, but over a wider area, its calming effects maybe extended. However, the safety issues parking causes when it takes place close to junctions, and the often grid-locked traffic flow situation, also has to be recognised.</p> <p>The issues raised about pedestrian facilities, crossings and the road’s use by heavy goods vehicles have been forwarded to Surrey County Council – Highways, as has the suggestion for traffic calming measures.</p> <p>Surrey County Council, in its capacity as the local education authority, generally leaves the management of the school and its grounds to the head teacher.</p>
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		<p>The suggested creation of additional parking facilities does not fall within the remit of this review and has been forwarded to the Parish Council and the appropriate departments of the Borough and County Council.</p> <p>Prior to the development of the parking proposals, this location, along with around 120 others across the borough, were initially assessed using a desktop study. This preliminary assessment considered various issues such as road classification, accident history, whether the road was located close to a public amenity such as a hospital, surgery or school, was served by a bus route etc... Stratford Road was one of the 30 or so locations that progressed to full assessment. This involved undertaking site visits at various times to assess the parking situation. Of the 30 or so locations that were assessed fully, Stratford Road was one of the 18 that progressed to scheme development.</p> <p>The consideration of a wider range of measures, other than formalised parking restrictions, would be an issue for Surrey County Council to consider, in its capacity as the Highway Authority.</p> <p>As a result of the representations and subsequent discussions with local councillors, it is recommended</p>
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		<p>that the No Waiting At Any Time double yellow line restrictions proposed to support the School Keep Clear markings and which creates a passing place adjacent to the existing bus stop, be introduced as a No Waiting Monday-Friday 8am-6pm single yellow line restrictions, to more closely reflect the operational hours of the school, and increase the availability of parking at other times.</p> <p>Therefore, it is recommended that the proposals are broadly implemented as advertised, with the amendments described above, which lessen the overall level of restriction.</p>
92	<p>Further to your proposals to greatly restrict opportunities for parking on Stratford Road, Ash Vale, I am writing to ask that you reconsider your proposals for this specific area. As you will be aware Holly Lodge School (HLS) is situated on Stratford Road, and limited space at the car park in Carrington Lane has resulted in parents being forced to park on Stratford Road. I am concerned that your proposals will have serious and potentially dangerous unintended consequences.</p> <p>Stratford Road is a heavily used road due to the access it provides to the A331 and is often used by heavy goods vehicles. This poses significant risks to the welfare and safety of children attending HLS. The current use of</p>	<p>The proposals in Stratford Road have primarily been developed to resolve previously raised safety, access and traffic flow issues around various junctions, to protect the existing advisory School Keep Clear markings, and mitigate against potential issues developing around other junctions in the vicinity.</p> <p>Stratford Road is a classified road, a bus route and the site of a school. The consideration of the issue attempts to balance the needs for safety, access, traffic flow and parking. The latter, however, is effectively a secondary function of the road. The position, extents and operational hours of the proposed restrictions reflect this.</p>

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	<p>Stratford Road as a convenient parking area for HLS has the benefit of forcing traffic to reduce their speed, and therefore minimizing the risk of accidents and injury. Your proposal to restrict parking would have the unintended consequence of increasing the speed of traffic past HLS at those times of day when children are most likely to be crossing the road, and therefore increase the risk of a serious accident and injury. The probability of this scenario occurring is greatly enhanced by the current lack of suitable crossing zones on both Stratford Road and Mytchett Road. Additionally, the removal of parking access outside of HLS will only result in moving the parking congestion elsewhere to surrounding roads and the already congested car park at Carrington Lane.</p> <p>Whilst I acknowledge that the current parking situation is not desirable it is considerably more preferable, and safer, than the proposals that you have outlined. In your consultation document you state that “full assessments were done in a round a third of the locations”. I would assume that due to the location of a nearby school, that the proposals for Stratford Road were one of those that had a full assessment. I would be grateful if you could outline your reasons for your proposals and why other traffic calming measures such as speed bumps, increased crossing access, increasing the size of Carrington Lane car park and the prohibition of large vehicles were not adopted.</p>	<p>Although the controls are not intended to specifically deal with the school-run periods, it is hoped that they will assist in this regard. Very few schools are able to accommodate the parking needs of parents at these times without it spilling over onto the public highway. However, that is not a valid reason for not addressing the issues it can sometimes pose for users of the public highway.</p> <p>Away from the controls, significant lengths of kerb space will remain uncontrolled and available for parking, albeit that these opportunities may not be as conveniently situated.</p> <p>It is appreciated that parking can, in many cases, assist in tempering traffic speeds. Away from the proposed, kerb space will remain available for parking to take place, and in doing so, continue to assist in reducing traffic speeds. Indeed, if the same amount of parking takes place, but over a wider area, its calming effects maybe extended. However, the safety issues parking causes when it takes place close to junctions, and the often grid-locked traffic flow situation, also has to be recognised.</p> <p>The issues raised about pedestrian facilities, crossings and the road’s use by heavy goods vehicles have been forwarded to Surrey County Council – Highways,</p>
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		<p>as has the suggestion for traffic calming measures.</p> <p>Surrey County Council, in its capacity as the local education authority, generally leaves the management of the school and its grounds to the head teacher.</p> <p>The suggested creation of additional parking facilities does not fall within the remit of this review and has been forwarded to the Parish Council and the appropriate departments of the Borough and County Council.</p> <p>Prior to the development of the parking proposals, this location, along with around 120 others across the borough, were initially assessed using a desktop study. This preliminary assessment considered various issues such as road classification, accident history, whether the road was located close to a public amenity such as a hospital, surgery or school, was served by a bus route etc... Stratford Road was one of the 30 or so locations that progressed to full assessment. This involved undertaking site visits at various times to assess the parking situation. Of the 30 or so locations that were assessed fully, Stratford Road was one of the 18 that progressed to scheme development.</p> <p>The consideration of a wider range of measures, other than formalised parking restrictions, would be an issue</p>
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		<p>for Surrey County Council to consider, in its capacity as the Highway Authority.</p> <p>As a result of the representations and subsequent discussions with local councillors, it is recommended that the No Waiting At Any Time double yellow line restrictions proposed to support the School Keep Clear markings and which creates a passing place adjacent to the existing bus stop, be introduced as a No Waiting Monday-Friday 8am-6pm single yellow line restrictions, to more closely reflect the operational hours of the school, and increase the availability of parking at other times.</p> <p>Therefore, it is recommended that the proposals are broadly implemented as advertised, with the amendments described above, which lessen the overall level of restriction.</p>
93	<p>Further to your proposals to greatly restrict opportunities for parking on Stratford Road, Ash Vale, I am writing to ask that you reconsider your proposals for this specific area. As you will be aware Holly Lodge School (HLS) is situated on Stratford Road, and limited space at the car park in Carrington Lane has resulted in parents being forced to park on Stratford Road. I am concerned that your proposals will have serious and potentially dangerous unintended consequences.</p>	<p>The proposals in Stratford Road have primarily been developed to resolve previously raised safety, access and traffic flow issues around various junctions, to protect the existing advisory School Keep Clear markings, and mitigate against potential issues developing around other junctions in the vicinity.</p> <p>Stratford Road is a classified road, a bus route and the site of a school. The consideration of the issue</p>

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	<p>Stratford Road is a heavily used road due to the access it provides to the A331 and is often used by heavy goods vehicles. This poses significant risks to the welfare and safety of children attending HLS. The current use of Stratford Road as a convenient parking area for HLS has the benefit of forcing traffic to reduce their speed, and therefore minimizing the risk of accidents and injury. Your proposal to restrict parking would have the unintended consequence of increasing the speed of traffic past HLS at those times of day when children are most likely to be crossing the road, and therefore increase the risk of a serious accident and injury. The probability of this scenario occurring is greatly enhanced by the current lack of suitable crossing zones on both Stratford Road and Mytchett Road. Additionally, the removal of parking access outside of HLS will only result in moving the parking congestion elsewhere to surrounding roads and the already congested car park at Carrington Lane.</p> <p>Whilst I acknowledge that the current parking situation is not desirable it is considerably more preferable, and safer, than the proposals that you have outlined. In your consultation document you state that “full assessments were done in a round a third of the locations”. I would assume that due to the location of a nearby school, that the proposals for Stratford Road were one of those that had a full assessment. I would be grateful if you could outline your reasons for your proposals and why other traffic calming</p>	<p>attempts to balance the needs for safety, access, traffic flow and parking. The latter, however, is effectively a secondary function of the road. The position, extents and operational hours of the proposed restrictions reflect this.</p> <p>Although the controls are not intended to specifically deal with the school-run periods, it is hoped that they will assist in this regard. Very few schools are able to accommodate the parking needs of parents at these times without it spilling over onto the public highway. However, that is not a valid reason for not addressing the issues it can sometimes pose for users of the public highway.</p> <p>Away from the controls, significant lengths of kerb space will remain uncontrolled and available for parking, albeit that these opportunities may not be as conveniently situated.</p> <p>It is appreciated that parking can, in many cases, assist in tempering traffic speeds. Away from the proposed, kerb space will remain available for parking to take place, and in doing so, continue to assist in reducing traffic speeds. Indeed, if the same amount of parking takes place, but over a wider area, its calming effects maybe extended. However, the safety issues parking causes when it takes place close to junctions, and the often grid-locked traffic flow situation, also has</p>
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	<p>measures such as speed bumps, increased crossing access, increasing the size of Carrington Lane car park and the prohibition of large vehicles were not adopted.</p>	<p>to be recognised.</p> <p>The issues raised about pedestrian facilities, crossings and the road's use by heavy goods vehicles have been forwarded to Surrey County Council – Highways, as has the suggestion for traffic calming measures.</p> <p>Surrey County Council, in its capacity as the local education authority, generally leaves the management of the school and its grounds to the head teacher.</p> <p>The suggested creation of additional parking facilities does not fall within the remit of this review and has been forwarded to the Parish Council and the appropriate departments of the Borough and County Council.</p> <p>Prior to the development of the parking proposals, this location, along with around 120 others across the borough, were initially assessed using a desktop study. This preliminary assessment considered various issues such as road classification, accident history, whether the road was located close to a public amenity such as a hospital, surgery or school, was served by a bus route etc... Stratford Road was one of the 30 or so locations that progressed to full assessment. This involved undertaking site visits at various times to assess the parking situation. Of the 30 or so locations that were assessed fully, Stratford</p>
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		<p>Road was one of the 18 that progressed to scheme development.</p> <p>The consideration of a wider range of measures, other than formalised parking restrictions, would be an issue for Surrey County Council to consider, in its capacity as the Highway Authority.</p> <p>As a result of the representations and subsequent discussions with local councillors, it is recommended that the No Waiting At Any Time double yellow line restrictions proposed to support the School Keep Clear markings and which creates a passing place adjacent to the existing bus stop, be introduced as a No Waiting Monday-Friday 8am-6pm single yellow line restrictions, to more closely reflect the operational hours of the school, and increase the availability of parking at other times.</p> <p>Therefore, it is recommended that the proposals are broadly implemented as advertised, with the amendments described above, which lessen the overall level of restriction.</p>
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<p>94</p>	<p>Further to your proposals to greatly restrict opportunities for parking on Stratford Road, Ash Vale, I am writing to ask that you reconsider your proposals for this specific area. As you will be aware Holly Lodge School (HLS) is situated on Stratford Road, and limited space at the car park in Carrington Lane has resulted in parents being forced to park on Stratford Road. I am concerned that your proposals will have serious and potentially dangerous unintended consequences.</p> <p>Stratford Road is a heavily used road due to the access it provides to the A331 and is often used by heavy goods vehicles. This poses significant risks to the welfare and safety of children attending HLS. The current use of Stratford Road as a convenient parking area for HLS has the benefit of forcing traffic to reduce their speed, and therefore minimizing the risk of accidents and injury. Your proposal to restrict parking would have the unintended consequence of increasing the speed of traffic past HLS at those times of day when children are most likely to be crossing the road, and therefore increase the risk of a serious accident and injury. The probability of this scenario occurring is greatly enhanced by the current lack of suitable crossing zones on both Stratford Road and Mytchett Road. Additionally, the removal of parking access outside of HLS will only result in moving the parking congestion elsewhere to surrounding roads and the already congested car park at Carrington Lane.</p>	<p>The proposals in Stratford Road have primarily been developed to resolve previously raised safety, access and traffic flow issues around various junctions, to protect the existing advisory School Keep Clear markings, and mitigate against potential issues developing around other junctions in the vicinity.</p> <p>Stratford Road is a classified road, a bus route and the site of a school. The consideration of the issue attempts to balance the needs for safety, access, traffic flow and parking. The latter, however, is effectively a secondary function of the road. The position, extents and operational hours of the proposed restrictions reflect this.</p> <p>Although the controls are not intended to specifically deal with the school-run periods, it is hoped that they will assist in this regard. Very few schools are able to accommodate the parking needs of parents at these times without it spilling over onto the public highway. However, that is not a valid reason for not addressing the issues it can sometimes pose for users of the public highway.</p> <p>Away from the controls, significant lengths of kerb space will remain uncontrolled and available for parking, albeit that these opportunities may not be as conveniently situated.</p>
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	<p>Whilst I acknowledge that the current parking situation is not desirable it is considerably more preferable, and safer, than the proposals that you have outlined. In your consultation document you state that “full assessments were done in a round a third of the locations”. I would assume that due to the location of a nearby school, that the proposals for Stratford Road were one of those that had a full assessment. I would be grateful if you could outline your reasons for your proposals and why other traffic calming measures such as speed bumps, increased crossing access, increasing the size of Carrington Lane car park and the prohibition of large vehicles were not adopted.</p>	<p>It is appreciated that parking can, in many cases, assist in tempering traffic speeds. Away from the proposed, kerb space will remain available for parking to take place, and in doing so, continue to assist in reducing traffic speeds. Indeed, if the same amount of parking takes place, but over a wider area, its calming effects maybe extended. However, the safety issues parking causes when it takes place close to junctions, and the often grid-locked traffic flow situation, also has to be recognised.</p> <p>The issues raised about pedestrian facilities, crossings and the road’s use by heavy goods vehicles have been forwarded to Surrey County Council – Highways, as has the suggestion for traffic calming measures.</p> <p>Surrey County Council, in its capacity as the local education authority, generally leaves the management of the school and its grounds to the head teacher.</p> <p>The suggested creation of additional parking facilities does not fall within the remit of this review and has been forwarded to the Parish Council and the appropriate departments of the Borough and County Council.</p> <p>Prior to the development of the parking proposals, this location, along with around 120 others across the</p>
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		<p>Therefore, it is recommended that the proposals are broadly implemented as advertised, with the amendments described above, which lessen the overall level of restriction.</p>
<p>95</p>	<p>Further to your proposals to greatly restrict opportunities for parking on Stratford Road, Ash Vale, I am writing to ask that you reconsider your proposals for this specific area. As you will be aware Holly Lodge School (HLS) is situated on Stratford Road, and limited space at the car park in Carrington Lane has resulted in parents being forced to park on Stratford Road. I am concerned that your proposals will have serious and potentially dangerous unintended consequences.</p> <p>Stratford Road is a heavily used road due to the access it provides to the A331 and is often used by heavy goods vehicles. This poses significant risks to the welfare and safety of children attending HLS. The current use of Stratford Road as a convenient parking area for HLS has the benefit of forcing traffic to reduce their speed, and therefore minimizing the risk of accidents and injury. Your proposal to restrict parking would have the unintended consequence of increasing the speed of traffic past HLS at those times of</p>	<p>The proposals in Stratford Road have primarily been developed to resolve previously raised safety, access and traffic flow issues around various junctions, to protect the existing advisory School Keep Clear markings, and mitigate against potential issues developing around other junctions in the vicinity.</p> <p>Stratford Road is a classified road, a bus route and the site of a school. The consideration of the issue attempts to balance the needs for safety, access, traffic flow and parking. The latter, however, is effectively a secondary function of the road. The position, extents and operational hours of the proposed restrictions reflect this.</p> <p>Although the controls are not intended to specifically deal with the school-run periods, it is hoped that they will assist in this regard. Very few schools are able to accommodate the parking needs of parents at these</p>

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	<p>day when children are most likely to be crossing the road, and therefore increase the risk of a serious accident and injury. The probability of this scenario occurring is greatly enhanced by the current lack of suitable crossing zones on both Stratford Road and Mytchett Road. Additionally, the removal of parking access outside of HLS will only result in moving the parking congestion elsewhere to surrounding roads and the already congested car park at Carrington Lane.</p> <p>Whilst I acknowledge that the current parking situation is not desirable it is considerably more preferable, and safer, than the proposals that you have outlined. In your consultation document you state that “full assessments were done in a round a third of the locations”. I would assume that due to the location of a nearby school, that the proposals for Stratford Road were one of those that had a full assessment. I would be grateful if you could outline your reasons for your proposals and why other traffic calming measures such as speed bumps, increased crossing access, increasing the size of Carrington Lane car park and the prohibition of large vehicles were not adopted.</p>	<p>times without it spilling over onto the public highway. However, that is not a valid reason for not addressing the issues it can sometimes pose for users of the public highway.</p> <p>Away from the controls, significant lengths of kerb space will remain uncontrolled and available for parking, albeit that these opportunities may not be as conveniently situated.</p> <p>It is appreciated that parking can, in many cases, assist in tempering traffic speeds. Away from the proposed, kerb space will remain available for parking to take place, and in doing so, continue to assist in reducing traffic speeds. Indeed, if the same amount of parking takes place, but over a wider area, its calming effects maybe extended. However, the safety issues parking causes when it takes place close to junctions, and the often grid-locked traffic flow situation, also has to be recognised.</p> <p>The issues raised about pedestrian facilities, crossings and the road’s use by heavy goods vehicles have been forwarded to Surrey County Council – Highways, as has the suggestion for traffic calming measures.</p> <p>Surrey County Council, in its capacity as the local education authority, generally leaves the management of the school and its grounds to the head teacher.</p>
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		<p>The suggested creation of additional parking facilities does not fall within the remit of this review and has been forwarded to the Parish Council and the appropriate departments of the Borough and County Council.</p> <p>Prior to the development of the parking proposals, this location, along with around 120 others across the borough, were initially assessed using a desktop study. This preliminary assessment considered various issues such as road classification, accident history, whether the road was located close to a public amenity such as a hospital, surgery or school, was served by a bus route etc... Stratford Road was one of the 30 or so locations that progressed to full assessment. This involved undertaking site visits at various times to assess the parking situation. Of the 30 or so locations that were assessed fully, Stratford Road was one of the 18 that progressed to scheme development.</p> <p>The consideration of a wider range of measures, other than formalised parking restrictions, would be an issue for Surrey County Council to consider, in its capacity as the Highway Authority.</p> <p>As a result of the representations and subsequent discussions with local councillors, it is recommended</p>
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		<p>that the No Waiting At Any Time double yellow line restrictions proposed to support the School Keep Clear markings and which creates a passing place adjacent to the existing bus stop, be introduced as a No Waiting Monday-Friday 8am-6pm single yellow line restrictions, to more closely reflect the operational hours of the school, and increase the availability of parking at other times.</p> <p>Therefore, it is recommended that the proposals are broadly implemented as advertised, with the amendments described above, which lessen the overall level of restriction.</p>
<p>96</p>	<p>I write with reference to the above proposals, which will significantly restrict opportunities for parking on Stratford Road, Ash Vale.</p> <p>The purpose of this letter is to ask that you reconsider these proposals. As you will be aware Holly Lodge School (HLS) is situated on Stratford Road. I have 2 children who attend Holly Lodge, and living several miles away, I have no option but to drive them to school. I regularly use the drop-off facility at the front of the school when on my way to work – as does my husband.</p> <p>I the afternoons I tend to park to collect my children. However with limited space and poor access in the car par in</p>	<p>The proposals in Stratford Road have primarily been developed to resolve previously raised safety, access and traffic flow issues around various junctions, to protect the existing advisory School Keep Clear markings, and mitigate against potential issues developing around other junctions in the vicinity.</p> <p>Stratford Road is a classified road, a bus route and the site of a school. The consideration of the issue attempts to balance the needs for safety, access, traffic flow and parking. The latter, however, is effectively a secondary function of the road. The position, extents and operational hours of the proposed restrictions reflect this.</p>

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	<p>Carrington Lane I often park on Stratford Road or Snaky Lane. Reading your proposals I am very concerned that they will cause huge disruption to the school and the area and also have serious, and potentially dangerous unintended consequences.</p> <p>Stratford Road is a busy road due to the access it provides to the A331 and is often used by heavy goods vehicles. This poses significant risks to the welfare and safety of children attending HLS. The current use of Stratford Road as a convenient parking area for HLS has the benefit of forcing traffic to reduce their speed, and therefore minimizing the risk of accidents and injury.</p> <p>Your proposal to restrict parking would have the unintended consequence of increasing the speed of traffic past HLS at those times of day when children are most likely to be crossing the road (and the number crossing the road will increase as parents find new places to park), and therefore increase the risk of a serious accident and injury. The probability of this scenario occurring is greatly enhanced by the current lack of suitable crossing zones on both Stratford Road and Mytchett Road. On top of this, the removal of parking access outside of HLS will only result in moving the parking congestion elsewhere to surrounding roads and the already congested car park at Carrington Lane.</p> <p>Whilst I acknowledge that the current parking situation is not desirable it is considerably more preferable, and safer, than</p>	<p>Although the controls are not intended to specifically deal with the school-run periods, it is hoped that they will assist in this regard. Very few schools are able to accommodate the parking needs of parents at these times without it spilling over onto the public highway. However, that is not a valid reason for not addressing the issues it can sometimes pose for users of the public highway.</p> <p>Away from the controls, significant lengths of kerb space will remain uncontrolled and available for parking, albeit that these opportunities may not be as conveniently situated.</p> <p>It is appreciated that parking can, in many cases, assist in tempering traffic speeds. Away from the proposed, kerb space will remain available for parking to take place, and in doing so, continue to assist in reducing traffic speeds. Indeed, if the same amount of parking takes place, but over a wider area, its calming effects maybe extended. However, the safety issues parking causes when it takes place close to junctions, and the often grid-locked traffic flow situation, also has to be recognised.</p> <p>The issues raised about pedestrian facilities, crossings and the road's use by heavy goods vehicles have been forwarded to Surrey County Council – Highways,</p>
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	<p>the proposals that you outlined. In your consultation document you state that “full assessment were done in around a third of the location”. I would assume that due to the location of a nearby school, that the proposals Stratford Road were one of those that had a full assessment. I would be grateful if you could outline your reasons for your proposals and why other traffic calming measures such as speed bumps, increased crossing access, increasing the size of Carrington Lane car park and prohibition of large vehicles were not adopted.</p> <p>I also suggest consideration by made to changes such as larger traffic exclusion zone in the turn-in to the school (which could significantly improve the flow of traffic) and working with the school to find a way to prevent stationary vehicles blocking their drop-off / collection point, which in reality is a real problem here.</p>	<p>as has the suggestion for traffic calming measures.</p> <p>Surrey County Council, in its capacity as the local education authority, generally leaves the management of the school and its grounds to the head teacher.</p> <p>The suggested creation of additional parking facilities does not fall within the remit of this review and has been forwarded to the Parish Council and the appropriate departments of the Borough and County Council.</p> <p>Prior to the development of the parking proposals, this location, along with around 120 others across the borough, were initially assessed using a desktop study. This preliminary assessment considered various issues such as road classification, accident history, whether the road was located close to a public amenity such as a hospital, surgery or school, was served by a bus route etc... Stratford Road was one of the 30 or so locations that progressed to full assessment. This involved undertaking site visits at various times to assess the parking situation. Of the 30 or so locations that were assessed fully, Stratford Road was one of the 18 that progressed to scheme development.</p> <p>The consideration of a wider range of measures, other than formalised parking restrictions, would be an issue</p>
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		<p>that the No Waiting At Any Time double yellow line restrictions proposed to support the School Keep Clear markings and which creates a passing place adjacent to the existing bus stop, be introduced as a No Waiting Monday-Friday 8am-6pm single yellow line restrictions, to more closely reflect the operational hours of the school, and increase the availability of parking at other times.</p> <p>Therefore, it is recommended that the proposals are broadly implemented as advertised, with the amendments described above, which lessen the overall level of restriction.</p>
100	<p>Further to your proposals to greatly restrict opportunities for parking on Stratford Road, Ash Vale, I am writing to ask that you reconsider your proposals for this specific area. As you will be aware Holly Lodge School (HLS) is situated on Stratford Road, and limited space at the car park in Carrington Lane has resulted in parents being forced to park on Stratford Road. I am concerned that your proposals will have serious and potentially dangerous unintended consequences.</p> <p>Stratford Road is a heavily used road due to the access it provides to the A331 and is often used by heavy goods vehicles. This poses significant risks to the welfare and safety of children attending HLS. The current use of</p>	<p>The proposals in Stratford Road have primarily been developed to resolve previously raised safety, access and traffic flow issues around various junctions, to protect the existing advisory School Keep Clear markings, and mitigate against potential issues developing around other junctions in the vicinity.</p> <p>Stratford Road is a classified road, a bus route and the site of a school. The consideration of the issue attempts to balance the needs for safety, access, traffic flow and parking. The latter, however, is effectively a secondary function of the road. The position, extents and operational hours of the proposed restrictions reflect this.</p>

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	<p>Stratford Road as a convenient parking area for HLS has the benefit of forcing traffic to reduce their speed, and therefore minimizing the risk of accidents and injury. Your proposal to restrict parking would have the unintended consequence of increasing the speed of traffic past HLS at those times of day when children are most likely to be crossing the road, and therefore increase the risk of a serious accident and injury. The probability of this scenario occurring is greatly enhanced by the current lack of suitable crossing zones on both Stratford Road and Mytchett Road. Additionally, the removal of parking access outside of HLS will only result in moving the parking congestion elsewhere to surrounding roads and the already congested car park at Carrington Lane.</p> <p>Whilst I acknowledge that the current parking situation is not desirable it is considerably more preferable, and safer, than the proposals that you have outlined. In your consultation document you state that “full assessments were done in a round a third of the locations”. I would assume that due to the location of a nearby school, that the proposals for Stratford Road were one of those that had a full assessment. I would be grateful if you could outline your reasons for your proposals and why other traffic calming measures such as speed bumps, increased crossing access, increasing the size of Carrington Lane car park and the prohibition of large vehicles were not adopted.</p>	<p>Although the controls are not intended to specifically deal with the school-run periods, it is hoped that they will assist in this regard. Very few schools are able to accommodate the parking needs of parents at these times without it spilling over onto the public highway. However, that is not a valid reason for not addressing the issues it can sometimes pose for users of the public highway.</p> <p>Away from the controls, significant lengths of kerb space will remain uncontrolled and available for parking, albeit that these opportunities may not be as conveniently situated.</p> <p>It is appreciated that parking can, in many cases, assist in tempering traffic speeds. Away from the proposed, kerb space will remain available for parking to take place, and in doing so, continue to assist in reducing traffic speeds. Indeed, if the same amount of parking takes place, but over a wider area, its calming effects maybe extended. However, the safety issues parking causes when it takes place close to junctions, and the often grid-locked traffic flow situation, also has to be recognised.</p> <p>The issues raised about pedestrian facilities, crossings and the road’s use by heavy goods vehicles have been forwarded to Surrey County Council – Highways,</p>
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		<p>as has the suggestion for traffic calming measures.</p> <p>Surrey County Council, in its capacity as the local education authority, generally leaves the management of the school and its grounds to the head teacher.</p> <p>The suggested creation of additional parking facilities does not fall within the remit of this review and has been forwarded to the Parish Council and the appropriate departments of the Borough and County Council.</p> <p>Prior to the development of the parking proposals, this location, along with around 120 others across the borough, were initially assessed using a desktop study. This preliminary assessment considered various issues such as road classification, accident history, whether the road was located close to a public amenity such as a hospital, surgery or school, was served by a bus route etc... Stratford Road was one of the 30 or so locations that progressed to full assessment. This involved undertaking site visits at various times to assess the parking situation. Of the 30 or so locations that were assessed fully, Stratford Road was one of the 18 that progressed to scheme development.</p> <p>The consideration of a wider range of measures, other than formalised parking restrictions, would be an issue</p>
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		<p>for Surrey County Council to consider, in its capacity as the Highway Authority.</p> <p>As a result of the representations and subsequent discussions with local councillors, it is recommended that the No Waiting At Any Time double yellow line restrictions proposed to support the School Keep Clear markings and which creates a passing place adjacent to the existing bus stop, be introduced as a No Waiting Monday-Friday 8am-6pm single yellow line restrictions, to more closely reflect the operational hours of the school, and increase the availability of parking at other times.</p> <p>Therefore, it is recommended that the proposals are broadly implemented as advertised, with the amendments described above, which lessen the overall level of restriction.</p>
101	<p>Further to your proposals to greatly restrict opportunities for parking on Stratford Road, Ash Vale, I am writing to ask that you reconsider your proposals for this specific area. As you will be aware Holly Lodge School (HLS) is situated on Stratford Road, and limited space at the car park in Carrington Lane has resulted in parents being forced to park on Stratford Road. I am concerned that your proposals will have serious and potentially dangerous unintended consequences.</p>	<p>The proposals in Stratford Road have primarily been developed to resolve previously raised safety, access and traffic flow issues around various junctions, to protect the existing advisory School Keep Clear markings, and mitigate against potential issues developing around other junctions in the vicinity.</p> <p>Stratford Road is a classified road, a bus route and the site of a school. The consideration of the issue</p>

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	<p>measures such as speed bumps, increased crossing access, increasing the size of Carrington Lane car park and the prohibition of large vehicles were not adopted.</p>	<p>to be recognised.</p> <p>The issues raised about pedestrian facilities, crossings and the road's use by heavy goods vehicles have been forwarded to Surrey County Council – Highways, as has the suggestion for traffic calming measures.</p> <p>Surrey County Council, in its capacity as the local education authority, generally leaves the management of the school and its grounds to the head teacher.</p> <p>The suggested creation of additional parking facilities does not fall within the remit of this review and has been forwarded to the Parish Council and the appropriate departments of the Borough and County Council.</p> <p>Prior to the development of the parking proposals, this location, along with around 120 others across the borough, were initially assessed using a desktop study. This preliminary assessment considered various issues such as road classification, accident history, whether the road was located close to a public amenity such as a hospital, surgery or school, was served by a bus route etc... Stratford Road was one of the 30 or so locations that progressed to full assessment. This involved undertaking site visits at various times to assess the parking situation. Of the 30 or so locations that were assessed fully, Stratford</p>
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		<p>Road was one of the 18 that progressed to scheme development.</p> <p>The consideration of a wider range of measures, other than formalised parking restrictions, would be an issue for Surrey County Council to consider, in its capacity as the Highway Authority.</p> <p>As a result of the representations and subsequent discussions with local councillors, it is recommended that the No Waiting At Any Time double yellow line restrictions proposed to support the School Keep Clear markings and which creates a passing place adjacent to the existing bus stop, be introduced as a No Waiting Monday-Friday 8am-6pm single yellow line restrictions, to more closely reflect the operational hours of the school, and increase the availability of parking at other times.</p> <p>Therefore, it is recommended that the proposals are broadly implemented as advertised, with the amendments described above, which lessen the overall level of restriction.</p>
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<p>102</p>	<p>Further to your proposals to greatly restrict opportunities for parking on Stratford Road, Ash Vale, I am writing to ask that you reconsider your proposals for this specific area. As you will be aware Holly Lodge School (HLS) is situated on Stratford Road, and limited space at the car park in Carrington Lane has resulted in parents being forced to park on Stratford Road. I am concerned that your proposals will have serious and potentially dangerous unintended consequences.</p> <p>Stratford Road is a heavily used road due to the access it provides to the A331 and is often used by heavy goods vehicles. This poses significant risks to the welfare and safety of children attending HLS. The current use of Stratford Road as a convenient parking area for HLS has the benefit of forcing traffic to reduce their speed, and therefore minimizing the risk of accidents and injury. Your proposal to restrict parking would have the unintended consequence of increasing the speed of traffic past HLS at those times of day when children are most likely to be crossing the road, and therefore increase the risk of a serious accident and injury. The probability of this scenario occurring is greatly enhanced by the current lack of suitable crossing zones on both Stratford Road and Mytchett Road. Additionally, the removal of parking access outside of HLS will only result in moving the parking congestion elsewhere to surrounding roads and the already congested car park at Carrington Lane.</p>	<p>The proposals in Stratford Road have primarily been developed to resolve previously raised safety, access and traffic flow issues around various junctions, to protect the existing advisory School Keep Clear markings, and mitigate against potential issues developing around other junctions in the vicinity.</p> <p>Stratford Road is a classified road, a bus route and the site of a school. The consideration of the issue attempts to balance the needs for safety, access, traffic flow and parking. The latter, however, is effectively a secondary function of the road. The position, extents and operational hours of the proposed restrictions reflect this.</p> <p>Although the controls are not intended to specifically deal with the school-run periods, it is hoped that they will assist in this regard. Very few schools are able to accommodate the parking needs of parents at these times without it spilling over onto the public highway. However, that is not a valid reason for not addressing the issues it can sometimes pose for users of the public highway.</p> <p>Away from the controls, significant lengths of kerb space will remain uncontrolled and available for parking, albeit that these opportunities may not be as conveniently situated.</p>
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	<p>Whilst I acknowledge that the current parking situation is not desirable it is considerably more preferable, and safer, than the proposals that you have outlined. In your consultation document you state that “full assessments were done in a round a third of the locations”. I would assume that due to the location of a nearby school, that the proposals for Stratford Road were one of those that had a full assessment. I would be grateful if you could outline your reasons for your proposals and why other traffic calming measures such as speed bumps, increased crossing access, increasing the size of Carrington Lane car park and the prohibition of large vehicles were not adopted.</p>	<p>It is appreciated that parking can, in many cases, assist in tempering traffic speeds. Away from the proposed, kerb space will remain available for parking to take place, and in doing so, continue to assist in reducing traffic speeds. Indeed, if the same amount of parking takes place, but over a wider area, its calming effects maybe extended. However, the safety issues parking causes when it takes place close to junctions, and the often grid-locked traffic flow situation, also has to be recognised.</p> <p>The issues raised about pedestrian facilities, crossings and the road’s use by heavy goods vehicles have been forwarded to Surrey County Council – Highways, as has the suggestion for traffic calming measures.</p> <p>Surrey County Council, in its capacity as the local education authority, generally leaves the management of the school and its grounds to the head teacher.</p> <p>The suggested creation of additional parking facilities does not fall within the remit of this review and has been forwarded to the Parish Council and the appropriate departments of the Borough and County Council.</p> <p>Prior to the development of the parking proposals, this location, along with around 120 others across the</p>
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		<p>Therefore, it is recommended that the proposals are broadly implemented as advertised, with the amendments described above, which lessen the overall level of restriction.</p>
103	<p>Stratford Road, Ash Vale - No waiting areas at junctions with The Beeches, Cordelia Gardens, Meadow Close and the entrances to Holly Lodge school extend further along Stratford Road on each side of the junction compared to other junctions -e.g at junction of Guildford Road, Ash and Chester Road. No waiting restrictions are only necessary at the start and end of the school day at Holly Lodge School and are not necessary at all times.</p>	<p>The proposals in Stratford Road have primarily been developed to resolve previously raised safety, access and traffic flow issues around various junctions, to protect the existing advisory School Keep Clear markings, and mitigate against potential issues developing around other junctions in the vicinity.</p> <p>Stratford Road is a classified road, a bus route and the site of a school. The consideration of the issue attempts to balance the needs for safety, access, traffic flow and parking. The latter, however, is effectively a secondary function of the road. The position, extents and operational hours of the proposed restrictions reflect this.</p> <p>In respect to Cordelia Gardens and The Beeches the extents of the restrictions have been modified to account for the fact that these junctions are situated on the inside of the bend and therefore the visibility splays are more greatly affected by adjacent parking.</p>

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		<p>Meadow Close is used by heavy goods vehicles to gain access to and from the Thames Water water treatment facility.</p> <p>Although the controls are not intended to specifically deal with the school-run periods, it is hoped that they will assist in this regard.</p> <p>Away from the controls, significant lengths of kerb space will remain uncontrolled and available for parking, albeit that these opportunities may not be as conveniently situated.</p> <p>As a result of the representations and subsequent discussions with local councillors, it is recommended that the No Waiting At Any Time double yellow line restrictions proposed to support the School Keep Clear markings and which creates a passing place adjacent to the existing bus stop, be introduced as a No Waiting Monday-Friday 8am-6pm single yellow line restrictions, to more closely reflect the operational hours of the school, and increase the availability of parking at other times. It is recommended that the other proposed measures protecting junctions and bends remain as No Waiting At Any Time double yellow line restrictions.</p> <p>Therefore, it is recommended that the proposals are broadly implemented as advertised, with the</p>
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		<p>amendments described above, which lessen the overall level of restriction.</p>
<p>104</p>	<p>Further to your proposals to greatly restrict opportunities for parking on Stratford Road, Ash Vale, I am writing to ask that you reconsider your proposals for this specific area. As you will be aware Holly Lodge School (HLS) is situated on Stratford Road, and limited space at the car park in Carrington Lane has resulted in parents being forced to park on Stratford Road. I am concerned that your proposals will have serious and potentially dangerous unintended consequences.</p> <p>Stratford Road is a heavily used road due to the access it provides to the A331 and is often used by heavy goods vehicles. This poses significant risks to the welfare and safety of children attending HLS. The current use of Stratford Road as a convenient parking area for HLS has the benefit of forcing traffic to reduce their speed, and therefore minimizing the risk of accidents and injury. Your proposal to restrict parking would have the unintended consequence of increasing the speed of traffic past HLS at those times of</p>	<p>The proposals in Stratford Road have primarily been developed to resolve previously raised safety, access and traffic flow issues around various junctions, to protect the existing advisory School Keep Clear markings, and mitigate against potential issues developing around other junctions in the vicinity.</p> <p>Stratford Road is a classified road, a bus route and the site of a school. The consideration of the issue attempts to balance the needs for safety, access, traffic flow and parking. The latter, however, is effectively a secondary function of the road. The position, extents and operational hours of the proposed restrictions reflect this.</p> <p>Although the controls are not intended to specifically deal with the school-run periods, it is hoped that they will assist in this regard. Very few schools are able to accommodate the parking needs of parents at these</p>



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	<p>Stratford Road as a convenient parking area for HLS has the benefit of forcing traffic to reduce their speed, and therefore minimizing the risk of accidents and injury. Your proposal to restrict parking would have the unintended consequence of increasing the speed of traffic past HLS at those times of day when children are most likely to be crossing the road, and therefore increase the risk of a serious accident and injury. The probability of this scenario occurring is greatly enhanced by the current lack of suitable crossing zones on both Stratford Road and Mytchett Road. Additionally, the removal of parking access outside of HLS will only result in moving the parking congestion elsewhere to surrounding roads and the already congested car park at Carrington Lane.</p> <p>Whilst I acknowledge that the current parking situation is not desirable it is considerably more preferable, and safer, than the proposals that you have outlined. In your consultation document you state that “full assessments were done in a round a third of the locations”. I would assume that due to the location of a nearby school, that the proposals for Stratford Road were one of those that had a full assessment. I would be grateful if you could outline your reasons for your proposals and why other traffic calming measures such as speed bumps, increased crossing access, increasing the size of Carrington Lane car park and the prohibition of large vehicles were not adopted.</p>	<p>Although the controls are not intended to specifically deal with the school-run periods, it is hoped that they will assist in this regard. Very few schools are able to accommodate the parking needs of parents at these times without it spilling over onto the public highway. However, that is not a valid reason for not addressing the issues it can sometimes pose for users of the public highway.</p> <p>Away from the controls, significant lengths of kerb space will remain uncontrolled and available for parking, albeit that these opportunities may not be as conveniently situated.</p> <p>It is appreciated that parking can, in many cases, assist in tempering traffic speeds. Away from the proposed, kerb space will remain available for parking to take place, and in doing so, continue to assist in reducing traffic speeds. Indeed, if the same amount of parking takes place, but over a wider area, its calming effects maybe extended. However, the safety issues parking causes when it takes place close to junctions, and the often grid-locked traffic flow situation, also has to be recognised.</p> <p>The issues raised about pedestrian facilities, crossings and the road’s use by heavy goods vehicles have been forwarded to Surrey County Council – Highways,</p>
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		<p>as has the suggestion for traffic calming measures.</p> <p>Surrey County Council, in its capacity as the local education authority, generally leaves the management of the school and its grounds to the head teacher.</p> <p>The suggested creation of additional parking facilities does not fall within the remit of this review and has been forwarded to the Parish Council and the appropriate departments of the Borough and County Council.</p> <p>Prior to the development of the parking proposals, this location, along with around 120 others across the borough, were initially assessed using a desktop study. This preliminary assessment considered various issues such as road classification, accident history, whether the road was located close to a public amenity such as a hospital, surgery or school, was served by a bus route etc... Stratford Road was one of the 30 or so locations that progressed to full assessment. This involved undertaking site visits at various times to assess the parking situation. Of the 30 or so locations that were assessed fully, Stratford Road was one of the 18 that progressed to scheme development.</p> <p>The consideration of a wider range of measures, other than formalised parking restrictions, would be an issue</p>
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		<p>for Surrey County Council to consider, in its capacity as the Highway Authority.</p> <p>As a result of the representations and subsequent discussions with local councillors, it is recommended that the No Waiting At Any Time double yellow line restrictions proposed to support the School Keep Clear markings and which creates a passing place adjacent to the existing bus stop, be introduced as a No Waiting Monday-Friday 8am-6pm single yellow line restrictions, to more closely reflect the operational hours of the school, and increase the availability of parking at other times.</p> <p>Therefore, it is recommended that the proposals are broadly implemented as advertised, with the amendments described above, which lessen the overall level of restriction.</p>
106	<p>Further to your proposals to greatly restrict opportunities for parking on Stratford Road, Ash Vale, I am writing to ask that you reconsider your proposals for this specific area. As you will be aware Holly Lodge School (HLS) is situated on Stratford Road, and limited space at the car park in Carrington Lane has resulted in parents being forced to park on Stratford Road. I am concerned that your proposals will have serious and potentially dangerous unintended consequences.</p>	<p>The proposals in Stratford Road have primarily been developed to resolve previously raised safety, access and traffic flow issues around various junctions, to protect the existing advisory School Keep Clear markings, and mitigate against potential issues developing around other junctions in the vicinity.</p> <p>Stratford Road is a classified road, a bus route and the site of a school. The consideration of the issue</p>

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	<p>Stratford Road is a heavily used road due to the access it provides to the A331 and is often used by heavy goods vehicles. This poses significant risks to the welfare and safety of children attending HLS. The current use of Stratford Road as a convenient parking area for HLS has the benefit of forcing traffic to reduce their speed, and therefore minimizing the risk of accidents and injury. Your proposal to restrict parking would have the unintended consequence of increasing the speed of traffic past HLS at those times of day when children are most likely to be crossing the road, and therefore increase the risk of a serious accident and injury. The probability of this scenario occurring is greatly enhanced by the current lack of suitable crossing zones on both Stratford Road and Mytchett Road. Additionally, the removal of parking access outside of HLS will only result in moving the parking congestion elsewhere to surrounding roads and the already congested car park at Carrington Lane.</p> <p>Whilst I acknowledge that the current parking situation is not desirable it is considerably more preferable, and safer, than the proposals that you have outlined. In your consultation document you state that “full assessments were done in a round a third of the locations”. I would assume that due to the location of a nearby school, that the proposals for Stratford Road were one of those that had a full assessment. I would be grateful if you could outline your reasons for your proposals and why other traffic calming</p>	<p>attempts to balance the needs for safety, access, traffic flow and parking. The latter, however, is effectively a secondary function of the road. The position, extents and operational hours of the proposed restrictions reflect this.</p> <p>Although the controls are not intended to specifically deal with the school-run periods, it is hoped that they will assist in this regard. Very few schools are able to accommodate the parking needs of parents at these times without it spilling over onto the public highway. However, that is not a valid reason for not addressing the issues it can sometimes pose for users of the public highway.</p> <p>Away from the controls, significant lengths of kerb space will remain uncontrolled and available for parking, albeit that these opportunities may not be as conveniently situated.</p> <p>It is appreciated that parking can, in many cases, assist in tempering traffic speeds. Away from the proposed, kerb space will remain available for parking to take place, and in doing so, continue to assist in reducing traffic speeds. Indeed, if the same amount of parking takes place, but over a wider area, its calming effects maybe extended. However, the safety issues parking causes when it takes place close to junctions, and the often grid-locked traffic flow situation, also has</p>
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	<p>measures such as speed bumps, increased crossing access, increasing the size of Carrington Lane car park and the prohibition of large vehicles were not adopted.</p>	<p>to be recognised.</p> <p>The issues raised about pedestrian facilities, crossings and the road's use by heavy goods vehicles have been forwarded to Surrey County Council – Highways, as has the suggestion for traffic calming measures.</p> <p>Surrey County Council, in its capacity as the local education authority, generally leaves the management of the school and its grounds to the head teacher.</p> <p>The suggested creation of additional parking facilities does not fall within the remit of this review and has been forwarded to the Parish Council and the appropriate departments of the Borough and County Council.</p> <p>Prior to the development of the parking proposals, this location, along with around 120 others across the borough, were initially assessed using a desktop study. This preliminary assessment considered various issues such as road classification, accident history, whether the road was located close to a public amenity such as a hospital, surgery or school, was served by a bus route etc... Stratford Road was one of the 30 or so locations that progressed to full assessment. This involved undertaking site visits at various times to assess the parking situation. Of the 30 or so locations that were assessed fully, Stratford</p>
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		<p>Road was one of the 18 that progressed to scheme development.</p> <p>The consideration of a wider range of measures, other than formalised parking restrictions, would be an issue for Surrey County Council to consider, in its capacity as the Highway Authority.</p> <p>As a result of the representations and subsequent discussions with local councillors, it is recommended that the No Waiting At Any Time double yellow line restrictions proposed to support the School Keep Clear markings and which creates a passing place adjacent to the existing bus stop, be introduced as a No Waiting Monday-Friday 8am-6pm single yellow line restrictions, to more closely reflect the operational hours of the school, and increase the availability of parking at other times.</p> <p>Therefore, it is recommended that the proposals are broadly implemented as advertised, with the amendments described above, which lessen the overall level of restriction.</p>
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<p>107</p> <p>Chair of Governors, Holly Lodge Primary School</p>	<p>We, the Governors of Holly Lodge School, would like to make the following comment regarding the on-street parking review:</p> <p>We would welcome anything that will enhance the road safety for our children in the area concerned.</p> <p>From the school's point of view, this could include:</p> <ul style="list-style-type: none"> <li>* Flashing school signs on the approaches to the school</li> <li>* Pedestrian crossing</li> <li>* Traffic calming measures to reduce speed from the B3166/Lysons Avenue roundabout.</li> </ul>	<p>Although no mention is specifically made in relation to the proposed controls, the other issues raised have been forwarded onto Surrey County Council – Highway.</p> <p>As a result of the representations and subsequent discussions with local councillors, it is recommended that the No Waiting At Any Time double yellow line restrictions proposed to support the School Keep Clear markings and which creates a passing place adjacent to the existing bus stop, be introduced as a No Waiting Monday-Friday 8am-6pm single yellow line restrictions, to more closely reflect the operational hours of the school, and increase the availability of parking at other times.</p> <p>Therefore, it is recommended that the proposals are broadly implemented as advertised, with the amendments described above, which lessen the overall level of restriction.</p>
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<p>108</p>	<p>Further to your proposals to greatly restrict opportunities for parking on Stratford Road, Ash Vale, I am writing to ask that you reconsider your proposals for this specific area. As you will be aware Holly Lodge School (HLS) is situated on Stratford Road, and limited space at the car park in Carrington Lane has resulted in parents being forced to park on Stratford Road. I am concerned that your proposals will have serious and potentially dangerous unintended consequences.</p> <p>Stratford Road is a heavily used road due to the access it provides to the A331 and is often used by heavy goods vehicles. This poses significant risks to the welfare and safety of children attending HLS. The current use of Stratford Road as a convenient parking area for HLS has the benefit of forcing traffic to reduce their speed, and therefore minimizing the risk of accidents and injury. Your proposal to restrict parking would have the unintended consequence of increasing the speed of traffic past HLS at those times of day when children are most likely to be crossing the road, and therefore increase the risk of a serious accident and injury. The probability of this scenario occurring is greatly enhanced by the current lack of suitable crossing zones on both Stratford Road and Mytchett Road. Additionally, the removal of parking access outside of HLS will only result in moving the parking congestion elsewhere to surrounding roads and the already congested car park at Carrington Lane.</p>	<p>The proposals in Stratford Road have primarily been developed to resolve previously raised safety, access and traffic flow issues around various junctions, to protect the existing advisory School Keep Clear markings, and mitigate against potential issues developing around other junctions in the vicinity.</p> <p>Stratford Road is a classified road, a bus route and the site of a school. The consideration of the issue attempts to balance the needs for safety, access, traffic flow and parking. The latter, however, is effectively a secondary function of the road. The position, extents and operational hours of the proposed restrictions reflect this.</p> <p>Although the controls are not intended to specifically deal with the school-run periods, it is hoped that they will assist in this regard. Very few schools are able to accommodate the parking needs of parents at these times without it spilling over onto the public highway. However, that is not a valid reason for not addressing the issues it can sometimes pose for users of the public highway.</p> <p>Away from the controls, significant lengths of kerb space will remain uncontrolled and available for parking, albeit that these opportunities may not be as conveniently situated.</p>
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	<p>Whilst I acknowledge that the current parking situation is not desirable it is considerably more preferable, and safer, than the proposals that you have outlined. In your consultation document you state that “full assessments were done in a round a third of the locations”. I would assume that due to the location of a nearby school, that the proposals for Stratford Road were one of those that had a full assessment. I would be grateful if you could outline your reasons for your proposals and why other traffic calming measures such as speed bumps, increased crossing access, increasing the size of Carrington Lane car park and the prohibition of large vehicles were not adopted.</p>	<p>It is appreciated that parking can, in many cases, assist in tempering traffic speeds. Away from the proposed, kerb space will remain available for parking to take place, and in doing so, continue to assist in reducing traffic speeds. Indeed, if the same amount of parking takes place, but over a wider area, its calming effects maybe extended. However, the safety issues parking causes when it takes place close to junctions, and the often grid-locked traffic flow situation, also has to be recognised.</p> <p>The issues raised about pedestrian facilities, crossings and the road’s use by heavy goods vehicles have been forwarded to Surrey County Council – Highways, as has the suggestion for traffic calming measures.</p> <p>Surrey County Council, in its capacity as the local education authority, generally leaves the management of the school and its grounds to the head teacher.</p> <p>The suggested creation of additional parking facilities does not fall within the remit of this review and has been forwarded to the Parish Council and the appropriate departments of the Borough and County Council.</p> <p>Prior to the development of the parking proposals, this location, along with around 120 others across the</p>
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		<p>borough, were initially assessed using a desktop study. This preliminary assessment considered various issues such as road classification, accident history, whether the road was located close to a public amenity such as a hospital, surgery or school, was served by a bus route etc... Stratford Road was one of the 30 or so locations that progressed to full assessment. This involved undertaking site visits at various times to assess the parking situation. Of the 30 or so locations that were assessed fully, Stratford Road was one of the 18 that progressed to scheme development.</p> <p>The consideration of a wider range of measures, other than formalised parking restrictions, would be an issue for Surrey County Council to consider, in its capacity as the Highway Authority.</p> <p>As a result of the representations and subsequent discussions with local councillors, it is recommended that the No Waiting At Any Time double yellow line restrictions proposed to support the School Keep Clear markings and which creates a passing place adjacent to the existing bus stop, be introduced as a No Waiting Monday-Friday 8am-6pm single yellow line restrictions, to more closely reflect the operational hours of the school, and increase the availability of parking at other times.</p>
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		<p>Therefore, it is recommended that the proposals are broadly implemented as advertised, with the amendments described above, which lessen the overall level of restriction.</p>
<p>109</p>	<p>Further to your proposals to greatly restrict opportunities for parking on Stratford Road, Ash Vale, I am writing to ask that you reconsider your proposals for this specific area. As you will be aware Holly Lodge School (HLS) is situated on Stratford Road, and limited space at the car park in Carrington Lane has resulted in parents being forced to park on Stratford Road. I am concerned that your proposals will have serious and potentially dangerous unintended consequences.</p> <p>Stratford Road is a heavily used road due to the access it provides to the A331 and is often used by heavy goods vehicles. This poses significant risks to the welfare and safety of children attending HLS. The current use of Stratford Road as a convenient parking area for HLS has the benefit of forcing traffic to reduce their speed, and therefore minimizing the risk of accidents and injury. Your proposal to restrict parking would have the unintended consequence of increasing the speed of traffic past HLS at those times of</p>	<p>The proposals in Stratford Road have primarily been developed to resolve previously raised safety, access and traffic flow issues around various junctions, to protect the existing advisory School Keep Clear markings, and mitigate against potential issues developing around other junctions in the vicinity.</p> <p>Stratford Road is a classified road, a bus route and the site of a school. The consideration of the issue attempts to balance the needs for safety, access, traffic flow and parking. The latter, however, is effectively a secondary function of the road. The position, extents and operational hours of the proposed restrictions reflect this.</p> <p>Although the controls are not intended to specifically deal with the school-run periods, it is hoped that they will assist in this regard. Very few schools are able to accommodate the parking needs of parents at these</p>

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	<p>day when children are most likely to be crossing the road, and therefore increase the risk of a serious accident and injury. The probability of this scenario occurring is greatly enhanced by the current lack of suitable crossing zones on both Stratford Road and Mytchett Road. Additionally, the removal of parking access outside of HLS will only result in moving the parking congestion elsewhere to surrounding roads and the already congested car park at Carrington Lane.</p> <p>Whilst I acknowledge that the current parking situation is not desirable it is considerably more preferable, and safer, than the proposals that you have outlined. In your consultation document you state that “full assessments were done in a round a third of the locations”. I would assume that due to the location of a nearby school, that the proposals for Stratford Road were one of those that had a full assessment. I would be grateful if you could outline your reasons for your proposals and why other traffic calming measures such as speed bumps, increased crossing access, increasing the size of Carrington Lane car park and the prohibition of large vehicles were not adopted.</p>	<p>times without it spilling over onto the public highway. However, that is not a valid reason for not addressing the issues it can sometimes pose for users of the public highway.</p> <p>Away from the controls, significant lengths of kerb space will remain uncontrolled and available for parking, albeit that these opportunities may not be as conveniently situated.</p> <p>It is appreciated that parking can, in many cases, assist in tempering traffic speeds. Away from the proposed, kerb space will remain available for parking to take place, and in doing so, continue to assist in reducing traffic speeds. Indeed, if the same amount of parking takes place, but over a wider area, its calming effects maybe extended. However, the safety issues parking causes when it takes place close to junctions, and the often grid-locked traffic flow situation, also has to be recognised.</p> <p>The issues raised about pedestrian facilities, crossings and the road’s use by heavy goods vehicles have been forwarded to Surrey County Council – Highways, as has the suggestion for traffic calming measures.</p> <p>Surrey County Council, in its capacity as the local education authority, generally leaves the management of the school and its grounds to the head teacher.</p>
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		<p>The suggested creation of additional parking facilities does not fall within the remit of this review and has been forwarded to the Parish Council and the appropriate departments of the Borough and County Council.</p> <p>Prior to the development of the parking proposals, this location, along with around 120 others across the borough, were initially assessed using a desktop study. This preliminary assessment considered various issues such as road classification, accident history, whether the road was located close to a public amenity such as a hospital, surgery or school, was served by a bus route etc... Stratford Road was one of the 30 or so locations that progressed to full assessment. This involved undertaking site visits at various times to assess the parking situation. Of the 30 or so locations that were assessed fully, Stratford Road was one of the 18 that progressed to scheme development.</p> <p>The consideration of a wider range of measures, other than formalised parking restrictions, would be an issue for Surrey County Council to consider, in its capacity as the Highway Authority.</p> <p>As a result of the representations and subsequent discussions with local councillors, it is recommended</p>
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		<p>that the No Waiting At Any Time double yellow line restrictions proposed to support the School Keep Clear markings and which creates a passing place adjacent to the existing bus stop, be introduced as a No Waiting Monday-Friday 8am-6pm single yellow line restrictions, to more closely reflect the operational hours of the school, and increase the availability of parking at other times.</p> <p>Therefore, it is recommended that the proposals are broadly implemented as advertised, with the amendments described above, which lessen the overall level of restriction.</p>
110	<p>I used to have 2 children at the school and 5 years ago I put forward a suggestion to help ease the traffic situation at the school. The first and I still believe a vitally important one, is to ban all right turning into the school, as this results in traffic being backed up onto the roundabout. Where the school allows parents to enter the school to use the "drop off" point, it results in cars being unable to quickly turn into the school. I have on several occasions been stopped behind a car waiting to turn right into school, and been overtaken by cars who know that traffic is being held up by the right turning.</p> <p>I also proposed that the school close the gates at 2.30 till 3.20 preventing parents from parking in the grounds and restricting the flow of traffic for the afternoon pickup. I</p>	<p>The proposals in Stratford Road have primarily been developed to resolve previously raised safety, access and traffic flow issues around various junctions, to protect the existing advisory School Keep Clear markings, and mitigate against potential issues developing around other junctions in the vicinity.</p> <p>Stratford Road is a classified road, a bus route and the site of a school. The consideration of the issue attempts to balance the needs for safety, access, traffic flow and parking. The latter, however, is effectively a secondary function of the road. The position, extents and operational hours of the proposed restrictions reflect this.</p>

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	<p>recommended that the school only allow the first 2 cars to collect children and that if their children were not waiting to be collected that the parents left the premises and drove round the "block" allowing time for their children to get to the pick up point, or went and parked and walked into school to collect their child on foot. I have to pass the school regularly and it is not uncommon to see parents parked in the school at 2.50pm waiting for their children to come out at 3.15pm. This however quickly causes the process of the pick up to be difficult as their children are not always the first out.</p> <p>Only this afternoon the traffic congestion caused by the school, resulted in it taking more than 8 minutes to travel from the entrance to Stratford Road, past the school to the roundabout. The bulk of this was caused by the parents queing back from the pick up point, along the side of the parked cars, this in turn restricted the cars who wanted to go straight past the school. Also at this point the road was so congested that any large vehicle would have had severe difficulties passing the school and I am also glad that no emergency vehicle needed to travel past.</p> <p>When my earlier suggestions were put to the school, I was informed that they would be difficult to introduce as it was not possible to close the gates in case an emergency vehicle needed to access the premises, in the current situation they wouldn't get in anyway. Also other schools regularly use barriers to prevent access into their schools, however they do not inhibit the access of emergency</p>	<p>Although the controls are not intended to specifically deal with the school-run periods, it is hoped that they will assist in this regard.</p> <p>The issues raised about formally banning the right turning manoeuvre into the school have been forwarded to Surrey County Council – Highways.</p> <p>Surrey County Council, in its capacity as the local education authority, generally leaves the management of the school and its grounds to the head teacher.</p> <p>As a result of the representations and subsequent discussions with local councillors, it is recommended that the No Waiting At Any Time double yellow line restrictions proposed to support the School Keep Clear markings and which creates a passing place adjacent to the existing bus stop, be introduced as a No Waiting Monday-Friday 8am-6pm single yellow line restrictions, to more closely reflect the operational hours of the school, and increase the availability of parking at other times.</p> <p>Therefore, it is recommended that the proposals are broadly implemented as advertised, with the amendments described above, which lessen the overall level of restriction.</p>
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	<p>vehicles. I have also found the school unwilling to be proactive about the road situation, and I have even seen their teachers being ones to turn right into the school after school newsletters had requested that right turning cease.</p> <p>The school should also encourage and promote walking buses, and buddy pick up and drop off to ease the problem. When this school was originally built it was only an junior school with much smaller numbers, the council has allowed for the expansion of the school and not made provision for the drop off and collection of children. Another option for easing of collection times would be to stagger the end of school, in the way that some private schools do, and if there are children in more than one year, they would need to wait for the later class to finish, and this would reduce the number of parents needing to be at the school at a set time. Further provision for playground supervision in the morning would enable parents to stagger the times at which children arrive at school and again reduce the number of people arriving between 08.30 and 08.50. I feel the school needs to accept more responsibility and take a far more proactive approach to this situation.</p> <p>I look forward to the provision of the double yellow lines and hopefully a right turn block at this site.</p>	
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<p>111</p> <p>104-signature SCC E-petition</p> <p>(including 9 signatories that also made individual representations)</p>	<p>We the undersigned would like Surrey Council and Guildford Borough to withdraw their current proposal to introduce 'No Waiting At Any Time, Double Yellow Lines' Outside Holly Lodge School and the length of Stratford Road and Meadow Close, Ash Vale. This would put a huge strain on the surrounding roads, Carrington Lane carpark and The School's drive through.</p>	<p>The proposals in Stratford Road have primarily been developed to resolve previously raised safety, access and traffic flow issues around various junctions, to protect the existing advisory School Keep Clear markings, and mitigate against potential issues developing around other junctions in the vicinity.</p> <p>Stratford Road is a classified road, a bus route and the site of a school. The consideration of the issue attempts to balance the needs for safety, access, traffic flow and parking. The latter, however, is effectively a secondary function of the road. The position, extents and operational hours of the proposed restrictions reflect this.</p> <p>Although the controls are not intended to specifically deal with the school-run periods, it is hoped that they will assist in this regard. Very few schools are able to accommodate the parking needs of parents at these times without it spilling over onto the public highway. However, that is not a valid reason for not addressing the issues it can sometimes pose for users of the public highway.</p> <p>Away from the controls, significant lengths of kerb space will remain uncontrolled and available for parking, albeit that these opportunities may not be as conveniently situated.</p>
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		<p>It is appreciated that parking can, in many cases, assist in tempering traffic speeds. Away from the proposed, kerb space will remain available for parking to take place, and in doing so, continue to assist in reducing traffic speeds. Indeed, if the same amount of parking takes place, but over a wider area, its calming effects maybe extended. However, the safety issues parking causes when it takes place close to junctions, and the often grid-locked traffic flow situation, also has to be recognised.</p> <p>As a result of the representations and subsequent discussions with local councillors, it is recommended that the No Waiting At Any Time double yellow line restrictions proposed to support the School Keep Clear markings and which creates a passing place adjacent to the existing bus stop, be introduced as a No Waiting Monday-Friday 8am-6pm single yellow line restrictions, to more closely reflect the operational hours of the school, and increase the availability of parking at other times.</p> <p>Therefore, it is recommended that the proposals are broadly implemented as advertised, with the amendments described above, which lessen the overall level of restriction.</p>
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