

# Agenda

Guildford  
Local  
Committee

## **Welcome to Guildford Local Committee**

Your Councillors, Your Community  
and the Issues that Matter to You

## Discussion

- Annual Report from Surrey Fire & Rescue Service
- Review of the Guildford Controlled Parking Zone
- Open Forum public question time



**SURREY**  
COUNTY COUNCIL

## Venue

**Location:** LANCASTER HALL,  
*SEND GU23 7ET*

**Date:** Wednesday, 18  
*September 2013*

**Time:** 7.00 pm

# You can get involved in the following ways

# Get involved

## ***Ask a question***

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

## ***Write a question***

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

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

## ***Sign a petition***

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

## **Thank you for coming to the Local Committee meeting**

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

Email: [carolyn.anderson@surreycc.gov.uk](mailto:carolyn.anderson@surreycc.gov.uk)

Tel: 01483 517336



**SURREY**  
COUNTY COUNCIL

### **Surrey County Council Appointed Members**

Mr Mark Brett-Warburton, Guildford South East (Chairman)  
Mr W D Barker OBE, Horsleys (Vice-Chairman)  
Mr Graham Ellwood, Guildford East  
Mr David Goodwin, Guildford South West  
Mr George Johnson, Shalford  
Mrs Marsha Moseley, Ash  
Mrs Pauline Searle, Guildford North  
Mr Keith Taylor, Shere  
Mrs Fiona White, Guildford West  
Mr Keith Witham, Worplesdon

### **Borough Council Appointed Members**

Cllr Mark Chapman, Westborough  
Cllr Monika Juneja, Burpham  
Cllr Nigel Manning, Ash Vale  
Cllr Bob McShee, Worplesdon  
Cllr James Palmer, Shalford  
Borough Councillor Tony Phillips, Onslow  
Cllr Caroline Reeves, Friary and St Nicolas  
Cllr Tony Rooth, Pilgrims  
Cllr Stephen Mansbridge, Ash South & Tongham  
Cllr David Wright, Tillingbourne

Chief Executive  
**David McNulty**

			
Mr Mark Brett-Warburton (Chairman)  Guildford South East	Mr WD Barker OBE (Vice-Chairman)  Horsleys	Mr Graham Ellwood  Guildford East	Mr David Goodwin  Guildford South East
			
Mr George Johnson  Shalford	Mrs Marsha Moseley  Ash	Mrs Pauline Searle  Guildford North	Mr Keith Taylor  Shere
		 <b>SURREY</b> COUNTY COUNCIL  <b>Local Committee (GUILDFORD)</b>  <b>County Councillors 2013-17</b>	
Mrs Fiona White  Guildford West	Mr Keith Witham  Worplesdon		

			
Cllr Mark Chapman  Westborough	Cllr Monika Juneja  Burpham	Cllr Nigel Manning  Ash Vale	Cllr Stephen Mansbridge  Ash South & Tongham
			
Cllr Bob McShee  Worplesdon	Cllr James Palmer  Shalford	Cllr Tony Phillips  Onslow	Cllr Caroline Reeves  Friary & St Nicolas
		 <b>GUILDFORD BOROUGH</b>  <b>Local Committee (GUILDFORD)</b>  <b>Borough Council Members 2013-14</b>	
Cllr Tony Rooth  Pilgrims	Cllr David Wright  Tillingbourne		

**If you would like a copy of this agenda or the attached papers in another format, e.g. large print, Braille, or another language please either call Carolyn Anderson on 01483 517336 or write to the Community Partnerships Team at Surrey County Council, Old Millmead House, Millmead, Guildford, GU2 4BB or [carolyn.anderson@surreycc.gov.uk](mailto:carolyn.anderson@surreycc.gov.uk)**

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

## **GUIDANCE ON USE OF INFORMATION TECHNOLOGY (IT) AND SOCIAL MEDIA AND ON THE RECORDING OF MEETINGS**

Those wishing to report the proceedings at the meeting will be afforded reasonable facilities for doing so; however, there is no legal requirement to enable audio or video recordings or use of IT and social media during the meeting. The final decision on whether a member of the public or press may undertake these activities is a matter for the Chairman's discretion.

All mobile devices (mobile phones, BlackBerries, etc) should be switched off or placed in silent mode during the meeting to prevent interruptions and interference with any Public Address (PA) or Induction Loop systems. Those attending for the purpose of reporting on the meeting may use mobile devices in silent mode to send electronic messages about the progress of the public parts of the meeting. This is subject to no interruptions, distractions or interference with any PA or Induction Loop systems being caused. The Chairman may ask for mobile devices to be switched off in these circumstances.

Any requests to record all or part of the meeting must be made in writing, setting out the parts of the meeting, purpose and proposed use of the recording, to the Chairman prior to the start of the meeting. In considering requests to record the meeting, the Chairman will take into consideration the impact on other members of the public in attendance. The Chairman may inform the committee and any public present at the start of the meeting about a proposed recording, the reasons and purpose for it and ask if there are any objections. The Chairman will consider any objections along with any other relevant factors before making a decision. The Chairman's decision will be final, but s/he may ask for recordings to be ceased in the event that they become a distraction to the conduct of the meeting and may request a copy and transcript of any recording made.

## **1 APOLOGIES FOR ABSENCE**

To receive any apologies for absence and notices of substitutions from Borough members under Standing Order 39.

## **2 MINUTES OF PREVIOUS MEETING**

(Pages 1 - 18)

To approve the Minutes of the previous meeting held on 19 June 2013 as a correct record.

## **3 DECLARATIONS OF INTEREST**

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

Notes:

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

## **4 PETITIONS**

To receive any petitions in accordance with Standing Order 65.

(1) To shut Walnut Tree Close/Woodbridge Meadows to through traffic, reverting them to no through roads

### **4a PETITION RESPONSE**

(Pages 19 - 22)

To provide the committee with a response to a petition previously submitted to the Local Committee.

(1) speed limit in Sheepfold Road (submitted 19 June 2013)

(2) request for a railway station in Park Barn as proposed in the County Council's Rail strategy (submitted 19 June 2013)

## **5 PUBLIC QUESTION TIME**

To receive any questions from Surrey County Council electors within the area in accordance with Standing Order 66.

**6 MEMBER QUESTION TIME**

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

**7 REVIEW OF GUILDFORD TOWN CENTRE CONTROLLED PARKING ZONE - DENE ROAD AREA, RIVERMOUNT GARDENS, ST LUKE'S SQUARE AND OTHER AREAS** (Pages 23 - 164)

This report presents representations and objections received because of advertising proposed changes to existing parking restrictions and the introduction of new parking at various locations mainly in the town centre but also at other locations.

This report makes recommendations as to the next steps

**8 REVIEW OF PARKING CONTROLS - ONSLOW VILLAGE, OTHER AREAS OF THE TOWN CENTRE & CHILWORTH** (Pages 165 - 206)

To provide proposals with a view to addressing parking issues in the part of Onslow Village that is not in the town centre controlled parking zone (CPZ). The Committee agreed to consult on a proposal to extend the CPZ and this report presents the comments received as a result of the exhibitions and makes recommendations as to the next steps.

A number of other parking issues have also arisen in areas around the town centre and in Chilworth. The Committee is asked to consider these issues and the respective recommendations.

**9 ON-STREET PARKING CHARGES IN GUILDFORD** (Pages 207 - 216)

In Guildford town centre on-street parking for visitors is controlled by pay and display. To ensure this control works to help reduce congestion the Committee is asked to consider increasing the charge for on-street pay and display parking by 10p per half hour.

**10 LOCAL SUSTAINABLE TRANSPORT FUND UPDATE** (Pages 217 - 258)

This report asks Members to note the LSTF Annual Report submitted to the Department for Transport (DfT) in July 2013 and the progress made with the programme to date.

**11 GUILDFORD PARK & RIDE UPDATE** (Pages 259 - 264)

This report updates Guildford Local Committee on the contract arrangements for the Guildford Park & Ride bus services. The report also considers the rationalisation of the season ticket offer and recommends the introductory fare structure for the new Onslow Park & Ride service.

**12 HIGHWAYS UPDATE** (Pages 265 - 272)

This report provides an update on the 2013/14 programme of minor highway works funded by this committee as well as Section 106 (developer funded) and Casualty Reduction Group (CRG) schemes.



- 13 SURREY FIRE AND RESCUE SERVICE ANNUAL REPORT** (Pages 273 - 284)
- To receive an outline of the major strands of activity being undertaken within the Guildford area by the Surrey Fire and Rescue Service (SFRS) teams based at Guildford and Gomshall Fire Stations.
- 14 FORWARD PROGRAMME** (Pages 285 - 288)
- To consider the Forward Programme of reports for the Local Committee for 2013/14.

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**DRAFT**

Minutes of the meeting of the  
**Guildford LOCAL COMMITTEE**  
 held at 7.00 pm on 19 June 2013  
 at King George V Hall, Effingham KT24 5ND.

**Surrey County Council Members:**

- Mr Mark Brett-Warburton (Chairman)
- Mr Graham Ellwood
- \* Mr W D Barker OBE (Vice-Chairman)
- \* Mr David Goodwin
- \* Mrs Marsha Moseley
- \* Mrs Pauline Searle
- \* Mr Keith Taylor
- \* Mrs Fiona White
- \* Mr Keith Witham
- \* Mr George Johnson

**Borough / District Members:**

- \* Borough Councillor Mark Chapman
- \* Borough Councillor Monika Juneja
- \* Borough Councillor Nigel Manning
- Borough Councillor Bob McShee
- \* Borough Councillor James Palmer
- Borough Councillor Tony Phillips
- \* Borough Councillor Caroline Reeves
- Borough Councillor Tony Rooth
- \* Borough Councillor David Wright
- \* Borough Councillor Stephen Mansbridge

\* In attendance

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**1/13 APOLOGIES FOR ABSENCE [Item 1]**

Apologies for absence were received from Mr Mark Brett-Warburton, Cllr Tony Rooth, Cllr Tony Phillips and Cllr Bob McShee. Therefore Mr W D Barker OBE chaired the meeting through his role as Vice-Chairman.

**2/13 MINUTES OF PREVIOUS MEETING [Item 2]**

The minutes of the meeting held on 13 March 2013 were confirmed as a true record.

**3/13 DECLARATIONS OF INTEREST [Item 3]**

Mrs Fiona White declared a pecuniary interest against items 11 and 12 as she was a Trustee of The Barn Youth Project.

**4/13 PETITIONS [Item 4]**

Petition 1: A petition was presented by Mr Les Ames who was vice-Chairman of the Park Barn and Westborough Community Association. The petition attracted 136 signatures and called on the committee to complete the repair of the entire length of Cabell Road. The Area Highways Manager's response said that phase two of Cabell Road was scheduled for year three of Project Horizon. This was noted. The committee response can be found at **Annexe 1** of these minutes.

Petition 2: A petition was bought by Mrs Johnson of Sheepfold Road who was in attendance and the petition was presented by Mr Quinn. The petition attracted 130 signatures and called on the committee to consider implementing a speed reduction to 20mph in Sheepfold Road. The Area Highways Manager would conduct more research into the issues raised and provide a formal response at the meeting in September.

Petition 3: Under Chairman's discretion a petition was presented by Mr Les Ames who was vice-Chairman of the Park Barn and Westborough Community Association. The petition attracted 43 signatures and gave support to the proposal of a new train station to be located in Park Barn as referred to in the draft Rail Strategy. With the Chairman's permission the petition was delivered under item 7 of the agenda. There would be a formal response at the meeting in September.

**5/13 PUBLIC QUESTIONS [Item 5]**

One public question was received from Mr Norris, resident of Ash regarding the height of the speed bumps in Park Barn. Officers would check the height and this was noted by the committee. The committee response can be found at **Annexe 1** of these minutes. Mr Norris was not in attendance at the meeting.

**6/13 MEMBER QUESTIONS [Item 6]**

No member questions were received.

**7/13 THE SURREY RAIL STRATEGY [Item 7]**

The committee received a petition in support of the proposed new train station in Park Barn (as per item 4 of these minutes).

The Assistant Director for Economy, Transport and Planning spoke to the report. The strategy was being developed to tackle overcrowding, improve access to London from Surrey towns and to boost the economy. The Surrey Rail Strategy Report was commissioned from Ove Arup and Partners Ltd and the recommendations of their report was the subject of the consultation. Rail service providers had already made a commitment to train lengthening, electrification of the North Downs Line and improved access to airports.

Included with the paper was the proposal for Crossrail 2. Discussion was underway with rail service providers to extend the line to Woking. The benefits outlined included up to nine additional trains into London every hour and increased access to destinations across London.

Members were in support of the need for a rail strategy and welcomed the proposals in the report. Particular support was received for the proposed new station at Park Barn by members representing north Guildford. Reassurance was given that a full environmental impact assessment would be conducted before any change was made to the North Downs line service. In most instances locally 16 car trains may not be feasible and 10-12 car trains more likely. Restoration of the Cranleigh to Guildford line was not in the report as there had not been a positive business case for it. Members noted that a sound and efficient road infrastructure and adequate parking capacity would also be required to support rail service improvements and additional services. Any strategic changes should tie in with other major transportation strategic proposals for Guildford. Members were also supportive of the potential opportunities provided by Crossrail 2, although it was noted it would be unlikely the service would extend to Guildford.

### **8/13 OPERATION HORIZON - 5 YEAR MAINTENANCE PLAN [Item 8]**

The Group Manager (Surrey Highways) spoke to the report. The Carriageway Team Leader (Surrey Highways) was in attendance.

Operation Horizon was a new targeted investment programme for road maintenance across the county. Overall contract savings from the programme would be 16-20% on existing contract rates enabling £16-20 million to be reinvested into Surrey's roads. Year one of the programme was received as a tabled document and can be found at **Annexe 2 (a+b)** of these minutes.

#### **Public Forum Questions (at the Chairman's discretion)**

Public concern was focused on the condition and scheduled repair of The Drift and The Street both in East Horsley. The complete length of The Drift would be scheduled for repair and reconstruction in the New Year when the drainage would also be addressed. . Some roads were not included in Year one due to drainage issues. The meeting heard that there would also be a five-year drainage plan for the borough published in the New Year. The Street would be repaired under the Winter Damage budget and not Operation Horizon. A team from SCC Highways would make an assessment of The Street within the coming week.

#### **Thereafter the member discussion began.**

The members were in overall support of the programme and welcomed the scheduled list of works. There was agreement that drainage works should be a high priority matched alongside of the highway repairs.

There was discussion about the repair of Cabell Road and other roads of concrete construction in north Guildford. Local members suggested bringing forward the repair of Cabell Road as they had concerns about the structure as well as the surface of the road. However, highways engineers had made an assessment and concluded that Cabell Road should be repaired in year three of the programme. The meeting heard that repairs to concrete roads were more complex and required a greater percentage of the budget and that this also needed to be taken into account within the schedule. Highways officers would work with members from north Guildford to discuss in greater detail the

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schedule for Cabell Road and other concrete roads that may draw similar local concern.

Members heard that grouping together of repairs was done wherever possible, however sometimes issues such structural matters and drainage work that meant some roads were repaired in part and some adjoining roads were not always repaired at the same time as one another.

Members also heard that there would be a successor project to Horizon which would address the outstanding 7% of roads still to be scheduled. This project was currently subject to a funding investment programme which would be put before Cabinet in due course. The Chairman reminded officers that local authorities and contractors must work as one to provide a 'joined-up' service and paid credit to the Area Highways Manager.

### **The Local Committee (Guildford) agreed to**

- (i) Note the decision made by Cabinet on the 26<sup>th</sup> March 2013 to allocate capital monies to Operation Horizon as detailed in the Medium Term Financial Plan.
- (ii) Formally approve the Operation Horizon programme for Guildford and that the 85km of road, across the defined scheme list detailed in Annex One, is resurfaced over the investment period.
- (iii) Note that Surrey Highways will produce an annual report in March 2014 confirming programme progress and success to date.

#### **REASON:**

17% of the County's roads are classified as "poor", requiring structural repair. Operation Horizon will seek to address this structural issue by rebuilding a minimum of 10% of the road network and over the investment period will realise £16m to £20m in savings, all of which will be fully re-invested in the highway network.

The investment programme will not completely resolve the wider road maintenance backlog (estimated at £200m), however, it is intended to reduce the number of roads classified as "poor" by 50% and will be a significant step in improving the overall road network

### **9/13 GUILDFORD HIGH STREET SETTS MAINTENANCE STRATEGY [Item 9]**

The Area Highways Manager spoke to the report.

The proposal before the committee was to agree an approach to the surface repair of Guildford High Street. Members agreed that the High Street was materially and culturally important and that piecemeal repairs of the High Street setts over the years had resulted in a patchwork effect of varying quality. They further agreed that a joint approach between the local authorities and other stakeholders would be both desirable and essential given the likely costs. The meeting heard that although it was unlikely that planning contributions could be a source of funding the borough council was committed to make a contribution to the costs. It was proposed that local businesses

could make a contribution and that a bid could be submitted to other funding bodies such as English Heritage. Members would include this project alongside other spending commitments when the 2014/5 Highways budget was considered later in the year. Members were unanimous that any contractual work undertaken on the High Street in future must include an agreement with contractors to replace the setts to an identified and identical quality.

**The Local Committee for Guildford agreed:**

- (i) the setts in Guildford High Street should be re-laid in their entirety, rather than repairing damaged sections only as has been the case in the past, with work commencing in 2014/15.
- (ii) The Area Highways Manager, in consultation with the Chairman of the Local Committee and the Guildford Borough Council Lead Councillor for Town Centre Planning and Infrastructure, will establish a Steering Group (as described in paragraphs 4.1-4.4 of this report) to advise and consult on standards for installation, the manner in which work is carried out (with consideration of potential for disruption), the timescale for completion (with consideration of available funding) and future protection of completed work.
- (iii) the committee will explore sources of funding from 2014/15 onwards.
- (iv) Surrey County Council's central Asset Management Team is asked to contribute towards funding.
- (v) Guildford Borough Council is asked to work in partnership with Surrey County Council on this project and direct funding as it becomes available.
- (vi) The Area Highways Manager will report back to the Local Committee on progress either through the standard Highways Update reports or separately as appropriate.

**REASONS:**

Guildford's steeply sloping High Street is perhaps the most iconic road in Surrey, contributing to the charm of a historic county town which attracts thousands of visitors from around the world. The road served as backdrop to the finish of the 2012 Tour of Britain cycle race, as it will again in 2013, and was part of the Olympic torch route. It is also one of the most successful high turnover retail streets in the country.

Areas of the granite setts that form the carriageway in the High Street have been re-laid over the years, resulting in a patchwork appearance. Various areas remain in need of repair and ongoing deterioration can be expected through the length of the road.

In order to bring this flagship road up to a good and uniform standard it is recommended that the maintenance strategy should be to re-lay the setts entirely, rather than continue to repair failed areas on an ad-hoc basis.

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### **10/13 HIGHWAYS UPDATE [Item 10]**

The members of the committee noted the report which had been prepared for their information. There were no further comments or questions.

### **11/13 LOCAL PREVENTION FRAMEWORK - YOUTH TASK GROUP RECOMMENDATION [Item 11]**

The Contract Performance Officer (Youth Work Lead) spoke to the paper.

Mrs Fiona White had declared a pecuniary interest as she was a trustee of The Barn Youth Project and she did not participate in the vote.

The proposal for the Local Committee was to commission services to prevent young people becoming Not in Education, Employment or Training (NEET) within the borough of Guildford. The members of the Local Committee Youth Task group along with key stakeholder partners had evaluated the shortlisted bids and provided their advice to the members of the committee. The successful bid was for 100% of the service delivery although the task group had requested some parts of the service could be sub-contracted to other smaller suppliers who could operate on a very local or targeted level where appropriate. This was approved by the members of the committee.

#### **The Local Committee (Guildford) agreed:**

To approve the Youth Task Group recommendation to award a funding agreement for a twenty four month period from 01 September 2013 to the following provider:

Guildford YMCA for 100% of the contract value (£246,000 for the twenty-four month period) to prevent young people from becoming NEET in Guildford.

#### **REASON:**

The recommendations will support the council's priority to achieve full participation; that is for 100% of young people aged 16 to 19 to be in education, training or employment.

### **12/13 SERVICES FOR YOUNG PEOPLE COMMISSIONS IN GUILDFORD 2012/13 [Item 12]**

The report was for the information of the members of the committee. It was a high level report detailing the spend and performance outcomes of the previous year's commissioned services. Surrey County Council commissioned over £14 million of youth services across Surrey. Members were asked to note that there was a correction for the figures provided for centre-based youth work. These should read a total contract value 2012/13 of £21,088 plus 4.64 Full Time Equivalentents.

The members of the Local Committee noted the report.



**13/13 YOUTH SMALL GRANTS [Item 13]**

Ms Kate Peters from Surrey Youth Focus addressed the meeting to inform members of the committee that Surrey Youth Focus would be undertaking the administration of the Youth Small grants under contract from Surrey County Council. Ms Peter's said she would be a contact for members regarding any local bids. Ms Peter's contact details would be circulated.

**14/13 NOMINATIONS TO TASK GROUPS AND OUTSIDE BODIES [Item 14]**

The paper was bought by the Community Partnerships Team.

The members of the Local Committee agreed their representation on task groups and outside bodies for the new municipal year. The Guildford Health and Well-being Board was a new group and an information paper was tabled at the meeting. This paper can be found at **Annexe 3** of these minutes.

**The Local Committee (Guildford) agreed**

- (i) the terms of reference for the two Task Groups as set in Annexes A and B of the committee report.
- (ii) The membership for the Task Groups be as set out in paragraphs 1.4 and 1.7 of the committee report **as follows:**

Transportation Task Group

County: Cllr Mark Brett-Warburton (C), Cllr Bill Barker, Cllr David Goodwin

Borough: Cllr James Palmer, Cllr Tony Rooth, Cllr Tony Phillips

Youth Task Group

County: Cllr Keith Taylor (C), Cllr Pauline Searle

Borough: Cllr Caroline Reeves, Cllr Sarah Creedy

- (iii) To appoint members of the Local Committee to the outside bodies as listed in the report (paragraphs 1.9 – 1.10) **as follows:**

Guildford Railway Station Re-development Working Group

Two County delegates only: Cllr Mark Brett-Warburton, Cllr Bill Barker

Safer Guildford Partnership (CSP)

County delegate only: Cllr Fiona White

Guildford Health and Well-being Board

County delegate only: Cllr Pauline Searle

**REASONS**

Member task groups have been created to enable focused attention on areas of work as required by the Local Committee. The task groups will undertake

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detailed consideration of matters and in turn advise the Committee of their findings in order to better inform the decision making process.

1. It is important for the Local Committee to provide representations on local groups to ensure that local priorities are reflected and informed

### **15/13 GUILDFORD COMMUNITY SAFETY BUDGET 2013/4 [Item 15]**

The paper was bought by the Community Partnerships Team.

The Local Committee agreed to transfer the delegated community safety budget to the Safer Guildford Partnership to contribute to local schemes and initiatives.

#### **The Local Committee (Guildford) agreed:**

- (i) To nominate County Councillor Fiona White to represent the Local Committee on the CSP in 2013-14.
- (ii) the community safety budget of £3,226 having been delegated to the Local Committee should be transferred to the CSP.
- (iii) that the Community Partnerships Manager manage and authorise expenditure from the budget delegated to the Local Committee in accordance with the strategic aims of the CSP.

#### **REASONS**

The County Council is a statutory member of the Community Safety Partnership, known as the Safer Guildford Partnership. The Council values partnership working that will make a positive contribution to local projects and activities that will create a safer community for Guildford residents.

### **16/13 FORWARD PROGRAMME [Item 16]**

The Local Committee noted the report.

Meeting ended at: 9.35 pm

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**Chairman**



**Surrey County Council Local Committee (Guildford) 19 June 2013**

**Petitions [Item 4]**

<b>Principal petitioner/organisation</b>	Westborough Liberal Democrats. Attracting 136 signatories
<b>SCC Division / GBC Ward</b>	Guildford West/Westborough
<b>Summary of concerns and requests</b>	<p><b>Cabell Road, repairs issue</b></p> <p><i>Although work has been done to part of Cabell Road, the rest of the road is still in very poor condition with unstable slabs and uneven surfaces.</i></p> <p><i>We, the undersigned call upon the Guildford Local Committee to insist that Surrey County Council must complete the repairs to Cabell Road to make the whole a fit and proper road for local residents and other road users.</i></p> <p><i>We believe that the continual failure to maintain the road properly is causing damage to vehicles, distress to residents and a safety hazard and adding to costs of future repairs.</i></p>
<b>Response</b>	The section of Cabell Road between Pond Meadow and Barnwood Road was repaired and re-surfaced in the last financial year, 2012/13. The Project Horizon five year carriageway maintenance programme for Guildford Borough is on the agenda of today's Local Committee meeting and includes the remaining section of Cabell Road between Barnwood Road and Park Barn Drive at years three to five, as well as Southway between Pond Meadow and Egerton Road in the same period.

<b>Principal petitioner/organisation</b>	Mrs Johnson, resident of Sheepfold Road. Attracting 130 signatories
<b>SCC Division / GBC Ward</b>	Guildford West/Westborough
<b>Summary of concerns and requests</b>	<b>Sheepfold Road, speed issue</b>

	<p><i>We, the undersigned and residents of Sheepfold Road, wish to make an application for a speed limit of 20mph for Sheepfold Road as a traffic calming measure.</i></p> <p><i>This request is made due to the increased number of cars using the road as a 'rat run'. Also, the road appears to be straight going up hill but in fact has a distinct bend near the top which means it is impossible to see the end of the road either way.</i></p> <p><i>We feel it is only a matter of time before a serious accident occurs.</i></p>
<b>Response</b>	<p>The Committee would like to thank Mrs Johnson for presenting the petition on behalf of residents of Sheepfold Road and ask that the Area Highway Manager investigates and brings a response to their next public meeting.</p>

### **Public Questions [Item 5]**

Submitted by Alan Norris, resident of Ash.

Motorists who pass over the speed tables and ramps in Park Barn Drive, Guildford (southern end) incur a very uncomfortable ride even at low speeds. This also affects bus passengers on the many buses serving Park Barn. I have taken some approximate measurements on the length of some of the ramps, and the actual sloping part of the ramp is typically no more than 70 - 80 cm in length. For a ramp height of 80 - 100 mm, this means that the gradient is about 1 in 8 to 1 in 10. There is no transition at the toe of the slope, which itself causes a jolt when passing over. The Surrey County Council Traffic Calming Guide (see [http://www.surreycc.gov.uk/\\_data/assets/pdf\\_file/0003/166422/Traffic-Calming-Good-Practice-Guide.pdf](http://www.surreycc.gov.uk/_data/assets/pdf_file/0003/166422/Traffic-Calming-Good-Practice-Guide.pdf)) states that the ramp gradient should not be steeper than 1:20 on bus routes (which applies to Park Barn Drive) and 1:15 elsewhere (in line with Transport for London (TfL) guidance and advice). The speed table length should be at least 7.5m long as it is on a bus route. Will the Guildford Local Committee please arrange to have the speed ramps in Park Barn Drive measured to confirm whether they meet the current regulations on the dimensions of speed ramps, and arrange for remedial action to bring the ramps in line with the regulations?

The speed tables and ramps at the northern end of Park Barn Drive would appear to conform to the regulations as the ride over those ramps is somewhat better.

### **Answer**

The Committee would like to thank Mr Norris for presenting his studies on the traffic calming dimensions in Park Barn Drive.

## TABLED ITEM

When the traffic calming, at the southern end of Park Barn was installed, SCC received comments regarding their dimensions. Subsequently, officers carried out investigations and as a result they were modified to the correct dimensions. Since then, no further comments regarding their dimensions have been received.

SCC officers will carry out further investigation to determine the traffic calming dimensions, where they are situated at the southern end of the road. If the dimensions are found to be not complying with the SCC standard they will be rectified.

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### Operation Horizon Guildford – Year 1

Ref	Councillor	Road Name	Status	Planned Date
1	Pauline Searle	QUEENS DRIVE	Completed	Completed 2013
2	Pauline Searle	STOUGHTON ROAD	Completed	Completed 2013
3	Pauline Searle	NORTH ROAD	Completed	Completed 2013
4	Fiona Wright	GRANTLEY ROAD	Completed	Completed 2013
5	Keith Taylor	SEND MARSH ROAD	Completed	Completed 2013
6	Keith Witham	QUEENS ROAD	Completed	Completed 2013
7	Marsha Moseley	WENTWORTH CRESC	Completed	Completed 2013
8	Marsha Moseley	NEWFIELD ROAD	Completed	Completed 2013
9	David Goodwin	THE MOUNT	Completed	Completed 2013
10	David Goodwin	WODELAND AVENUE	Completed	Completed 2013
11	David Goodwin	RIDGEMOUNT	Completed	Completed 2013
12	Graham Ellwood	MERROW STREET	Completed	Completed 2013
13	George Johnson	OLD PORTSMOUTH RD	Programmed	July 2013
14	Graham Ellwood	DOWN ROAD	In Design	Q3
15	Graham Ellwood	WOODBIDGE ROAD	In Design	Q3
16	George Johnson	BINTON LANE	In Design	Q3
17	George Johnson	QUEEN STREET	In Design	Q3
18	George Johnson	PUTTENHAM HEATH RD	In Design	Q3
19	Marsha Moseley	LYSONS AVENUE	In Design	Q3
20	Keith Witham	BEECH LANE	In Design	Q3
21	Mark Brett-Warburton	ABBOTSWOOD	In Design	Q3
22	George Johnson	BROADFORD ROAD	In Design	Q3
23	David Goodwin	AGRARIA ROAD	In Design	Q3
24	George Johnson	HORSHAM ROAD	In Progress	Ongoing
25	Mark Brett-Warburton	CLINE ROAD	In Design	Q3
26	Mark Brett-Warburton	HIGH STREET	In Design	Q4
27	Mark Brett-Warburton	EPSOM ROAD	In Design	Q4

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<b>28</b>	Mark Brett-Warburton	CHERTSEY STREET	In Design	Q4
<b>29</b>	Keith Witham	WOKING ROAD	In Design	Q4
<b>30</b>	Keith Witham	GRANGE ROAD	In Design	Q4
<b>31</b>	Pauline Searle	FIR TREE ROAD	In Design	Q4
<b>32</b>	Marsha Moseley	VALE SERVICE ROAD	In Design	Q4



### Surface Treatment Guildford 2013/14

Ref	Councillor	Road Name	Status	Planned Date
1	Graham Ellwood	FIELD CLOSE	Microasphalt	Completed
2	Graham Ellwood	GOLDFINCH GARDENS	Microasphalt	Completed
3	Keith Taylor	PRIORS CLOSE	Microasphalt	Completed
4	Keith Taylor	FELDAY GLADE	Microasphalt	Completed
5	Keith Witham	ST ALBANS CLOSE	Microasphalt	Completed
6	Keith Taylor	SHERE ROAD	Surface Dressing	July
7	Keith Taylor	HORSHAM ROAD	Surface Dressing	July
8	Marsha Moseley	VALE ROAD	Surface Dressing	August
9	David Goodwin	FARNHAM ROAD	Surface Dressing	August
10	Bill Barker	OCKHAM ROAD	Microasphalt	August
11	Graham Ellwood	GILLIAT DRIVE	Microasphalt	August
12	Marsha Moseley	GUILDFORD ROAD	Surface Dressing	August
13	Keith Taylor	EWHURST ROAD	Surface Dressing	September
14	Keith Witham	SCHOOL LANE	Microasphalt	September
15	Keith Taylor	DOWN LANE	Microasphalt	September
16	Bill Barker	GAMBLES LANE	Surface Dressing	September
17	Keith Witham	WILDFIELD CLOSE	Microasphalt	September
15	Mark Brett-Warburton	AVONMORE ROAD	Surface Dressing	September
16	Pauline Searle	CEDAR WAY	Microasphalt	September
17	Pauline Searle	ROWAN CLOSE	Microasphalt	September
18	Keith Witham	LOUIS FIELDS	Microasphalt	September
19	Keith Witham	GUILDFORD ROAD / HEATH MILL LANE	Surface Dressing	September
20	Marsha Moseley	WENTWORTH CLOSE	Microasphalt	September
21	Bill Barker	LONG REACH	Surface Dressing	September
22	Fiona White	WESTON ROAD	Surface Treatment	September
23	Keith Taylor	WOODHILL	Surface Dressing	Removed from prog

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## **INFORMATION NOTE FOR MEMBERS (ITEM 13)**

### **PROPOSED HEALTH AND WELLBEING PARTNERSHIP WORK IN GUILDFORD**

- 1.1 Whilst the Health and Social Care Act transferred public health functions held by primary care trusts to upper tier councils (Surrey County Council in our case) and placed a duty on them to establish a health and wellbeing board, many public health functions are delivered by district and borough councils. These include housing, environmental health, food safety, licensing, community care and sport and recreation. Therefore, local partnership working remains vital. This was recognised by the public health pilot delivered in Guildford, which was designed to forge closer links between Surrey County Council's Public Health Team, Guildford Borough Council and other local partners. Local partnerships will also assist CCGs in meeting their requirements to work with local communities and councils.
- 1.2 The Healthy Guildford Group has performed an important role in this area over recent years. However, the discontinuation of the LSP provides an opportunity for this role to be reviewed to ensure that local partnership arrangements are effective in supporting and delivering the new health and wellbeing arrangements.
- 1.3 To achieve this objective, it is considered that the current arrangements should be amended to establish a new Guildford Health and Wellbeing Board to replace this Group. A key role of the board would be to develop a partnership Guildford Health and Wellbeing Strategy taking into account the "core offer" that the public health pilot produced setting out the ways that the Public Health Team could support district and borough councils. The strategy should reflect the priorities identified in the joint Surrey Health and Wellbeing Strategy. Together with links to the Surrey Health and Wellbeing Board, this forms the basis of the following proposed terms of reference for the new local board:

#### **Draft Terms of Reference**

- (1) To work with the Surrey Health and Wellbeing Board to deliver its functions.
- (2) To develop and interpret local health profiles and turn health data into meaningful insights that can be put into action.
- (3) To oversee local health needs assessments with particular marginalised or vulnerable populations or in geographical areas.
- (4) To develop, oversee and monitor the implementation of a Guildford Health and Wellbeing Strategy based upon local needs.
- (5) To implement evidence based public health interventions that are needs based and to monitor and communicate outcomes.
- (6) To ensure public health interventions are tailored to meet the specific needs of the local population.
- (7) To promote access to public health services, encourage uptake and lead communications relating to public health issues and threats.
- (8) To identify where health inequalities exist and drive reductions in these.

- (9) To consider how services commissioned or delivered locally could be enhanced to improve residents' health.
- (10) To encourage local partners providing health, social care and related services to work closely together.

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

**DATE:** 18 SEPTEMBER 2013  
**LEAD OFFICER(S):** JOHN HILDER, AREA HIGHWAYS MANAGER  
 LEE MCQUADE, ECONOMY MANAGER  
**SUBJECT:** PETITION REPONSE 19 JUNE 2013  
**DIVISION:** GUILDFORD WEST



<p><b><u>SUMMARY OF ISSUE:</u></b></p> <p>The Local Committee will receive petitions under Standing Order 65.</p> <p>At the meeting on 19 June 2013 two petitions were submitted to the committee which were deferred for investigation and research prior to receiving a response.</p>
<p><b><u>RECOMMENDATIONS:</u></b></p> <p><b>The Local Committee (Guildford) is asked to:</b></p> <p>(i) Note and comment on the committee response to the two petitions.</p>
<p><b><u>REASONS FOR RECOMMENDATIONS:</u></b></p> <p>To enable the Local Committee (Guildford) and residents to engage on matters of local concern.</p> <p><b>Please refer to the response appended as Annex 1.</b></p>

**Contact Officer(s):** John Hilder, AHM, 03456 009009  
 Lee McQuade, Economy Manager, 03456 009009

**Annexes:** Annex 1 – Petition response

**Sources/background papers:**

- Surrey Speed Policy
- Surrey Rail Strategy

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## Annexe 1

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (GUILDFORD)

DATE: 18 SEPTEMBER 2013  
 LEAD JOHN HILDER, AREA HIGHWAYS MANAGER  
 OFFICER(S) LEE MCQUADE, ECONOMY MANAGER



SUBJECT: PETITION REPOSENSE 19 JUNE 2013

DIVISION: GUILDFORD WEST

<b>Principal petitioner/organisation</b>	Mrs Johnson, resident of Sheepfold Road. Attracting 130 signatories
<b>SCC Division / GBC Ward</b>	Guildford West/Westborough
<b>Summary of concerns and requests</b>	<p><b>Sheepfold Road, speed issue</b></p> <p><i>We, the undersigned and residents of Sheepfold Road, wish to make an application for a speed limit of 20mph for Sheepfold Road as a traffic calming measure.</i></p> <p><i>This request is made due to the increased number of cars using the road as a 'rat run'. Also, the road appears to be straight going up hill but in fact has a distinct bend near the top which means it is impossible to see the end of the road either way.</i></p> <p><i>We feel it is only a matter of time before a serious accident occurs.</i></p>
<b>Response</b>	<p>The Committee would like to thank Mrs Johnson for presenting her petition.</p> <p>Traffic speed surveys have recently been carried out in Sheepfold Road which indicate average (or mean) speeds of 25mph traveling west (towards Ryde's Hill Road) and 26mph traveling east (towards Worplesdon Road).</p> <p>Surrey County Council's Speed Limit Policy sets out appropriate speed limits for different types of roads with due consideration to existing traffic speeds. Current speeds in Sheepfold Road indicate a 30mph speed limit is appropriate.</p>

	<p>The Policy requires existing speeds to be at or close to 20mph if a 20mph limit is to be introduced using '20' signs alone. However if existing speeds are higher, the policy requires that measures are introduced which are likely to reduce speeds to 20mph before this lower limit is introduced. Such speed reduction measures are usually referred to as traffic calming and can comprise road tables, 'pinch-points', electronic signs as well as additional road markings and signs.</p> <p>Existing speeds in Sheepfold are above the threshold of 22 or 23 mph that would allow the introduction of a 20mph limit using 20 plates alone, and some form of traffic calming would be necessary for the lower limit.</p> <p>This request will be referred to the Transportation Task Group that reports to this committee for prioritization against other requests for crossings, junction improvements, speed limit reviews etc. which will be included in the 2014/2015 programme. The committee meeting in December will consider the task group's recommendations.</p>
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<b>Principal petitioner/organisation</b>	Mr Ames Westborough and Park Barn Residents Association Attracting 47 signatories
<b>SCC Division / GBC Ward</b>	Guildford West/Westborough
<b>Summary of concerns and requests</b>	<p><b>Rail station for Park Barn</b></p> <p><i>Requests the support of the committee to endorse the proposal of a new rail station for Park Barn as contained within the draft Surrey Rail Strategy.</i></p>
<b>Response</b>	A new station at Park Barn serving the Royal Surrey Hospital and Surrey Research Park was an option consulted on in the draft Surrey Rail Strategy. It remains as an option in the final strategy which will be considered by Cabinet on 24 September.



## SURREY COUNTY COUNCIL

## LOCAL COMMITTEE (GUILDFORD)

DATE: WEDNESDAY 18 SEPTEMBER 2013  
 LEAD OFFICER: DAVID CURL, PARKING STRATEGY & IMPLEMENTATION  
 TEAM MANAGER



SUBJECT: REVIEW OF GUILDFORD TOWN CENTRE CONTROLLED  
 PARKING ZONE – DENE ROAD AREA, RIVERMOUNT  
 GARDENS, ST LUKE'S SQUARE and OTHER AREAS

DIVISIONS: GUILDFORD SOUTH EAST  
 GUILDFORD SOUTH WEST  
 GUILDFORD NORTH  
 HORSLEYS

<p><b><u>SUMMARY OF ISSUE:</u></b></p> <p>This report presents representations and objections received because of advertising proposed changes to existing parking restrictions and the introduction of new parking at various locations mainly in the town centre but also at other locations. This report makes recommendations as to the next steps.</p>
<p><b><u>RECOMMENDATIONS:</u></b></p> <p><b>The Local Committee (Guildford) is asked to agree that:</b></p> <ul style="list-style-type: none"> <li>(i) in respect to the area around Cranley Road schools, the traffic regulation order is made to introduce the changes to the parking restrictions set out in <u>Annexe 1</u> but with minor amendments which lessen the proposed level of control. The minor amendments would be to increase the amount of 4 hour limited waiting shared use parking in Hillier Road and not to create a parking bay outside 60/62 Tormead Road (paragraphs 2.7 &amp; 2.8) as shown in <u>Annexe 7</u></li> <li>(ii) in respect to the Dene Road Area, the traffic regulation order is made to introduce the changes to parking restrictions set out in <u>Annexe 2</u>, so that the controls can be implemented</li> <li>(iii) in respect to Rivermount Gardens, the traffic regulation order is made as advertised and shown in <u>Annexe 3</u>, so that the controls can be implemented and the road becomes part of Area G of the Guildford town centre Controlled Parking Zone</li> <li>(iv) in respect to St Luke's Square, the traffic regulation order is made as advertised and shown in <u>Annexe 4</u>, so that the controls can be implemented</li> <li>(v) in respect to the other changes shown in <u>Annexe 5</u>, it makes the traffic regulation order as previously advertised, with minor amendments, so that the controls can be implemented. The minor amendments being the deletion of the proposed disabled bay in Cline Road (2.33) and the adjustment of</li> </ul>

## ITEM 7

parking around the access to No. 7 Josephs Road (2.35)

- (vi) the agreed controls are implemented and the implementation funded from the on-street account

### **REASONS FOR RECOMMENDATIONS:**

Implementation of the recommendations will assist with safety, access and traffic movements in the area and make local improvements. These improvements include accommodating new vehicle crossovers, increasing the availability of space and its prioritisation for permit-holders, the creation of formal disabled bays both for residents near their homes, and at specific destinations, and to correct minor discrepancies so that the traffic regulation order matches the markings on the street.

### **1. INTRODUCTION AND BACKGROUND:**

- 1.1 Within the Guildford town centre Controlled Parking Zone (CPZ), various concerns have been raised about the impact that uncontrolled and inconsiderate parking has on safety, access and traffic flow, and particularly for emergency service and public service vehicles, at times when the present controls do not operate. Within the CPZ concerns have also been raised about the availability of parking for various user-groups, predominantly residents and their visitors.
- 1.2 Similarly, just beyond the existing CPZ boundary various concerns have been raised about the impact that uncontrolled and inconsiderate parking has on safety, access and traffic flow, and particularly for emergency service and public service vehicles, in locations where there are presently no controls.

#### **Cranley Road schools**

- 1.3 When the roads around Lanesborough and Tormead schools first became part of the CPZ in 2006, a combination of 4-hour limited waiting shared-use and unrestricted parking bays were introduced. Limited waiting shared use spaces allow vehicles displaying a valid permit to park without time limit but restrict vehicles not displaying a permit to a maximum period of parking.
- 1.4 Generally, the limited waiting bays were located centrally within each road, to make them more convenient to residents and their visitors. However, some suggested that the parking bays closest to the schools should be tailored specifically to accommodate the demands of the school run, and have short limited waiting periods. This was not implemented on the basis that providing for the school run in this way would not be the most efficient use of kerb space and displace longer stay parking activity elsewhere.
- 1.5 Furthermore, significantly increasing the availability of space might actually encourage more parents to drive their children to school. Additionally, if these spaces are concentrated in close proximity to the school it may actually increase the volume of traffic in the immediate area, rather than parents parking a few minutes away and walking the last part of their journey.

- 1.6 The limited waiting shared use spaces were more widely available and the unrestricted spaces often filled with cars. During a parking review in 2009, the parking bays in Cranley Road were rearranged so that all those in the immediate vicinity of the schools were 4-hour limited waiting shared use spaces. However, the overall proportion of time limited shared use and unrestricted space was maintained across the area.
- 1.7 As the changes were being implemented Lanesborough School organised a petition seeking a reorganisation of the parking bays near their school, and a reduction in the limited waiting period. The 125-signature petition came from residents of the area, teachers and parents. The Committee agreed to revisit the situation during the next CPZ review.
- 1.8 At the start of the current CPZ review, at its meeting in September 2011, the Committee agreed to advertise formal proposals to rearrange the parking around the schools. The proposal planned to swap some of the unrestricted spaces closest to the schools with limited waiting shared-use bays. It was also proposed to reduce the limited waiting period in the spaces closest to the schools from 4 hours to 2 hours. Nevertheless, under the proposal the overall proportion of unrestricted and time limited spaces would broadly remain the same (see [Annexe 1](#))
- 1.9 The proposal was formally advertised during July and August 2013. The schools and Pit Farm Tennis Club were notified of the consultation directly. This report presents the resultant representations and recommends the next steps.

#### **Dene Road area**

- 1.10 During the 2006 CPZ review the number of parking spaces on-street in Dene Road was increased from 24 to 34. All the additional spaces provided were permit only, their number increasing from 8 to 18. During that review residents in area D of the town centre were asked about various aspects of the scheme including issues surrounding permit eligibility and whether they would like to see a change in the control hours. No such desire was expressed.
- 1.11 However, during the 2009 CPZ review residents across Area D were consulted about the possibility of the controls and prioritisation measures operating on Sundays. Dene Road was one of the few roads clearly to support such a move. However, because of the lack of wider support across the area, the proposal for Sunday controls was not progressed.
- 1.12 Prior to the start of the present review a petition was received from 52 households in and around Dene Road concerned about parking in the evenings and on Sundays. An extension of the restrictions to include Sundays and for the controls to operate on all day to 9pm, was suggested.
- 1.13 At its meeting in September 2011, the Committee agreed to undertake informal consultation about possible changes to the operational hours. In March 2012 around 350 occupiers within the area were sent a questionnaire survey. Those that responded from Dene Road and Eastgate Gardens expressed clear support for the changes, both in terms of evening controls and in terms of the controls operating on Sundays.

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- 1.14 Some respondents also raised concerns about problems caused by parking on the single yellow lines in London Road and Epsom Road. At around the same time Surrey Police also raised similar concerns. Following discussions with local ward and divisional councillors proposals were developed encompassing Dene Road, Denmark Road, Eastgate Gardens, Epsom Road and London Road.
- 1.15 At its meeting in June 2012, the Committee agreed to undertake a further stage of informal consultation, about the specific proposals. In October 2012, around 550 occupiers over an extended area, including Epsom Road, were sent the proposals and asked to comment upon them. 77 per cent of respondents supported the proposals, 42 per cent fully and 35 per cent with amendments. Of those that were supportive but with amendments, 44 per cent wanted more restrictive controls while 56 per cent wanted less restrictive controls.
- 1.16 At its meeting in March 2013, the Committee agreed to formally advertise the proposals previously consulted upon informally (see [Annexe 2](#)). The proposals were formally advertised during July and August 2013. Again, those in and around the area were written to directly. This report presents the resultant representations and recommends the next steps.

### **Rivermount Gardens**

- 1.17 Rivermount Gardens is currently situated outside the CPZ, albeit that it can only be accessed via Portsmouth Road, which is located within Area G of the CPZ. Shortly before the start of the present parking review concerns were raised about the parking situation in Rivermount Gardens and the impact this has on safety, access and traffic flow. Uninterrupted lengths of parking, parking close to junctions, bends and around the crest of the hill effectively causes potential safety and traffic flow issues and reduces the road to single-lane. The parking is predominantly by non-residents seeking access to the town.
- 1.18 At its meeting in September 2011, the Committee agreed to investigate the matter, and if necessary, undertake informal consultation with the 19 households within the road. The latter took place in December 2011. A clear majority of respondents wanted their road to be included within the adjacent CPZ, in this case Area G.
- 1.19 At its meeting in June 2012, the Committee agreed to advertise formally a proposal to introduce controls and include Rivermount Gardens within the CPZ (see [Annexe 3](#)). The proposals were formally advertised during July and August 2013. Households within Rivermount Gardens were written to directly. This report presents the resultant representations and recommends the next steps.

### **St Luke's Square**

- 1.20 St Luke's Square is bound on three sides by Area C of the CPZ and is accessed via a section of Warren Road which form part of Area C. In the last few years, concerns have been raised about the impact that inconsiderate parking, primarily by non-residents, has on safety, access and flow, particularly for larger delivery vehicles, emergency service and other public service vehicles. Prior to the present review commencing a resident from St

Lukes Square presented a summary of a petition from 24 households, which indicated over 90% wanted some form of parking control. The 24 households represent about 20% of the total households within this section of the development. However, others suggested that this might be a minority opinion.

- 1.21 At its meeting in September 2011 St Lukes Square was included as one of the areas to be considered as part of this review and it was suggested that the St Lukes Park part of the development around Lancaster Avenue also be considered.
- 1.22 The initial consultation took place in April 2012 and involved around 250 households and other interested parties such as the residents' groups and management company. A marked split in opinion emerged between those households in the St Luke's Square section of the development and those in the St Luke's Park section. Those in St Luke's Square expressed a clear desire for controls in their section of the development, whilst those in St Luke's Park generally preferred for there to be no controls. The feedback was presented to the Committee.
- 1.23 At its meeting in June 2012 the Committee agreed to develop proposals for St Luke's Square in consultation with local residents, local ward and divisional members, and such views will be fully taken into account when considered at a future Local Committee. Whilst considering there was likely to be some displacement parking in St Lukes Park (Lancaster Avenue, Newlands Crescent and Sells Close) if parking controls were introduced in St Luke's Square, the Committee noted the wishes of the residents not to have any controls and resolved not to develop proposals for St Luke's Park.
- 1.24 The proposals subsequently developed were consulted upon in January 2013. Again households and other interested parties were written to directly. Within St Luke's Square, the area directly affected by the proposals, there was almost unanimous support for having controls parking controls from those who responded. However, of those who were supportive, just under a half thought that there should be changes to the specifics of the proposals. Of this half, around half thought the proposals did not go far enough, whilst the other half thought the proposals presented too much restriction.
- 1.25 Those who responded from St Luke's Park generally wanted less extensive controls, primarily to minimise the potential for displacement into their section of the development.
- 1.26 The feedback was presented to the Committee. At its meeting in March 2013 the Committee agreed to advertise formally proposals for St Luke's Square. However, the proposals to be advertised were amended slightly from those consulted upon previously. In a couple of locations additional lengths of control were proposed, whilst in others controls were removed (see [Annexe 4](#)). The proposals were formally advertised during July and August 2013. Again, households and other interested parties were written to directly. This report presents the resultant representations and recommends the next steps.

### **Other Changes**

- 1.27 In addition to the main geographic elements of the review (Cranley Road, Dene Road area, Onslow Village, Rivermount Gardens and St Luke's Square), a great many requests for 'one off' changes had been received both prior to and during the course of the review. These primarily related to safety, access, traffic flow and the availability and prioritisation of parking space. In other locations, development work meant that a need had arisen to alter the controls to reflect any changes to the access arrangements. In some cases, this meant that opportunities to create additional spaces arose. There was also a need to accommodate recently created / extended vehicle crossovers and requests to introduce disabled spaces close to specific residential properties.
- 1.28 At its meeting in March 2013 the Committee agreed to advertise formally changes in around 40 locations (see Annexe 5). The proposals were formally advertised during July and August 2013. This report presents the resultant representations and recommends the next steps.

## **2. ANALYSIS:**

- 2.1 The representations received because of the formal advertisement of the various proposals appear in Annexes 6.1-6.5.

### **Cranley Road Schools**

- 2.2 The representations associated with the proposals to rearrange the parking so that many the spaces in the immediate vicinity of the schools are 2-hour limited waiting shared-use, as opposed to unrestricted and 4-hour limited waiting shared-use appear in Annexe 6.1.
- 2.3 In total 36 representations were received, including a 123-signature petition. Of these, 35 raised concerns about the impact of the proposed changes. 32 of the 36 representations, including the petition, were received from Pit Farm Tennis Club and its members. Their concerns primarily relate to the proposals in Hillier Road.
- 2.4 The tennis club and its member suggest that they are heavily reliant on the availability of the 4-hour limited waiting parking spaces both within Hillier Road, and in some of the nearby roads. They suggest in particular that the 2-hour parking bay being proposed in Hillier Road, at the expense of a similarly sized 4-hour parking bay, will be of no use to members of the tennis club, and will therefore have an adverse effect on its operation. They recommend no change in Hillier Road, or an increase in the number of 4-hour limited waiting spaces within the road.
- 2.5 Four other representations were received about the proposals from local residents, one of which was in favour, the other three opposed. The representation in favour thought that the changes would promote the use of spaces which are presently not utilised. The other representations were opposed to the proposals for a variety of reasons. Two specifically objected to the change of the limited waiting bay outside and opposite their property to unrestricted, and the impact that this would have for themselves, their visitors and others. The other representation suggested that the reduction of the

limited waiting period from 4 to 2 hours in a number of the spaces would reduce the flexibility of the scheme for local residents and their visitors and that the schools should resolve the issues they have created.

- 2.6 Within the immediate area around Cranley Road, there are 195 4-hour limited waiting shared-use spaces and 184 unrestricted spaces. The proposals advertised would change this to 62 2-hour limited waiting shared-use spaces, 134 4-hour limited waiting shared-use spaces and 186 unrestricted spaces. Within these roads there are presently 35 permit holders. There are no plans to change most convenient parking bay immediately adjacent to the Tennis Club and this will remain 4-hour limited waiting shared-use.
- 2.7 Officers circulated the representations to the local ward and divisional councillors. Following discussion it is recommended the proposals are implemented but with amendments to the proposed arrangements in Hillier Road. The parking place in Hillier Road nearest to the junction with Cranley Road is made less restrictive than proposed with a limited waiting period of 4 hours rather than 2 hours and that the parking place outside No.10 and 12 Hillier Road are kept at 4 hours limited. This will result in there being to 56 2-hour limited waiting shared-use spaces, 145 4-hour limited waiting shared-use spaces and 181 unrestricted spaces in the vicinity.
- 2.8 It is also recommended not to progress with the proposed introduction of a parking place outside No. 60/62 Tormead Road because of its close proximity to the bend. However, it is still recommended to remove the bay opposite No.63/65 to improve access.

#### **Dene Road Area**

- 2.9 The representations associated with the above appear in [Annexe 6.2](#). The proposals would extend the operational hours of the restrictions associated with the parking bays and single yellow lines in Dene Road, Denmark Road and Eastgate Gardens. The proposals also make various other changes to the controls both within these roads, Epsom Road and London Road
- 2.10 In total 10 representations were received. Of these, six were broadly supportive of the need for the amendments. However, all wanted specific changes to be made to the proposals, and some wanted the way in which the permit scheme operates altered.
- 2.11 In relation to the proposals themselves, it was suggested that; all the spaces be permit only after 6pm, that some of the single yellow lines that are proposed to be converted to double yellow lines be retained as single yellow lines, that the operational hours of the single yellow lines should remain Monday-Saturday 8.30am-6pm, and that after 6pm the single yellow lines should become parking bays prioritised for permit-holders. One person wanted the eastern extents of the existing parking bay in Epsom Road to be revised to improve visibility when using the access.
- 2.12 The amendments suggested to the permit scheme include changing permit eligibility so that residents can acquire Area D permits more quickly. There is currently a restriction on the maximum number of residents' permits issued at any one time, and a waiting list. Progress to the top of the waiting list is dependent on current residents' permits being relinquished by other households. A similar relaxation is requested for the number of visitor

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permits that residents can acquire. This is currently limited to 30 per annum. The need for the changes to be effectively enforced was also raised.

- 2.13 One of the four representees that opposed the proposals suggested that there was no need for charging on Sundays, albeit that there are no plans to charge to use the pay and display spaces they then referred to, in London Road, on Sundays. Others objected on the basis that those living in bedsits, who can only acquire two permits for the entire property, regardless of how many residents it accommodates, and those on the waiting list would be unduly affected by the extension of the controls hours if they and their visitors were unable to acquire the relevant permits. An objection has also been raised by a member of the congregation of St Joseph's Church, upset that parking charges will be levied on those wanting to worship.
- 2.14 Changes to the permit issuing criteria are not within the scope of this current review but could be considered in a future review of the town centre. The changes from single yellow line to double yellow line in London Road and Epsom Road are intended to resolve the safety, access and traffic flow issues caused by parking outside the present operational hours of the single yellow lines. In general, the changes from single yellow line to double yellow lines in Dene Road are intended to protect points of access, and improve sight lines around junctions. Nevertheless, additional formalised parking spaces are being created.
- 2.15 In terms of the proposed extension in the hours over which the single yellow lines operate, the reasons for doing so are twofold. Given that the roads are well utilised in the evening by traffic due to its proximity to venues associated with the evening economy, vehicles parked on single yellow lines in the evening have a similar impact on safety, access and flow, as they would if they were to park on the single yellow lines during the day. Another reason for extending the operational hours of the single yellow lines so that it matches the operational hours of the parking bays is the clarity of restrictions for motorists.
- 2.16 Extending the operational hours of the single yellow lines would also enable zone boundary signs, highlighting the different operational hours, to be placed on each of the entrance into Dene Road, Denmark Road and Eastgate Gardens. Increased compliance due to more obvious signing would improve the effectiveness of the changes.
- 2.18 Officers circulated the representations to the local ward and divisional councillors.
- 2.19 It is recommended that the proposals are implemented as advertised.

### **Rivermount Gardens**

- 2.19 The representations associated with the proposals to introduce controls with Rivermount Gardens and include it within Area G of the CPZ appear in [Annexe 6.3](#).
- 2.20 Five representations were received. The two received from residents of the road strongly supported the introduction of the proposals. The three representations objecting to the proposals came from non-residents that use



the road for long-stay parking during the week. The main reason given for objecting was the loss of a free all-day parking facility so close to the town centre. Two of those objecting suggested that the households within the road have ample off-street parking and therefore do not rely on the on-street space available.

- 2.21 However, the parking by non-residents reduces the width of the road and causes issues round the junction and crest of the hill, which is the primary reason for the development of the proposals. By resolving these issues through the proposed use of double and single yellow lines, the opportunity for parking to be accommodated is reduced and it is proposed to prioritise the remaining space for residents in catchment area G and their visitors.
- 2.22 Officers circulated the representations to the local ward and divisional councillors.
- 2.23 It is recommended that the proposals be implemented as advertised.

### **St Luke's Square**

- 2.24 The representations associated with the proposed introduction of controls within St Luke's Square, St Catherine's Park, St Bartholomew's Court and St Thomas's Mews appear in Annexe 6.
- 2.25 26 representations were received. Of these, 16 either fully endorse the proposals (8), or are supportive in principal but would prefer to see changes to the proposals (8). All of the supportive representations were from those directly affected by the controls, namely residents of St Luke's Square, St Catherine's Park, St Bartholomew's Court and St Thomas's Mews, and including the St Luke's Residents' Association.
- 2.26 A similar number of those wanting changes to the proposals wanted more and less controls. Of the 10 representees that objected, two came from the St Luke's Park area. One came from the St Luke's Park Residents' Association (SLPRA). Some of those that responded suggested that there was not a parking problem in St Luke's Square. Others, including the SLPRA suggested the controls were excessive and would lead to displacement into their part of the development, due to the loss of parking. The loss of parking was a feature of the objections received from those within St Luke's Square.
- 2.27 The controls advertised are, in many respects, the minimum that we would recommend introducing. The double yellow line junction protection controls proposed around various junctions within the development extend 10 metres, and have only been introduced on the bellmouth side, rather than opposite the junctions. It would be inadvisable to introduce shorter lengths to allow parking closer to the junctions and bends. The introduction of single yellow lines would allow parking actually on the junctions and bends at times when the restrictions did not operate. However, vehicles parked in these locations would still cause safety, access and traffic flow issues, regardless of the time of day that it occurred.
- 2.28 Officers circulated the representations to the local ward and divisional councillors.
- 2.29 It is recommended that the proposals be implemented as advertised.

## ITEM 7

### Other Changes

- 2.30 Of the 40 locations where proposals have been developed to deal with specific 'more minor' issues, only eight of them result in representations received. Annexe 6.5 lists these.
- 2.31 These seven locations generated 14 representations, one of which was a 37-signature petition.
- 2.32 In respect to the proposals to create more on-street space in Abbot Road, the only representation received opposed the introduction of additional on-street parking. The resident claimed that the area opposite the proposed parking place was a turning facility. We consider that the area is a disused vehicle access and there are places that are more suitable in the road to turn. We therefore recommend implementing the change as proposed.
- 2.33 With regard to the proposal to introduce a formalised disabled badge holders' only space in Cline Road, two representations were received. Both indicated that the blue-badge-holding resident for which the bay was being considered moved elsewhere. We therefore do not recommend implementing this proposal.
- 2.34 Two representations were received objecting to the proposed change in Curling Vale. The proposal was for introduction for a disabled badge holder's bay and a change to accommodate a recently introduced vehicle crossover. Both objected to the change, primarily on the grounds of loss of space and facility. However, the right to gain access on and off the public highway and the priority given to those with mobility issues must take precedence and we recommend implementing this proposal.
- 2.35 The proposal in Josephs Road improve access by slightly reducing the size of a parking place outside No. 10 lead to a request to do the same outside No. 7. In addition to the change outside No. 10 we recommend the shared-use parking place on the east side of the access to No. 7 is reduced by around one meter and to compensate the permit only space on the west side is increased in length by the same amount.
- 2.36 The proposal to introduce double yellow lines at the end of Margaret Road received two objections from residents concerned about not being able to park in the evening. With parking at the end of Margaret Road it is very difficult for vehicles to turn on the highway and in our view the area needs to be restricted to allow safe use of the highway. We recommend implementing this proposal.
- 2.37 In respect to the proposal to change a parking bay in Walnut Tree Close from shared-use to permit only two residents welcomed the change. However a care organisation based at No. 18 submitted a petition of 37 signatures objecting. They are concerned that the proposal would reduce parking for their visitors and staff who need to make trips to the lower part of Walnut Tree Close and elsewhere in the town centre. There are public parking facilities nearby for business users. Residents who need regular assistance to live independently in their homes can obtain a carers permit, which they can give to carers who need to park. There is considerable pressure on all

parking in Walnut Tree Close and it is recommended that the priority for space is made in favour of residents and the proposal is implemented.

- 2.38 All the comments received in response to the proposal for Warren Road related to parking places and arrangements in Tangier Road. This area is not being considered as part of the current review but could be considered during the next review of the town centre.

### **3. OPTIONS:**

- 3.1 The Committee must consider the representations received. It needs to decide whether to implement the proposals as original advertised, or implement the proposals with the changes or to drop some or all of the proposals. The proposals have been formally advertised and only minor amendments made at this stage. If the committee wish to make significant changes, the relevant proposals would need to be re-advertised to give road users the opportunity to comment.

### **4. CONSULTATIONS:**

- 4.1 The proposals have been formally advertised in the Surrey Advertiser and by using street notices at the particular locations. For the major proposals, properties in the areas affected have been written to notify them of the proposals and there has been consultation before the proposals were advertised.

### **5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

- 5.1 To create the order and implement the signs and lines required to give affect to the proposals we estimate will cost no more than £50,000. If the Committee agrees to implement the proposals, the money will come from the Guildford on-street parking account. The extension of restrictions around Dene Road will also increase the hours pay and display operates in this area from 6pm to 9pm and include Sundays. We estimated that an additional £10,000 to £20,000 per annum maybe taken in pay and display charges and will off set the additional cost of enforcing these restrictions.

### **6. EQUALITIES AND DIVERSITY IMPLICATIONS:**

- 6.1 Blue badge holders can park in disabled parking bays without time limit or on yellow lines for up to three hours and are exempt from charges for parking on-street. They can also park for an unlimited period in residents or shared-use parking places.
- 6.2 Carers permits are available for the use of either carers or family members who help residents who require regular visits to maintain an independent lifestyle and remain at home.

## **7. LOCALISM:**

- 7.1 The proposals will affect all road users in the areas where restrictions are proposed and particularly residents. All the proposals have been publicised, many have drawn comments from residents and local communities, and these have been carefully considered.

## **8. OTHER IMPLICATIONS:**

### Sustainability implications

- 8.1 Parking sits alongside Climate Change and Air Quality within the strategies that feed into the Surrey Transport Plan. Therefore, in many respects, these strategies and sustainability are inter-dependant.
- 8.2 Preventing parking in locations where it would otherwise cause safety and access issues, and in particular, impede traffic, helps reduce congestion, the resultant journey times and pollution. This can be particularly important on bus routes where large, public service vehicles utilise relatively narrow roads.

## **9. CONCLUSION AND RECOMMENDATIONS:**

We have carefully considered the representations received and recommend the Committee implemented the proposals as follows:

- 9.1 in respect to the area around Cranley Road schools, the traffic regulation order is made to introduce the changes to the parking restrictions set out in Annexe 1 but with minor amendments which lessen the proposed level of control. The minor amendments are to increase the amount of 4 hour limited waiting shared use parking in Hillier Road and not to create a parking bay outside 60/62 Tormead Road (paragraphs 2.7 & 2.8) and shown in Annexe 7
- 9.2 in respect to the Dene Road Area, the traffic regulation order is made to introduce the changes to parking restrictions set out in Annexe 2, so that the controls can be implemented
- 9.3 in respect to Rivermount Gardens, the traffic regulation order is made as advertised and shown in Annexe 3, so that the controls can be implemented and the road becomes part of Area G of the Guildford town centre Controlled Parking Zone
- 9.4 in respect to St Luke's Square, the traffic regulation order is made as advertised and shown in Annexe 4, so that the controls can be implemented
- 9.5 in respect to the other changes shown in Annexe 5, it makes the traffic regulation order as previously advertised, with minor amendments, so that the controls can be implemented. The minor amendments being the deletion of the proposed disabled bay in Cline Road (2.33) and the adjustment of parking around the access to No. 7 Josephs Road (2.35)
- 9.6 the agreed controls are implemented and the implementation funded from the on-street account

<b>10. WHAT HAPPENS NEXT:</b>
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- 10.1 If the Committee agrees to implement the changes we will engage a contractor to carry out the work to erect signs and lay the lines required. A public notice will be placed in the Surrey Advertiser, street notices placed in areas where the changes will be introduced, anyone who has made a representation will be written to and the order will be made.
- 10.2 In the case of the Dene Road area, Rivermount Gardens and St Lukes, all properties in the areas will be sent a letter explaining the changes.

**Contact Officer:**

Kevin McKee, Parking Services, Manager (01483 444530)

**Consulted:**

Road users

Residents

Local Ward and Divisional Councillors

**Annexes:**

- 1 – Plans of Cranley Road proposals formally advertised
- 2 - Plans of Dene Road proposals formally advertised
- 3 – Plan of Rivermount Gardens proposals formally advertised
- 4 – Plan of St Luke’s Square proposals formally advertised
- 5 – List Other Changes formally advertised
- 6.1-6.5 – Representation associated with the various proposals \*
- 7 - Revised proposals for Cranley Road recommended following consideration of representations

**Sources/background papers:**

- Item 6, Local Committee (Guildford), 22 September 2011
- Item 9, Local Committee (Guildford), 13 June 2012
- Item 8, Local Committee (Guildford), 13 March 2013

\* Annexe 6.1 – 6.5 will be available online and provided as hard copy on request. A hard copy will be available for consultation at Guildford Borough Council

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**Key to Existing Restriction Types Displayed**

- No Waiting At Any Time
- No Waiting After 8.30am-6pm
- Free Parking Places With Waiting Permitted For Any Period Without Time Limit
- Limited Waiting 4 Hours No Return Within 1 Hour After 8.30am-6pm or Permit Holder
- Limited Waiting 2 Hours No Return Within 1 Hour After 8.30am-6pm or Permit Holder
- Limited Waiting 4 Hours No Return Within 1 Hour After 8.30am-6pm or Permit Holder

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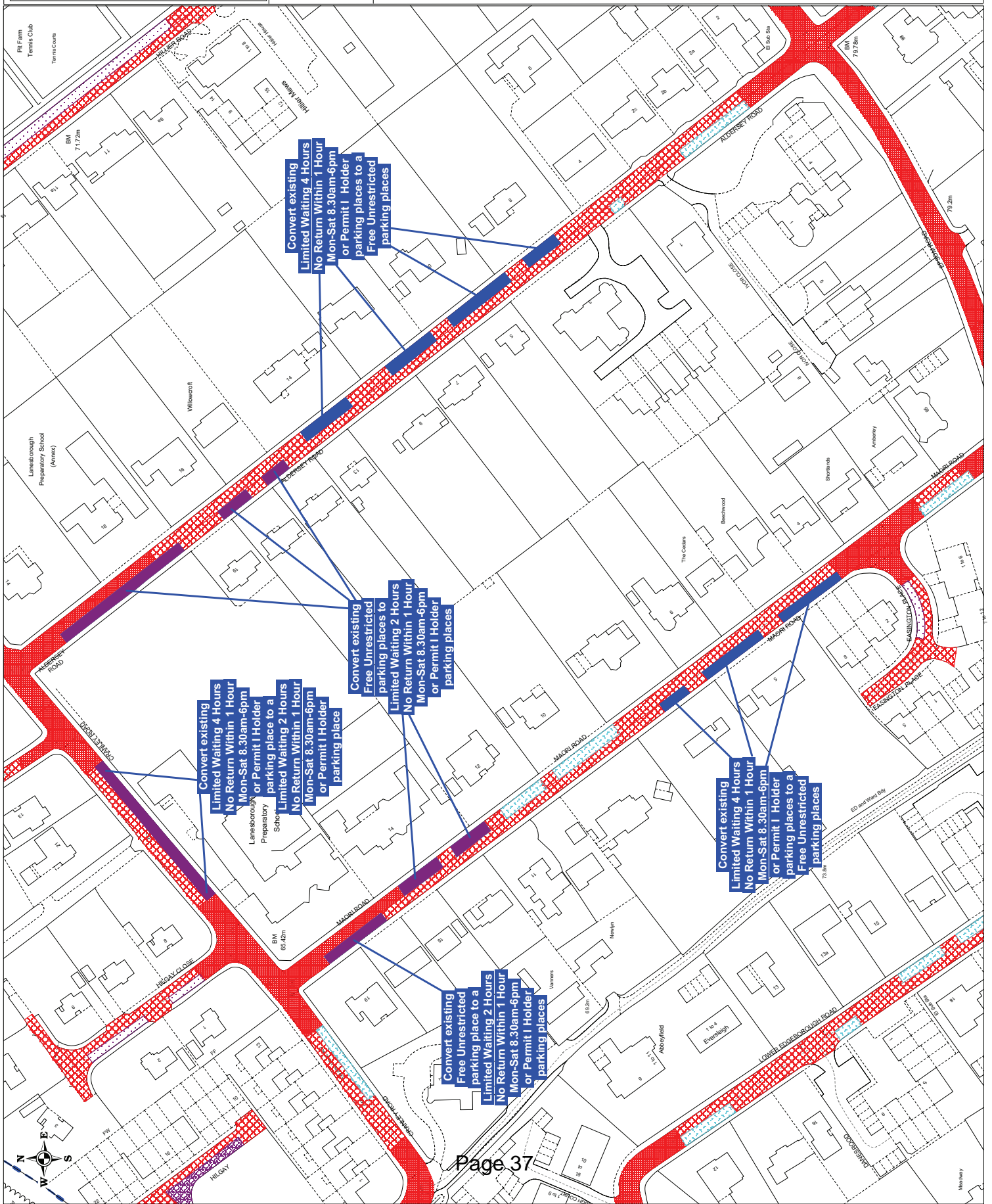
**GUILDFORD**  
 B O R O U G H

DRAWING TITLE  
**Guildford On-Street Parking Review**  
 Proposals highlighted - Aldersey Rd,  
 Cranley Road and Maori Road

**ITEM 7**  
 SCALE 1 : 1250 at A3  
 DATE 02/07/2013

DRAWING No. GBC/PH/Prop/high23

DRAWN BY ANDREW HARKIN



# ITEM 7

- Key to Existing Restriction Types Displayed
- No Waiting At Any Time
  - No Waiting Mon-Sat 8.30am-6pm
  - Free Parking Places With Waiting Permitted For Any Period Without Time Limit
  - Limited Waiting 2 Hours No Return Within 1 Hour
  - Limited Waiting 4 Hours No Return Within 1 Hour

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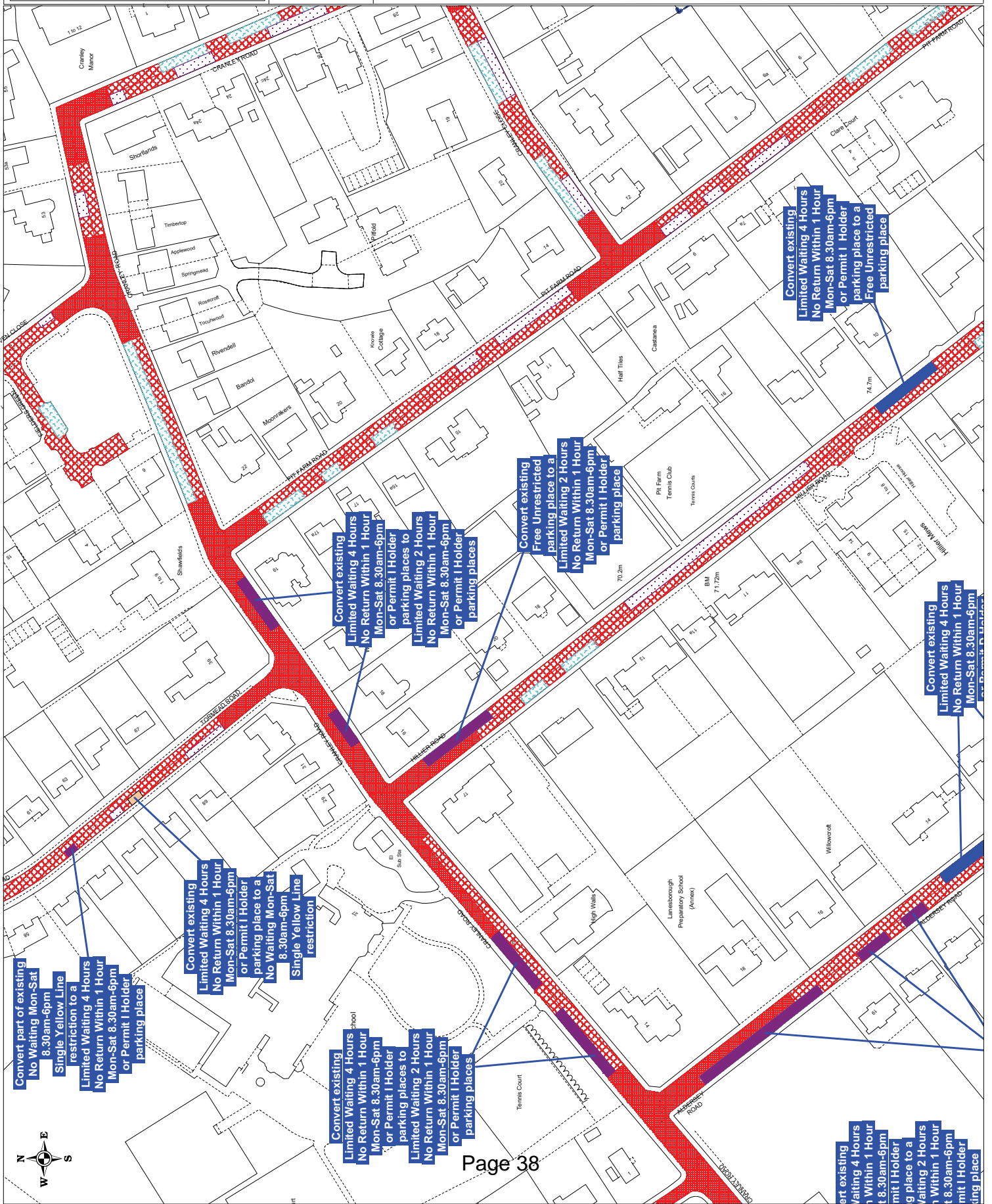
**SURREY**  
 COUNTY COUNCIL



**GUILDFORD**  
 B O R O U G H

DRAWING TITLE  
**Guildford On-Street Parking Review**  
 Proposals highlighted - Aldersey,  
 Cranley, Hillier and Tornead Roads

SCALE	1 : 1250 at A3
DATE	02/07/2013
DRAWING No.	GBC/A/PH/Prop/high/24
DRAWN BY	ANDREW HARRON



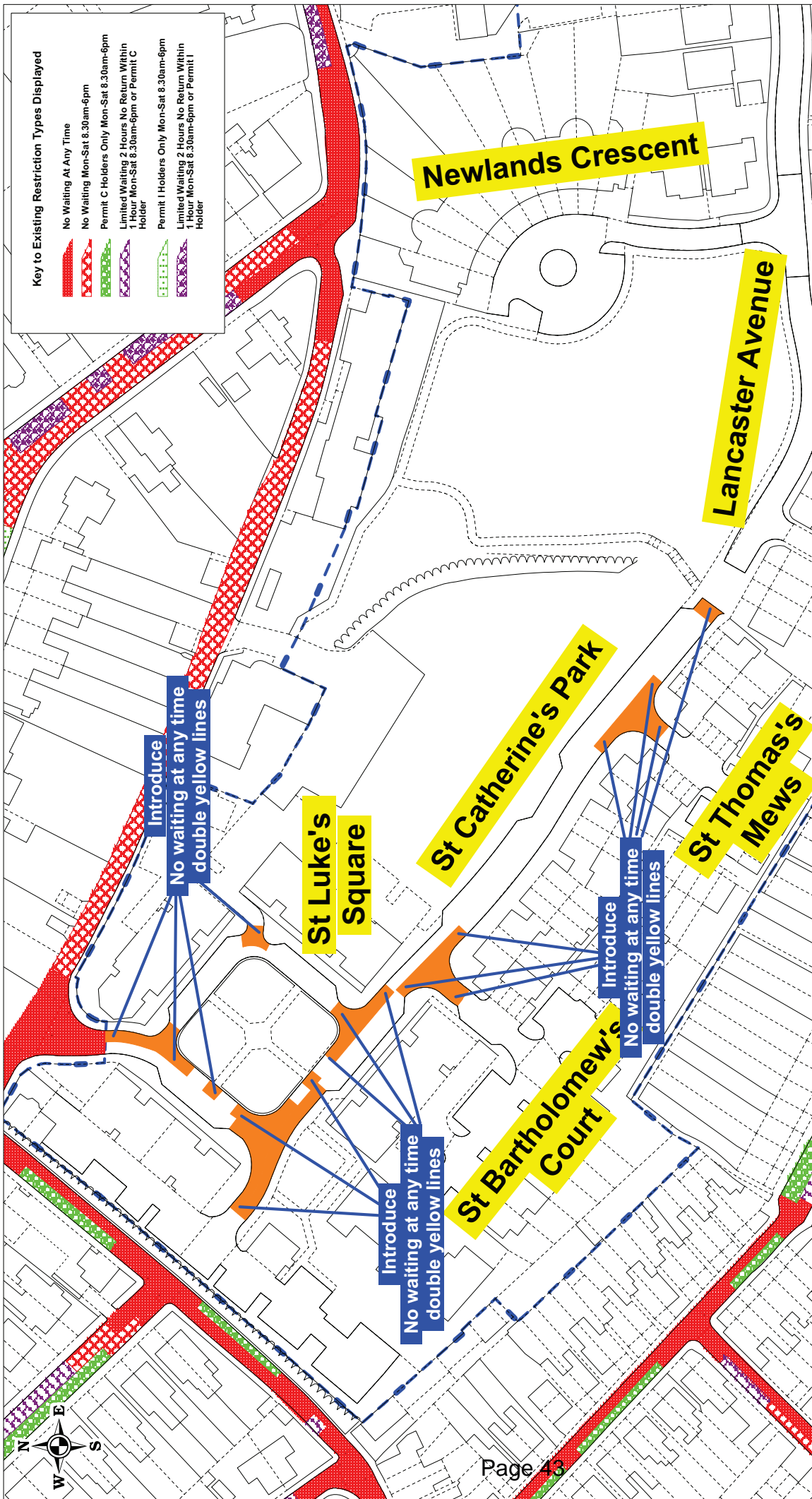










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ITEM 7		SCALE	1 : 1250 at A4
		DATE	25/02/2013
		DRAWING No.	GBC/APH/StLuke'sSquareRevA
		DRAWN BY	ANDREW HARKIN
<p>Reproduced from Ordnance Survey Material.          HM/SO Crown Copyright. All rights reserved.          Guildford Borough Council          Licence No. 100019625, 2013</p> <p>Guildford CPZ Parking Review          Revised Proposals for          St Luke's Square &amp; Environs</p>			
 <p><b>SURREY</b> COUNTY COUNCIL</p>		 <p><b>GUILDFORD</b> BOROUGH</p>	

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**New Vehicle Crossovers / Accesses recommended to be implemented**

- 4 Addison Road (new development access within parking bay requiring removal of bay and introduction of DYLS)
- 30 Clifford Manor Road (already had a single VCO but a second one has been created)
- Carrich House, Curling Vale (new VCO within parking bay requiring removal of bay and introduction of SYL)
- 20 Friars Gate (new VCO within parking bay requiring removal of bay and introduction of SYL)
- 11 Josephs Road (although already DYL in front, increase set-back distance)
- Mareschal Road (rear of 3 Wodeland Avenue - although already DYL in front, increase set-back distance)
- 1 Mareschal Road (existing VCO within bay but SYL already in-situ. Need to change TRO to match - TECHNICALITY)
- 42 Mountside (new VCO within bay but SYL already in-situ. Need to change TRO to match - TECHNICALITY)
- 61 Pewley Way (VCO extended across parking bay requiring curtailment of bay and introduction of SYL))
- 36 Poltimore Road (new VCO within parking bay requiring removal of bay and introduction of SYL)
- 17 Thorn Bank (new VCO within within parking bay requiring removal of bay and introduction of SYL)
- 84 Wodeland Avenue (new VCO within within parking bay requiring removal of bay and introduction of SYL)

**Disabled bays recommended to be implemented**

- Bury Fields Clinic, Bury Fields (re-arrange existing parking in vicinity and introduce 2 No. disabled only spaces)
- ~~103 Cline Road (introduce within existing Permit Only bay) (no longer required)~~
- 31 Curling Vale (introduce within existing 4-Hour Limited Waiting Shared-use bay)
- High Street, Ripley (introduce opp. Perserverance Cottages at south-west end of lay-by outside church, in addition to existing a disabled only space at north-eastern end of lay-by)
- 313 Stoughton Road (introduce within existing Free, Unrestricted bay)

**Other Changes recommended to be implemented**

- Abbot Road (o/s Nos.5-7 – convert SYL into Shared-use bay)
- Artillery Road (o/s Nos.23-24 – convert DYL into Permit Only bay)
- Artillery Road (o/s Nos.29-30 – convert DYL into Permit Only bay)
- Artillery Terrace (o/s No.6 – convert SYL into Permit Only bay)
- College Road (o/s Nos.15-19 – convert P&D Only bays to P&D Shared-Use bays)
- Cranley Road (o/s No.53 – convert SYL to Shared-Use bay – TECHNICALITY)
- Eagle Road (o/s Nos.20/20a – convert DYL into Permit Only bay)
- Falcon Road (o/s Nos.28-32 – convert SYL to Permit Only bay)
- Falcon Road (adj No.1 Finch Road – convert DYL to Permit Only bay)
- Finch Road (opp. Nos.3-7 – convert SYL to Shared-use space)
- Guildford Park Road (convert SYL to DYL in vicinity of pedestrian refuge)
- Josephs Road (convert SYL to DYL to reflect changes associated with ‘pocket park’)
- Madrid Road (convert SYLs to DYLs – TECHNICALITY)
- Margaret Road (convert SYLs at cul-de-sac end to DYLs)
- Markenfield Road (o/s Nos.60-61 – convert SYL into Permit Only bay)
- North Street (revise controls in vicinity of library)
- North Street / Onslow Street (remove Taxi Ranks from TRO – TECHNICALITY)
- Queens Road (o/s ex No.5 - convert DYL to Shared-use space)
- Recreation Road (convert SYLs to DYLs at western end)
- Springfield Road (convert SYLs protecting accesses to private parking areas to DYLs)
- Stocton Road (curtail bay outside No.83 – TECHNICALITY)
- ~~Tormead Road (remove and relocate bays opp. No.65 (now included as part of Cranley Road school proposals)~~
- Walnut Tree Close (converting some DYLs to parking bays and re-proportioning them in favour of Permit Only)
- Warren Road (adj. to The Spike – convert SYL to Shared-use space)



## ITEM 7 : ANNEXE 6 : COMMENTS AND OBJECTIONS RAISED TO ADVERTISED ORDER TOGETHER WITH OFFICER COMMENTS

### Summary of Representations

Total representations – 97 (including 2 petitions)

Cranley Road schools area – 42 representations (including a 123-signature petition)

Dene Road area – 10 representations

Rivermount Gardens – 5 representations (one of which also refers to the proposals outside Bury Fields Clinic)

St Luke's Square – 26 representations

Other – Abbot Road – 1 representations

Other – Cline Road – 2 representations

Other – Curling Vale - 2 representations

Other – Joseph's Road - 1 representations

Page 47 Other – Margaret Road – 1 representation

Other – Walnut Tree Close – 3 representation (including a 37-signature petition)

Other – Warren Road - 4 representations

Proposals where no representations were received:

Addison Road, Artillery Road, Artillery Terrace, Clifford Manor Road, College Road, Eagle Road, Falcon Road, Finch Road, Friars Gate, High Street (Ripley), Iveagh Road, Madrid Road, Mareschal Road, Markenfield Road, North Street, Onslow Street, Pewley Way, Poltimore Road, Queens Road, Recreation Road, Springfield Road, Stoughton Road, Thorn Bank and Wodeland Avenue.

**ITEM 7: ANNEXE 6.1 : COMMENTS AND OBJECTIONS RAISED TO ADVERTISED ORDER TOGETHER WITH OFFICER COMMENTS**

ITEM 7

Ref. No.	Representation Comments	Officer Comments & Recommendation
	<p><b>Cranley Road schools (Cranley Rd, Aldersey Rd, Hillier Rd, Maori Rd, Pit Farm Rd)</b> (36 representations including a 123-signature petition)</p>	
<p>9728</p>	<p>We are writing to object to one of the proposed amendments in relation to Hillier Road. We are resident at 7 Hillier Road. We are writing to object to the proposal to change the spaces outside numbers 10-12 Hillier Road from 4 hour spaces to unrestricted spaces.</p> <p>Having lived in this road for 15 years, we are aware that the unrestricted spaces in our road typically fill up by 8:30am with people parking for the whole day either to go to Tormead School (staff/older students with their own cars) or to commute/work in the town. Except during school holiday periods, such spaces are therefore of little benefit to the local residents of the road.</p> <p>At present the 4 hour spaces outside numbers 10-12 are well used by parents dropping off/collecting from Tormead School, by visitors to the Tennis Club on the road, by dog walkers, postal vans, delivery vans and by other visitors and tradespeople working at local properties. If the spaces are filled by commuters there will be nowhere for these people to go.</p> <p>We appreciate that some of the unrestricted spaces at the other end of the road will, it is proposed, be amended to 2 hour spaces. This is a good idea which we support and it will</p>	<p>Given the concerns raised about the ability of tennis club members and visitors to find convenient parking close to the club, we recommend that the proposals are broadly introduced as advertised, but revised so that more of the parking spaces in Hillier Road are prioritised for 4-hour limited waiting.</p>

	<p>be helpful for the school parents and visitors. However for the visitors to local residents and the tennis club, 2 hours is often not enough time. In any event that end of the road is a four way junction and becomes a danger zone at drop off and pick up time as cars and coaches come from all directions. Many parents drive up onto the pavements to squeeze through. It would therefore be helpful to retain the 4 hour spaces at numbers 10-12 in addition to having a 2 hour zone outside the school. That way some of the parents can continue to use the quieter end of the road in a safe manner as they already do at the moment.</p> <p>In summary, we are not sure there is any need to have the spaces as unrestricted spaces as it will just serve to support numerous all day commuters parking here and preventing our end of the road from being accessed by parents and visitors during the day; whereas there is a need to have some spaces in each part of the road where people have a chance of being able to park during the day if they arrive after 8:30am.</p>	
9798	<p>My neighbour, Graham Ellwood, suggested that I contact you regarding the proposals for changes to on-street parking specifically in and around Hillier Road. It is appreciated that the Council recognises that there are parking issues that need to be resolved.</p> <p>I grew up in a house at the top of Hillier Road (Lynwood) since the early 70s and my mother still lives there. I am also a member of Pit Farm Tennis Club having joined as a junior in 1976. I'm sure that you are aware that Pit Farm Tennis Club has been a proud part of our Guildford heritage for over a century.</p> <p>I would like to explain why I believe that the swapping of unrestricted parking slots outside the school with 4-hour limited</p>	<p>Given the concerns raised about the ability of tennis club members and visitors to find convenient parking close to the club, we recommend that the proposals are broadly introduced as advertised, but revised so that more of the parking spaces in Hillier Road are prioritised for 4-hour limited waiting.</p>

slots further up the road would be an excellent way to relieve some of the congestion at school drop-off and pick-up time. However, the changing of the 4-hour slots to be 2-hour slots will make no difference at all to the school congestion but will have the undesired effect of damaging Pit Farm Tennis Club leading to its potential closure. I know that this could sound unnecessarily shocking but please bear with me.

During weekdays in private school term time, all of the unrestricted parking in the vicinity of my mother's house is taken by Tormead School teachers and older pupils. Tormead School used to have its own parking for the teachers but have built on their parking land. I have observed this since I attended Lanesborough school during the 70s through to 1980 and it now seems that Tormead School are further extending their buildings and thereby removing further parking provision for their employees.

For the entire period of advertising the proposals, Tormead School will be in Summer recess so it won't be possible to see the problem as it exists until after the holidays. The teachers and older pupils from Tormead will continue to use the unrestricted spaces wherever they are moved and the change from 4 hour to 2 hour limits will not affect this but, as I have already written above, I believe that moving the spaces is a good proposal that would ease the congestion at busy school times.

Changing the limited parking spaces from 4 hours to 2 hours will have no effect on the school busy-time congestion but, with the unrestricted spaces all being taken up all weekdays as I have explained, only the limited spaces are available to those visiting the tennis club and residents and 2 hours is insufficient for tennis, bearing in mind that a typical tennis visit would include some social chat before and after the exercise and could

	<p>include refreshments and perhaps a shower. Without sufficient parking time, existing and potential members will look move elsewhere and membership numbers will start to drop leading to the inescapable conclusion that the club would close. Those that would also be affected includes retired members where they have weekday exercise and social sessions, and members that are no longer able to play but enjoy those sessions for much needed social contact.</p> <p>Can I therefore please request that you do not pursue the reduction of 4-hours to 2-hours in the vicinity of Hillier Road.</p> <p>Please forgive the format of my approach. I am unfamiliar with the processes of responding to such proposals and whether it's appropriate for me to make alternative suggestions. I would like to make a brief suggestion and that is simply to limit all of the parking in the area to 30 minutes before 10.30am on weekdays only. That would free up spaces for those visiting residents, the tennis club as well as the school. It would also stop commuter parking and so would lead to employment businesses such as Tormead School making parking provisions of its own. Finally, parking would surely be cheaper to administer since warden attendance would be limited to the first couple of hours during the week.</p>	
9801	<p>Following on from the meeting held between Steve Knight, Iain Brown, Andrew Harkin and yourself on 30<sup>th</sup> July, I would like to respond to the parking proposals as set out at <a href="http://www.guildford.gov.uk/parkingformaladvertisment">www.guildford.gov.uk/parkingformaladvertisment</a> as I am a member of Pit Farm Tennis Club and will be adversely affected by the proposed changes.</p> <p>I realise that there are issues around congestion and parking in</p>	<p>Given the concerns raised about the ability of tennis club members and visitors to find convenient parking close to the club, we recommend that the proposals are broadly introduced as advertised, but revised so that more of the parking spaces in Hillier Road are prioritised for 4-hour limited waiting.</p>

the area at certain times of day and that the suggested changes are designed to improve parking matters at school drop off and pick up times. However, those same changes will adversely affect the tennis club at all times and will have a very limited impact in solving the congestion issues at the beginning and end of the school day.

Parking near the Club is already difficult during school term time especially in the mornings when many of our members want to play and to socialise. The introduction of two hour slots at the expense of some four hour slots will make the problem worse not better.

Our club is buoyant at present. We are playing a key role in establishing a legacy from the Olympics and from Andy Murray's successes at the US Open and Wimbledon. Changes in the parking restrictions as set out in Hillier Road will impact upon our club at all times and I am sure that the council would not wish to inadvertently implement measures that discourage participation in sport. Any material changes that make it harder for members to access the club for tennis and social activities will impact on the viability of the club and its long term future. Unlike the schools, the Club does not have, or has never had on-site parking.

### **Recommendations**

I would recommend one of two options. Firstly, retain the same parking measures/restrictions in Hillier Road as they currently are. The alternative, but also acceptable second solution, would be to drop the plan to have two hour parking in Hillier Road leaving them as four hour slots. However in conjunction with this, I would support a trade off of some of the all day slots being replaced by additional four hour slots in Hillier Road. This could then free up some space for our members, visitors to the schools

	and other residences.	
9802	<p>Thank you for your time this morning to discuss the proposed changes to the parking restrictions around the vicinity of Pit Farm Tennis Club and the likely impact on the members of the club with Steve Knight, the Club Chairman and myself.</p> <p>We did propose the minor adjustments to the current proposal with the alternatives of either dropping the plan to have two hour parking in Hillier Road leaving them as four hour slots as they are now or to trade off some of the all day slots for additional four hour slots in Hillier Road which could free up some space for our members and others provided that these zones are adequately enforced to avoid all day parking. It would be extremely helpful to our members if these small adjustments to the plan can be made.</p> <p>Our written submission which you already have covers the reasons for proposing this adjustment and we think you can appreciate the potential impact of the original proposal on the Club's members. We do also expect that a large number of our members will be making written representations ahead of the 9th August and we trust that their views will be given due weight when the issues are considered.</p>	<p>Given the concerns raised about the ability of tennis club members and visitors to find convenient parking close to the club, we recommend that the proposals are broadly introduced as advertised, but revised so that more of the parking spaces in Hillier Road are prioritised for 4-hour limited waiting.</p>
9803	<p>We are responding to the proposals for the above. As mentioned to you, we request a face-to-face meeting with the Parking Team to discuss the issues and possible options from the perspective of our members and players. We represent 600 stakeholder members (of which 245 are juniors from age 5 up to 18) and have a responsibility to all.</p>	<p>Given the concerns raised about the ability of tennis club members and visitors to find convenient parking close to the club, we recommend that the proposals are broadly introduced as advertised, but revised so that more of the parking spaces in Hillier Road are prioritised for 4-hour limited waiting..</p>

**Background**

Pit Farm Tennis Club has existed for more than 100 years. Our six all weather courts are heavily used though the day by adult groups of all ages and by the junior members. We have no onsite parking and are totally dependent on street parking for members and spectator access. The club, unlike many tennis clubs, is thriving with a very strong take up of junior places which we are encouraging as part of the Olympic Legacy with our exceptional coaching programmes. We also host a prestigious LTA sponsored Open Junior Competition (which is being run this week) attracting high calibre players from across the South of England. In short, we have a very active and thriving club at present and we want to protect that for future generations.

**Current Parking**

Difficulties in parking reasonably near to the club have been steadily increasing over recent years especially during the morning period from about 9 a.m. until lunchtime. During the school term time all of the “all day” parking and most of the four hour slots near the club in Hillier Road and Cranley Road are already taken and blocked for the morning if not the day mostly by teachers, staff and sixth formers from Tormead whose own parking facilities are greatly reduced by buildings on their car park area. There is also displacement parking spilling out from the offices nearer to town unable to park along Cranley Road.

**Level of Activity**

We have all courts in use most mornings with doubles matches – i.e. 24 players all arriving individually although those that can come on foot or cycle do so. We have a Mens’ Morning on



Wednesday on some of the courts lasting the whole morning (we regularly get 16-18 active and fit older members playing) whilst other doubles take place on the remaining courts. Similarly we have active Club Sessions on Saturday and Sunday afternoons when we often have 36-40 members coming to play and to socialise – a key element of the club. On weekday afternoons, we have extensive junior coaching with many parents coming along to watch. Mostly these parents are not immediately local and will use their car to visit the club and need access to parking.

We have a large number of teams at all levels competing in the National, Surrey and Chaucer Leagues up to Veteran ages and visiting teams need to be able to park within reach of the club for the duration of the match and lunch – usually at least four hours.

#### **Current Proposals – likely impact**

The new “2-hour” parking proposals, as currently tabled, will damage the immediate and long term viability of the club. Our members will be unable to use these as the vast majority of games run on beyond two hours allowing for changing, showers and the essential social interaction which is at the heart of the club. As explained above, the All Day parking areas are rarely of use to us as they are taken in full before 9.00 a.m. Existing displacement parking already reduces options in other nearby (and not so nearby) streets.

We do understand the conflicting priorities and requirements of the schools, parents and other groups. It would be helpful to understand how the two hour slots will resolve any problems given that they will not affect the morning drop off or afternoon pick-up times. The underlying issue is that there are too many parents looking for a finite number of parking slots for just a half hour period at the start and end of the school day.

	<p><b>Suggested Changes</b></p> <p>We feel that some small changes to the proposals could minimise the impact on the club. Firstly, to drop the plan to have two hour parking in Hillier Road leaving them as four hour slots. Secondly to trade off some of the all day slots for additional four hour slots in Hillier Road which could free up some space for our members and others provided that these zones are adequately enforced to avoid all day parking.</p>	
<p>Page 56</p> <p>9804</p>	<p>Following on from the meeting held between Steve Knight, Iain Brown, Andrew Harkin and yourself on 30<sup>th</sup> July, I would like to respond to the parking proposals as set out at <a href="http://www.guildford.gov.uk/pakingformaladvertisment">www.guildford.gov.uk/pakingformaladvertisment</a> as I am a member of Pit Farm Tennis Club and will be adversely affected by the proposed changes.</p> <p>I realise that there are issues around congestion and parking in the area at certain times of day and that the suggested changes are designed to improve parking matters at school drop off and pick up times. However, those same changes will adversely affect the tennis club at all times and will have a very limited impact in solving the congestion issues at the beginning and end of the school day.</p> <p>Parking near the Club is already difficult during school term time especially in the mornings when many of our members want to play and to socialise. The introduction of two hour slots at the expense of some four hour slots will make the problem worse not better.</p> <p>My family attends the club approximately 3 times a week and it is so encouraging to see our children dedicating themselves and</p>	<p>Given the concerns raised about the ability of tennis club members and visitors to find convenient parking close to the club, we recommend that the proposals are broadly introduced as advertised, but revised so that more of the parking spaces in Hillier Road are prioritised for 4-hour limited waiting.</p>

	<p>progressing in such a great sport. Changes in the parking restrictions as set out in Hillier Road will impact upon our club at all times and I am sure that the council would not wish to inadvertently implement measures that discourage participation in sport. Any material changes that make it harder for members to access the club for tennis and social activities will impact on the viability of the club and its long term future. Unlike the schools, the Club does not have, or has never had on-site parking.</p> <p><b>Recommendations</b></p> <p>I would recommend one of two options. Firstly, retain the same parking measures/restrictions in Hillier Road as they currently are. The alternative, but also acceptable second solution, would be to drop the plan to have two hour parking in Hillier Road leaving them as four hour slots. However in conjunction with this, I would support a trade off of some of the all day slots being replaced by additional four hour slots in Hillier Road. This could then free up some space for our members, visitors to the schools and other residences.</p>	
9805	<p>Following on from the meeting held between Steve Knight, Iain Brown, Andrew Harkin and yourself on 30<sup>th</sup> July, I would like to respond to the parking proposals as set out at <a href="http://www.guildford.gov.uk/parkingformaladvertisement">www.guildford.gov.uk/parkingformaladvertisement</a> as I am a member of Pit Farm Tennis Club and will be adversely affected by the proposed changes.</p> <p>I realise that there are issues around congestion and parking in the area at certain times of day and that the suggested changes are designed to improve parking matters at school drop off and pick up times. However, those same changes will adversely affect the tennis club at all times and will have a very limited</p>	<p>Given the concerns raised about the ability of tennis club members and visitors to find convenient parking close to the club, we recommend that the proposals are broadly introduced as advertised, but revised so that more of the parking spaces in Hillier Road are prioritised for 4-hour limited waiting.</p>

impact in solving the congestion issues at the beginning and end of the school day.

Parking near the Club is already difficult during school term time especially in the mornings when many of our members want to play and to socialise. The introduction of two-hour slots at the expense of some four-hour slots will make the problem worse not better.

Our club is buoyant at present. We are playing a key role in establishing a legacy from Olympics and from Andy Murray's successes at the US Open and Wimbledon. Changes in the parking restrictions as set out in Hillier Road will impact upon our club at all times and I am sure that the council would not wish to inadvertently implement measures that discourage participation in sport. Any material changes that make it harder for members to access the club for tennis and social activities will impact on the viability of the club and its long term future. Unlike the schools, the Club does not have, or has never had on-site parking.

### **Recommendations**

I would recommend one of two options. Firstly, retain the same parking measures/restrictions in Hillier Road as they currently are. The alternative, but also acceptable second solution, would be to drop the plan to have two hour parking in Hillier Road leaving them as four hour slots. However in conjunction with this, I would support a trade off of some of the all day slots being replaced by additional four hour slots in Hillier Road. This could then free up some space for our members, visitors to the schools and other residences.

I would like to sincerely object to the proposed local changes to parking in our area. Specifically I am talking about the change from 4 hour to 2 hour bays in Cranley Road, Aldersey Road and Hillier Road. It is stated this is *'Following previous concerns about the lack of short-stay parking in the vicinity of the schools'* and *'we propose to change the period of waiting in the limited waiting spaces closest to the schools from 4 hours to 2 hours, again to increase the likelihood of the spaces being available, particularly at the end of the school day'*.

I think that to inconvenience local residents in favour of a private venture such as these schools is not a sensible approach to local community parking. The local residents should be put first, and if our visitors can no longer use spaces for suitable lengths of visits in order to benefit the private schools then this is a sorry state of affairs. Why should our visitors have to either only stay for 2 hours or dash out and move their vehicles, just so that a business can find suitable parking for its clients is ridiculous. Let the schools sort the issues out themselves.

Years ago I wrote to Tormead School suggesting they had an internal drive put in to allow drop offs, and although this was soundly rejected by the then headmistress, this is precisely what is happening. Why therefore are we not waiting to see how this works out before taking measures in the neighbourhood for the schools convenience and the residents inconvenience?

Not long ago the whole area was not parking restricted, and has had to be included in the town parking schemes because of restrictions elsewhere pushing parking out to this area – that was possibly a necessary step, but a not small inconvenience and a change to our lifestyles as it is. Now to be forced into further inconvenience for the benefit of private businesses, all be they

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	schools, in my view is not taking the interests of the local community at all.	
9815	<p>My sons and my family are regular users of Pit Farm Tennis Club and I do have major concerns about the proposed parking changes on Hillier Road. Please can you reassure me and other members of the club that we will be able to continue to park on the road directly out side the club. We would prefer not to see 2-hour parking bays introduced at all, as that would have major implications for the way that many of our members use the club. Please note that what we also foresee is that, whilst 4-hour parking bays will remain just outside our club; we will see these more regularly used by non-club users, as they will be displaced away from the 2-hour bays elsewhere in Hillier Road and adjacent road. I trust you will understand our concerns.</p>	<p>Given the concerns raised about the ability of tennis club members and visitors to find convenient parking close to the club, we recommend that the proposals are broadly introduced as advertised, but revised so that more of the parking spaces in Hillier Road are prioritised for 4-hour limited waiting.</p>
9816	<p>Following on from the meeting held between Steve Knight, Iain Brown, Andrew Harkin and yourself on 30<sup>th</sup> July, I would like to respond to the parking proposals as set out at <a href="http://www.guildford.gov.uk/pakingformaladvertisment">www.guildford.gov.uk/pakingformaladvertisment</a> as I am a member of Pit Farm Tennis Club and will be adversely affected by the proposed changes.</p> <p>I realise that there are issues around congestion and parking in the area at certain times of day and that the suggested changes are designed to improve parking matters at school drop off and pick up times. However, those same changes will adversely affect the tennis club at all times and will have a very limited impact in solving the congestion issues at the beginning and end</p>	<p>Given the concerns raised about the ability of tennis club members and visitors to find convenient parking close to the club, we recommend that the proposals are broadly introduced as advertised, but revised so that more of the parking spaces in Hillier Road are prioritised for 4-hour limited waiting.</p>

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**Recommendations**

I would recommend one of two options. Firstly, retain the same parking measures/restrictions in Hillier Road as they currently are. The alternative, but also acceptable second solution, would be to drop the plan to have two hour parking in Hillier Road leaving them as four hour slots. However in conjunction with this, I would support a trade off of some of the all day slots being replaced by additional four hour slots in Hillier Road. This could then free up some space for our members, visitors to the schools and other residences.

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I realise that there are issues around congestion and parking in the area at certain times of day and that the suggested changes are designed to improve parking matters at school drop off and pick up times. However, those same changes will adversely affect the tennis club at all times and will have a very limited impact in solving the congestion issues at the beginning and end of the school day.

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**Recommendations**

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9819

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9820	<p>Following on from the meeting held between Steve Knight, Iain Brown, Andrew Harkin and yourself on 30<sup>th</sup> July, I would like to respond to the parking proposals as set out at <a href="http://www.guildford.gov.uk/pakingformaladvertisment">www.guildford.gov.uk/pakingformaladvertisment</a> as I am a member of Pit Farm Tennis Club and will be adversely affected by the proposed changes.</p> <p>I realise that there are issues around congestion and parking in the area at certain times of day and that the suggested changes are designed to improve parking matters at school drop off and pick up times. However, those same changes will adversely</p>	<p>Given the concerns raised about the ability of tennis club members and visitors to find convenient parking close to the club, we recommend that the proposals are broadly introduced as advertised, but revised so that more of the parking spaces in Hillier Road are prioritised for 4-hour limited waiting.</p>

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9830	<p>I am a long term member of Pit Farm Tennis Club and will be adversely affected by these proposed changes. I understand very well the need to control the congestion and parking in this part of town at peak times and that the suggested changes are designed to improve parking at school drop off and pick up times. However, these changes will unfavourably affect the tennis club at all times and will have a very limited effect in solving the congestion at the start and end of the school day. The introduction of two hour slots at the expense of some four hour slots will make the problem much worse.</p> <p>These changes in the parking restrictions (Hillier Road) will impact on the club at all times, any changes that make it harder for the members to access the club for tennis and social activities will impact on the viability of the club and will affect its future (the club has been in the area for well over 100 years). Unlike the schools in the area the Club does not have any on site parking.</p> <p>I would like to make the following two step proposal;</p> <p>Retain the parking restrictions in Hillier Road as they currently are today or abandon the plan to have two hour parking in Hillier Road leaving them as four hour slots but change some of the all day slots to additional four hour slots in Hiller Road. This would benefit our members and parents accessing the schools in the area.</p>	<p>Given the concerns raised about the ability of tennis club members and visitors to find convenient parking close to the club, we recommend that the proposals are broadly introduced as advertised, but revised so that more of the parking spaces in Hillier Road are prioritised for 4-hour limited waiting.</p>
9833	<p>I am a member of Pit Farm Tennis Club and will be adversely affected by the proposed changes. Parking near the Club is already difficult during school term time especially in the mornings when many of our members want to play and to socialise. The introduction of two hour slots at the expense of some four hour</p>	<p>Given the concerns raised about the ability of tennis club members and visitors to find convenient parking close to the club, we recommend that the proposals are broadly introduced as advertised, but revised so that more of the parking spaces in Hillier Road are prioritised for 4-hour</p>

	<p>slots will make the problem worse not better.</p> <p>Changes in the parking restrictions as set out in Hillier Road will impact upon our club at all times and I am sure that the council would not wish to inadvertently implement measures that discourage participation in sport. Any material changes that make it harder for members to access the club for tennis and social activities will impact on the viability of the club and its long term future. Unlike the schools, the Club does not have, or has never had on-site parking.</p> <p>I would request that you retain the same parking measures/restrictions in Hillier Road as they currently are.</p>	<p>limited waiting.</p>
9835	<p>Following on from the meeting held between Steve Knight, Iain Brown, Andrew Harkin and yourself on 30<sup>th</sup> July, I would like to respond to the parking proposals as set out at <a href="http://www.guildford.gov.uk/pakingformaladvertisment">www.guildford.gov.uk/pakingformaladvertisment</a> as I am a member of Pit Farm Tennis Club and will be adversely affected by the proposed changes.</p> <p>I realise that there are issues around congestion and parking in the area at certain times of day and that the suggested changes are designed to improve parking matters at school drop off and pick up times. However, those same changes will adversely affect the tennis club at all times and will have a very limited impact in solving the congestion issues at the beginning and end of the school day.</p> <p>Parking near the Club is already difficult during school term time especially in the mornings when many of our members want to play and to socialise. The introduction of two hour slots at the expense of some four hour slots will make the problem worse not</p>	<p>Given the concerns raised about the ability of tennis club members and visitors to find convenient parking close to the club, we recommend that the proposals are broadly introduced as advertised, but revised so that more of the parking spaces in Hillier Road are prioritised for 4-hour limited waiting.</p>

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9836	<p>My sons are club members of Pitfarm Tennis Club. I've received this email from the club about the school runs parking problem that the the local residents experience. I am empathetic to the local residents as well as the school and the club. And the council must have received complaints and is under pressure to deal with the problem. My empathy leads me to write this response to you.</p> <p>I have experienced this very same problem with the school round</p>	<p>Given the concerns raised about the ability of tennis club members and visitors to find convenient parking close to the club, we recommend that the proposals are broadly introduced as advertised, but revised so that more of the parking spaces in Hillier Road are prioritised for 4-hour limited waiting.</p>

the corner from my house, the school which my children attend. School runs created parking problems to the local residents and people like myself walking to school with young kids.

My view is that the problem of school runs clears within the hour and only happens at drop of and pick up time during term time. So by shortening the parking hour even to one hour would not solve this problem. This will only become a new problem for the local residents and their visitors, and the club members.

My local school tackles this problem by allowing parents to drive through dropping off at the gate in the morning. The kids are then brought into school playgrounds by their staff and the parents do not get off the car. The other schemes are that the school encourages parents to park and stride, or bringing their children in with car share schemes. The council also kindly assigned some police officers around to check the parking situation at school runs hour in a few occasions.

If school runs parking problem is what needs to be dealt with here, I believe a good communication between the school and the parents of the children from the school, is essential. The multiple tactics that my children's school has employed, in my opinion, have gained positive results to school runs parking problem.

I hope by sharing my experience here, will help the locals and relieve the stress of parents in finding a space for their cars during school runs. It is not a perfect strategy for the school as it requires the school to make a little effort to ensure their children safety after the parents dropping off their kids. However, an effort to be a good neighbour for the surrounding local residents, and to set up a good example for kids, learning to accommodate others, is as important a skill as an education.

<p>Page 70</p> <p>9837</p>	<p>Following on from the meeting held between Steve Knight, Iain Brown, Andrew Harkin and yourself on 30<sup>th</sup> July, I would like to respond to the parking proposals as set out at <a href="http://www.guildford.gov.uk/pakingformaladvertisement">www.guildford.gov.uk/pakingformaladvertisement</a> as I am a member of Pit Farm Tennis Club and will be adversely affected by the proposed changes.</p> <p>I realise that there are issues around congestion and parking in the area at certain times of day and that the suggested changes are designed to improve parking matters at school drop off and pick up times. However, those same changes will adversely affect the tennis club at all times and will have a very limited impact in solving the congestion issues at the beginning and end of the school day.</p> <p>Parking near the Club is already difficult during school term time especially in the mornings when many of our members want to play and to socialise. The introduction of two hour slots at the expense of some four hour slots will make the problem worse not better.</p> <p>Our club is buoyant at present. We are playing a key role in establishing a legacy from Olympics and from Andy Murray's successes at the US Open and Wimbledon. Changes in the parking restrictions as set out in Hillier Road will impact upon our club at all times and I am sure that the council would not wish to inadvertently implement measures that discourage participation in</p>	<p>Given the concerns raised about the ability of tennis club members and visitors to find convenient parking close to the club, we recommend that the proposals are broadly introduced as advertised, but revised so that more of the parking spaces in Hillier Road are prioritised for 4-hour limited waiting.</p>



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9838	<p>I am writing to you to request that the parking restrictions in around Hillier Road do not get changed from 4 hour parking. 4 hours is really important for Pit Farm tennis club - anything less will mean tennis players having to move there car part way through a tennis match. Sport is an part of Guildford's make up and Pitt Farm Club makes an important contribution to tennis in Surrey.</p>	<p>Given the concerns raised about the ability of tennis club members and visitors to find convenient parking close to the club, we recommend that the proposals are broadly introduced as advertised, but revised so that more of the parking spaces in Hillier Road are prioritised for 4-hour limited waiting.</p>
9840	<p>I am putting my name to the list of those objecting to the implementation of 2hour parking bays around Pit Farm for all the reasons succinctly described in the letter I received recently. Please re-consider.</p>	<p>Given the concerns raised about the ability of tennis club members and visitors to find convenient parking close to the club, we recommend that the proposals are broadly introduced as advertised, but revised so that more of the parking spaces in Hillier Road are prioritised for 4-hour limited waiting.</p>

<p style="text-align: center;">9841</p>	<p>Following on from the meeting held between Steve Knight, Iain Brown, Andrew Harkin and yourself on 30<sup>th</sup> July, I would like to respond to the parking proposals as set out at <a href="http://www.guildford.gov.uk/pakingformaladvertisement">www.guildford.gov.uk/pakingformaladvertisement</a> as I am a member of Pit Farm Tennis Club and will be adversely affected by the proposed changes.</p> <p>I realise that there are issues around congestion and parking in the area at certain times of day and that the suggested changes are designed to improve parking matters at school drop off and pick up times. However, those same changes will adversely affect the tennis club at all times and will have a very limited impact in solving the congestion issues at the beginning and end of the school day.</p> <p>Parking near the Club is already difficult during school term time especially in the mornings when many of our members want to play and to socialise. The introduction of two hour slots at the expense of some four hour slots will make the problem worse not better.</p> <p>Our club is buoyant at present. We are playing a key role in establishing a legacy from Olympics and from Andy Murray's successes at the US Open and Wimbledon. Changes in the parking restrictions as set out in Hillier Road will impact upon our club at all times and I am sure that the council would not wish to inadvertently implement measures that discourage participation in</p>	<p>Given the concerns raised about the ability of tennis club members and visitors to find convenient parking close to the club, we recommend that the proposals are broadly introduced as advertised, but revised so that more of the parking spaces in Hillier Road are prioritised for 4-hour limited waiting.</p>

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9842	<p>I wish to add strong support to the Club members of Pit Farm in asking can you please consider the future of this quite outstanding Club in matters of local parking.</p> <p>I have been a member since the 1980's and am still playing and am a very strong supporter of all sports being played, especially by children, as they are all such excellent character building, healthy, enjoyable activities. This club is particularly strong and caring in promoting Junior tennis and we have just hosted one of the big Junior Tournaments to encourage beginners and advanced players alike. Please think about this unique situation when you consider your parking changes.</p>	<p>Given the concerns raised about the ability of tennis club members and visitors to find convenient parking close to the club, we recommend that the proposals are broadly introduced as advertised, but revised so that more of the parking spaces in Hillier Road are prioritised for 4-hour limited waiting.</p>

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9846	<p>On arriving at the tennis club this morning and managing to park directly outside, I was advised by our Club Captain that there could be changes to the parking hours in the street from four hours to two. Why is this necessary? Surely, Hillier Street is mainly used for parking by the tennis club, and at times, by parents with children at the local school. Sometimes during the day, I have noticed very little parking in the street and it seems very quiet.</p> <p>We tend to play tennis for about one and a half hours and then go into the club for some socialising (which can go well past the two-hour limit) and I know that tennis matches take up to at least four hours to complete. This reduction in parking hours could be so detrimental to our club which is proving to be a highly successful one. It's just a pity that we don't have our own parking facilities, as does Merrow Tennis Club.</p> <p>I do hope that the parking hours, in Hillier Street at least, can stay as they are so that the tennis club can continue to thrive, and so that we tennis players can play without worrying about returning to our cars within the two-hour limit.</p>	<p>Given the concerns raised about the ability of tennis club members and visitors to find convenient parking close to the club, we recommend that the proposals are broadly introduced as advertised, but revised so that more of the parking spaces in Hillier Road are prioritised for 4-hour limited waiting..</p>
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I am concerned about the proposal to amend the parking arrangements in and around Hillier Road and specifically the proposal to reduce the four hour slots to two hour slots. Whilst I appreciate the parking problems in the area, any changes to reduce the length of time that a vehicle can be parked will have a profound effect on Pit Farm Tennis Club. The club is to a large extent reliant on on-street parking.

Reducing the period a vehicle can be parked will make it very difficult for the club to operate in the same way as at present. The club whilst offering a sporting facility it is also important in providing a social outlet for its members. There are several activities that require more than two hours.

Matches against visiting teams. These require four sets or more to be played. It is very unlikely these can be completed in less than two hours. It is also customary to entertain the visiting teams after the match requiring anything up to and in excess of four hours. Some matches not only attract the players but also spectators.

Saturday afternoon club sessions for members to come and play and socialise is attended by most in excess of two hours and for some the time extends beyond 6pm when parking restrictions do not apply. There are also mid week join in sessions which extend beyond two hours.

Competitions at the club such as finals days attract players and spectators for a full afternoon. It is important to provide adequate time for the matches to be played and the social aspects to be enjoyed.

The annual junior tournament which is run from Monday to

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	<p>Saturday requires that competitors, organisers, helpers and spectators are at the club for more than two hours. Normal friendly play and socialising extend beyond two hours.</p> <p>I fear that if the new restrictions are imposed the operations of the club will be severely affected. The effective restriction of access will mean that the club will be unlikely to provide what members expect. This will very probably lead to a reduction in the membership and a loss of income with the effect of making the club non-viable both financially and as a facility for members. In a worse case scenario it may mean the closure of the club. In summary I feel that we should help preserve and not prejudice what is and has been an important sporting and social outlet available to the residents of the borough for over one hundred years.</p>	
9850	<p>I refer to the proposals to alter the parking restrictions in and around Cranley / Hillier Road and wish to record my objections. I do so as a resident of a nearby community, as a frequent pedestrian in the impacted area and as a member of Pit Farm Tennis Club. With regard to the latter I am aware that the club has submitted their objections, which I endorse and have added my signature to the list of objectors. The following are a few personal grounds for objection.</p> <p>1. The literature attached to the formal notice states in the third paragraph that " <i>The reason for proposing to swap some of the free parking ..... is to increase the likely hood of spaces closest to the school being available for parents during dropping off and picking up</i>". Whilst this may initially seem a reasonable proposition, the reality is that parents will linger in their cars longer than on an official drop-off or pick-up zone. Human nature being what it is, they will note that the limit is 2 hours and will</p>	<p>Given the concerns raised about the ability of tennis club members and visitors to find convenient parking close to the club, we recommend that the proposals are broadly introduced as advertised, but revised so that more of the parking spaces in Hillier Road are prioritised for 4-hour limited waiting.</p>

utilise as much as they feel is their right. Pick-up would seem to have the greatest probability of linger as parents must arrive with time to spare, whereas drop-off should be a virtually zero time activity.

2. The Statutory Notice makes no attempt to numerate the scale of the problem. There will always be some issue at any school. Has Tormead School reached a critical point where safety is an issue? If so that must be justified to the community in the same manner that, for instance, providing a new pedestrian crossing requires. Can the existing parking restrictions be proved to a recognised probability level to be "unsafe" or are they just causing "untidy" parking?

3. No mention has been made of neighbours objections to existing arrangements.

4. The availability of the 2-hour spaces also assumes that Tormead Scholl teachers will not already have parked in them well before 8:30am. Current habits would seem to suggest they will use the spaces

5. The perceived problem of drop-off and pick-up is a problem caused by Tormead School and they must play their part in providing a solution. Other schools in the area of similar size , such as St Peter's Catholic Comprehensive, George Abbott Comprehensive and Guildford High School have made provision for drive through drop-off / pick-up and administer accordingly. Why should Tormead School be allowed to take a different approach?

6. The current and proposed restriction refer to Permit Holder Parking Places. It would seem to the casual observer that houses in the vicinity of Cranley / Hillier Road have ample off-road

parking. The existence of such permits places in jeopardy any assumptions your office may have on the availability of drop-off / pick-up parking.

7. The proposals will have a disproportional impact on the sporting activities of the local and wider community and run counter to the initiatives of your Parks and Countryside Service department. Pit Farm Tennis Club has played a significant part in such initiatives over many years with junior coaching and junior tournaments. Only two weeks ago 140 of the finest U12 to U18 from the south-east participated in a week long tournament.

Many of the parents and players complimented the club on providing such a tournament. The proposed parking restrictions will threaten the viability of the tournament if parents cannot park for up to four hours. They will also threaten the viability of the actual club, for who wishes to join a club with parking time out of proportion to the length of the activity?

8. Given that drop-off / pick-up at Tornead School is only an issue Monday to Friday, why is it that parking restrictions exist weekends? There is no industry, commerce or religious facility near by, and Guildford Park And Ride schemes are extremely successful weekends. At the very least all restrictions should be removed in the Cranley / Hillier Road area on Saturday and Sunday

I have taken the liberty of copying these objections to my MP and local Councillors.

I am sorry, but I have just spotted an error in the email I sent you half an hour ago. The first sentence of the second paragraph should have read, "Pit Farm Tennis Club has been on the present site in Hillier Road since 1912 ..." not "2012". Hopefully, this was a fairly obvious error!

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I understand that some of these proposed changes are to make it easier for parents for whom two hours is ample time to drop off and collect their children who attend the schools in the area and I am at a loss to understand why these parents are to be accommodated at the expense of Pit Farm Tennis Club members.

Pit Farm Tennis Club has been on the present site since 2012 - over 100 years. It has never had sufficient space for parking and, despite several attempts to acquire land a little further from the centre of Guildford where we could put in parking, these attempts have all failed. So the Club is reliant on having access to parking along the road often, particularly in the case of matches, for more than 2 hours. In fact, I think the Club has a good case for all the spaces along the Club boundary being restricted to Permit Holders, namely Pit Farm Tennis Club members.

At present on weekdays, members are often competing with Tormead school (mainly parents but also some staff) for spaces in Hillier Road. This is particularly the case on Monday, Wednesday and Friday afternoons, when there is tennis for juniors from 3.30pm - 6.00pm. As most of the Tormead parents arrive over half an hour before their daughters come out of school, it is well nigh impossible for parents/grandparents to find a space to drop off and stay with their 5-7yr old children for the

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	<p>first session lasting three quarters of an hour. (Unlike the Tormead parents, they are unable to arrive early as the children don't come out of their respective schools until 3.20pm.)</p> <p>So I do hope that you will bear in mind, not only the points I have made, but also the point made by many other Club members before implementing your proposals for parking in Hillier Road.</p>	
	<p>Thanks for your response. I was concerned that parking was being altered purely for the benefit of the school but it seems this has been balanced by freeing up spaces at the top of the road (which are always empty) so it appears a common sense approach.</p> <hr/> <p>Thank you for your email regarding the above matter. Please find below a link to the documents presently available on line at:</p> <p><a href="http://www.guildford.gov.uk/parkingformaladvertisment">www.guildford.gov.uk/parkingformaladvertisment</a></p> <p>and more specifically in relation to the town centre controlled parking zone proposals (including those in Cranley Road and Maori Road):</p> <p><a href="http://www.guildford.gov.uk/CHttpHandler.ashx?id=14905&amp;p=0">http://www.guildford.gov.uk/CHttpHandler.ashx?id=14905&amp;p=0</a></p> <p>The proposals were developed as a result of previous requests from residents within several of the affected roads, and also the schools, for greater priority to be given to making parking available for the school run.</p> <p>If you have any further queries, or wish to make a formal</p>	<p>The general support for the proposals is noted.</p> <p>However, given the concerns raised about the ability of tennis club members and visitors to find convenient parking close to the club, we recommend that the proposals are broadly introduced as advertised, but revised so that more of the parking spaces in Hillier Road are prioritised for 4-hour limited waiting.</p>

	<p>representation, please do not hesitate to do so.</p> <p>-----</p> <p>Please can you tell me what the objectives are of altering the parking from restrictions on from unrestricted to 2 hr limited on Cranley Road and Maori Road?</p>	
9854	<p>I am writing to you to voice my concern over the proposed new parking restrictions in the of Pit Farm Tennis Club. The removal of 4 hour parking will have a detrimental effect on the club and could be catastrophic. Parking restrictions already have a negative impact on our members and visitors especially at busy school pick up and drop of times. I urge you to carefully reconsider these proposals as the future of the club depends on vehicular access of visitors and members alike.</p>	<p>Given the concerns raised about the ability of tennis club members and visitors to find convenient parking close to the club, we recommend that the proposals are broadly introduced as advertised, but revised so that more of the parking spaces in Hillier Road are prioritised for 4-hour limited waiting.</p>
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I park in Hillier Road most Wednesdays at about 9.30am staying typically till 12.30pm for a morning's tennis. At this time of day there is little congestion indeed very few cars moving at all.

Yet the proposals would seriously inconvenience others and me who use the club during the working day. To take my case as an example, I am currently only able to use 4 hour slots since the all day ones are taken by others in the early morning. Whilst your proposals would still leave 4 hour slots immediately outside the tennis club, these are always full and, therefore, I use the ones that start about 50-60 metres south east of the club entrance.

You are proposing that these slots be converted to all day ones. Like those the other side of the road, these slots will be taken up early in the morning displacing me and other members of the club arriving later. The two hour slots lower down the road will be no substitute as I would not be able to stay for the full morning's tennis.

I've told you how it will affect me. It will impact other members too, pushing them to reduce their tennis or play elsewhere. I realise that there are issues around congestion and parking in the area at certain times of day and that is what you want to deal with. However, I fear that your current proposal could reduce use of the club, reduce its membership and participation in sport. The club is a lively and healthy part of the local community and should be helped.

I hope, therefore, that you will consider further before implementing your current proposed solution for Hillier Road. In particular, I hope you will be able to retain the same level of 4 hour slots in this road given their suitability for the tennis club.

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9869	<p>PETITION (123 signatures) – Pit Farm Tennis Club.</p> <p>It is noteworthy that a number of our members live outside Guildford, travelling from Woking, Ripley, Godalming and the like to be part of our great club. Whilst we do encourage members that are more local to cycle (we have facilities for bicycle parking in the grounds) you will observe that for many of our members living further afield, this is not an option.</p> <p>There is widespread opposition against the proposal to introduce 2-hour parking bays in Hillier Road. Whilst we are sympathetic to</p>	<p>Given the concerns raised about the ability of tennis club members and visitors to find convenient parking close to the club, we recommend that the proposals are broadly introduced as advertised, but revised so that more of the parking spaces in Hillier Road are prioritised for 4-hour limited waiting.</p>

issues during the school run, we do not want to be the victim of a perceived solution to one predicament that in turn creates further foreseeable problems.

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I realise that there are issues around congestion and parking in the area at certain times of day and that the suggested changes are designed to improve parking matters at school drop off and pick up times. However, those same changes will adversely affect the tennis club at all times and will have a very limited impact in solving the congestion issues at the beginning and end of the school day.

Parking near the Club is already difficult during school term time especially in the mornings when many of our members want to play and to socialise. The introduction of two hour slots at the expense of some four hour slots will make the problem worse not better.

Our club is buoyant at present. We are playing a key role in establishing a legacy from Olympics and from Andy Murray's successes at the US Open and Wimbledon. Changes in the parking restrictions as set out in Hillier Road will impact upon our club at all times and I am sure that the council would not wish to inadvertently implement measures that discourage participation in sport. Any material changes that make it harder for members to access the club for tennis and social activities will impact on the viability of the club and its long term future. Unlike the schools,

9885

the Club does not have, or has never had on-site parking.

**Recommendations**

I would recommend one of two options. Firstly, retain the same parking measures/restrictions in Hillier Road as they currently are. The alternative, but also acceptable second solution, would be to drop the plan to have two hour parking in Hillier Road leaving them as four hour slots. However in conjunction with this, I would support a trade off of some of the all day slots being replaced by additional four hour slots in Hillier Road. This could then free up some space for our members, visitors to the schools and other residences.

I attach my comments on the proposals in relation Aldersey, Cranley and Maori Roads. As you will see, there are matters I would like to discuss. I am really concerned that this seems to be an advertisement for something you intend to press on with rather than a consultation. Are you taking views or seeing if there are formal objections. It seems I have to formally object but I'd rather meet to work up a better outcome. We risk making matters worse without solving any problems!

**I assume I have to formally object to all the proposed changes to 2 hours from 4 hours if you are pressing for uniformity of approach and hereby do so.**

Please advise me how to take my objection forward and whether there is a positive avenue available for addressing my concerns.

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**Reference: Guildford On-Street Parking Review - Aldersey**

Given the concerns raised about the ability of tennis club members and visitors to find convenient parking close to the club, we recommend that the proposals are broadly introduced as advertised, but revised so that more of the parking spaces in Hillier Road are prioritised for 4-hour limited waiting.

In relation to the proposals in the other roads, however, these are to remain as advertised. There is no intention for us to remove all day parking from Cranley Road. The aim of the proposals is to continue to accommodate all day and medium stay parking, whilst also trying to prioritise space for those involved in the school run. The position and extents of the parking bays are not being changed and are appropriate in relation to the junctions, points of access and the widths of the various roads involved. Clearly, if we were to consider the visual impact of parked vehicles, on-street parking would seldom be provided anywhere.

**Rd, Cranley Road and Maori Road**

I would like to make the following comments on proposed changes:

**Please leave the bays as they are in Aldersey Road  
ie do not change around positions of long term and shorter  
term bays.**

**ie do not change from 4 hour to 2 hour parking**

**ie do not introduce all day parking in front of Lyon House**

**ie do not remove all day parking where it is less intrusive for  
residents at either end of Aldersey Road**

We have changed our drive to adapt to the bays and restrictions you introduced when you brought in the CPZ because we could no longer get out of our drive with the layout brought in: we kept getting trapped in and I could not turn my neck due to long term illness. We now get trapped less often but we stare onto the road because we now have a very open frontage.

Under the changes you are suggesting, we would have to stare directly and upwards onto all day parking bays that would be full all the time. At present, the all day parking bays in Aldersey Road are located in places where they are not overly intrusive to any resident eg along Lanesborough field. (I am happy to walk the road and show you if that would help.) At least under the current arrangement we get relatively few cars outside pick up times in front of our very open frontage due to the 4 hour limit. It works well outside school pick up time and we tolerate things the rest of the time having moved our drive. Why spoil things for the whole day by putting an all day car linear office car park in front of our house when people will park along the entire road filling any gaps where they can squeeze in a car regardless at pick up time?



**Please leave the all day parking bays opposite Lanesborough and Braganza on Cranley and Aldersey Roads to reduce school traffic congestion**

At the school end of Aldersey Road opposite Braganza and along Cranley Road in front of Lanesborough, there is a strong argument for saying long term bays are safer and less disruptive. Much of the disruption at pick up and drop off times is caused by school cars pulling in and out. At present much of that activity happens a little away from the schools eg in front of us. If you allow that activity at the traffic pinch points nearer the schools there will be even more disruption. At present, you get cars pulling in and out on the side of Cranley Road by Lanesborough where there are no bays. Imagine if you had cars pulling in and out of both sides of the road at drop off and pick up time because one side had not been taken by all day parkers. It would be a nightmare and traffic flow would be even more disrupted waiting for people to manoeuvre. The same applies opposite Braganza on Aldersey Road. It is better that those bays are taken with longer term cars which fill before the peak school traffic.

**Please do not change for 4 hour to 2 hour parking**

This will make no material difference to problem parking times but will inconvenience residents, their guests and tradesmen. The four hour bays are relatively free so making them 2 hour will not make a significant difference in freeing up space.

**Please do not remove all day parking on Cranley Road**

You will shift the long term office parkers onto roads such as Aldersey Road and beyond where a long term space can still occasionally be found by visitors.

**Please reconsider Saturday restrictions**

These are a completely unnecessary bureaucracy.

I am aware there may be support for switching the position of longer and shorter term bays along Maori Road. This may be logical given the less obtrusive spaces for longer term parking are in the middle here. The concern about cars manoeuvring on both side of the road in front of the school may be less critical here as well due to the number of drives close together by the school. One size does not fit all.

Happy to discuss if that would help. This is hard to describe!

I wrote this assuming it was a consultation and now see I have to ask you to register my comments above as formal objections to your proposals. **I object to these proposals and to a more general switch from 4 to 2 hour bays.**

Tormead Road

(6 representations)

9715	<ol style="list-style-type: none"> <li>1. Suggested that 4 hour waiting near 62 Tormead Road should be allowed. This is on the approach to a bend in the road. There have been a number of head on collisions on or near this bend. Furthermore, the road was recently resurfaced at the white line on the bend near no.'s 50 – 54 has not been replaces. I have mentioned this to the local councillor and also spoken to the authorities. We have no been told that it will be re-instated. It makes so much work and causes so much additional expense if these things are not done when the markings were done after the resurfacing just recently.</li> <li>2. Revocations (NW of Cranley Road) Tormead SW side. This is good. It is a narrow road. As it is parking takes place regularly on double yellow lines and even on the pavement. Thank you.</li> </ol>	<p>Given the concerns raised about the proximity of the proposed parking bay to the bend, we recommend that the parking bay opposite No.65 is converted to a single yellow line, but that the compensatory space suggested outside No.62 is not introduced.</p>
9870	<p>As the resident of No.62 Tormead Road, outside of which you intend to introduce a parking bay. I would like to relate my observations of traffic behaviour at this point in the road. Traffic rounds the sharp bend just below my property at excessive speeds often requiring the vehicle to straddle the (imaginary) centre line and without due care and attention to conditions and the numerous exits from properties located at this point in the road. Traffic proceeding down the road will often require a distance to brake to avoid the oncoming vehicle. If a parking bay is located outside No. 62 the distance for braking will become considerably lessened and become dangerous. Also, neighbours leaving or arriving at their homes add to this danger.</p> <p>At school in and out times, more often than not, vehicles are parked outside the existing single yellow line for up to fifteen minutes which adds to the congestion caused by those vehicles</p>	<p>Given the concerns raised about the proximity of the proposed parking bay to the bend, we recommend that the parking bay opposite No.65 is converted to a single yellow line, but that the compensatory space suggested outside No.62 is not introduced.</p>

	<p>driven by parents dropping off their children closer to the school. A double yellow line in this part of Tormead Road would seem more appropriate than a parking bay.</p> <p>I understand that Tormead School proposes coach pick-up facilities within the school grounds, thus getting the coaches off Cranley Road. This would surely allow more parents to utilise the space presently taken up by the coaches and lessen the congestion in Tormead Road.. At times when the school is on holiday not all the existing parking bays are in full use so is an additional one necessary?</p>	
<p>Page 98</p> <p>9872</p>	<p>I live at 63 Tormead Road and wish to object to the proposal to establish a new parking area outside number 62, as proposed in KM/13/0001. This will create a significant traffic safety hazard for all cars coming down Tormead road past my house as any parked cars in the proposed parking bay will force traffic to the wrong side of the road as they approach the corner just 30 yards away. In addition, depending on the exact location of the proposed bay, it may significantly interfere with the safe and easy access from my drive onto Tormead Road. If the proposal is driven by the desire to replace the bay outside 64 Tormead Road, my strong preference would be to live with the loss of a parking bay rather than the creation of a new bay which has safety implications for residents and through traffic, plus significantly impacting my ability to easily access my drive. I would appreciate your urgent reconsideration of this proposal.</p>	<p>Given the concerns raised about the proximity of the proposed parking bay to the bend, we recommend that the parking bay opposite No.65 is converted to a single yellow line, but that the compensatory space suggested outside No.62 is not introduced.</p>

In view of the dangerous position of the proposed new parking space outside no. 66 Tormead Road, I am writing to oppose it on the grounds that it will in all probability cause an accident .. accidents.

I live at No.61A Tormead Road - right on the corner. Often my family and I have difficulty in reversing into our own drive with cars quickly coming round the corner - they have to swing out (coming up the road) to avoid our car . the proposed new parking space outside no.66 would not give room for them to manoeuvre, let alone what would happen with traffic coming down the road and being in the centre of the road? Were we to be reversing up the road into our drive and a car racing around the corner up the road and pulling out to avoid our car again where would that car go? In pulling out to avoid a car, whether ours, next door's, or indeed opposite's, of course, this could entail a vehicle (a lots of vans, coaches and heavy vehicles use this road) mounting the pavement to avoid a collision - heaven forbid this should happen when there is a person(s), children, baby in pushchair passing - of which there can be plenty, especially at school times. Racing around the corner whether it be even 30 mph and below is very speedy and leaves little time for a quick decision. There are schools locally which entails traffic at times with parents dropping off/collecting when they can be late! However, vehicles race around the bend at any time! Albeit the bend does not appear to be a sharp bend nor blind, in practice it is and drivers get very outraged often to find us reversing into our drive and having to alter their speed and avoid our car!

We are very willing to give a test run(s) with those who make this decision - it can then be experienced and understood that placing a parking space outside No. 66 will be 'waiting for an accident to happen'. This email we will keep and should this occur will serve

Given the concerns raised about the proximity of the proposed parking bay to the bend, we recommend that the parking bay opposite No.65 is converted to a single yellow line, but that the compensatory space suggested outside No.62 is not introduced.

	<p>that the authorities were warned. This may sound harsh, but living in our position on the bend, we already experience unsafe difficulties now, without an additional hurdle.</p> <p>I would welcome your consideration to the fact that this is a most unsafe proposition which I trust will be your decision.</p>	
<p>Page 100</p> <p>9877</p>	<p>I am writing in response to the proposed changes to the on-street parking arrangements recently announced, particularly in respect of those for Tormead Road. The change proposed is to remove the parking space outside no. 66 and in its place put a parking space outside no. 62.</p> <p>My concern is that this proposed parking place is too close to the sharp bend in the road. I believe that this will increase the likelihood of an accident on the right angle bend as traffic quite often comes round this blind corner too fast. It might look as though there is plenty of room on a map but in practice that is not so considering the speed at which vehicles are travelling round this corner. Many drivers seem not to take account of the sharpness of the bend, nor the fact that it is a blind corner and are unwilling to brake; rather they try to dive round any car. My family and I always reverse into our drive, which is just on the inside of the bend on the corner, and very often we receive dirty looks from drivers who race round the corner and find our car stationary or reversing. I also note that there is no sign pointing out that it is a blind corner and a sharp corner; neither is there a white line down the middle of the road around the corner to show how narrow the road is and to keep drivers fully on their own side of the road. I request that you do not implement this proposed change.</p>	<p>Given the concerns raised about the proximity of the proposed parking bay to the bend, we recommend that the parking bay opposite No.65 is converted to a single yellow line, but that the compensatory space suggested outside No.62 is not introduced.</p>

9878

I live at 61 Tormead Road, Guildford and wish to comment on two aspects of the parking proposals for this road.

1. I wish to object to the proposal to establish a new parking area outside number 62 Tormead Road. I do not believe that this meets your own criteria of improving safety. It will create a significant hazard as it will push traffic coming down Tormead Road from Cranley Road onto the wrong side of the road too close to the bend in the road. In particular it will create a hazard for my wife and I, and any visitors, wishing to turn into our drive when approaching from Cranley Road as it will cause us to slow down on the wrong side of the road leaving us vulnerable to be hit by any car coming up the road fast round the bend.

2. I am disappointed to see that you are not planning to reinstate the double yellow lines around the bend in Tormead Road. This was a marking that greatly increased road safety when first introduced and the reduction of the restriction to a single yellow line has, in my view, introduced an un-necessary safety hazard to this bend. I would appreciate your reconsideration of the proposed change.

Given the concerns raised about the proximity of the proposed parking bay to the bend, we recommend that the parking bay opposite No.65 is converted to a single yellow line, but that the compensatory space suggested outside No.62 is not introduced.

The parking restrictions on the bend have always been single yellow lines and not double yellow lines.

**ITEM 7: ANNEXE 6.2 : COMMENTS AND OBJECTIONS RAISED TO ADVERTISED ORDER TOGETHER WITH OFFICER COMMENTS**

Ref. No.	Representation Comments	Officer Comments & Recommendation
<p><b>Dene Road area (Dene Rd, Denmark Rd, Eastgate Gdns, Epsom Rd, London Rd) (10 representations)</b></p>		
<p>9722</p>	<p>We have today received a letter outlining the proposed changes to parking in the Dene Road area.</p> <p>Although we understand the reasons for extending the permit hours, and agree that it will assist in freeing up the space for the residents, we would like to make a proposal with regards to the limits on the purchase of visitors permits.</p> <p>We are currently restricted to a maximum of 30 permits each year, which equates to no more than 2 visitor permits most months. At present this is satisfactory as they are really only needed at weekends. However, with the introduction of the new parking restrictions it will be impossible to have guests round in the evenings without asking them to pay to use a car park, which is frankly embarrassing, as I'm sure you can understand.</p> <p>Therefore whilst we agree that due to the use of the parking spaces by G Live patrons, there is a need to increase the restrictions; it is of the utmost importance that the limit on visitors permits is also increased for those living in the area.</p> <p>Many thanks indeed for the time taken to read this request.</p>	<p>Whilst visitor permits are restricted to 30 permits per annum, we offer a discretionary allocation in certain circumstances, to cover increased need. Whilst this is ordinarily restricted to situations where households have building work undertaken, if households in Dene Road, Denmark Road and Eastgate Gardens become more reliant on the use of visitor scratch-card permits, due to the extended operational hours of the controls, there is scope to increase their availability.</p> <p>A more formal increase in the number of visitor scratch-cards available, either in these specific roads, or more generally, would require changes to the articles of the traffic regulation order, with all the additional consultation and formal advertisement that this would entail. Nevertheless, there may be scope for us to consider this matter as part of a future parking review.</p> <p>In view of the above, we recommend that the proposals are implemented as advertised.</p>



My partner and I moved to Guildford from Central London in March 2013. We live within the parking zone that you refer to in your letter. Our reason for moving to Guildford is that my partner became a consultant anaesthetist at the Royal Surrey County Hospital. We have one vehicle in our household – necessary for Chris to drive from our home to the hospital when on call during the night and for emergencies. We applied for a permit for Zone D as soon as we arrived in Guildford, as evidently parking close to home is a necessity for Chris in order to be able to respond as soon as possible to emergency calls. Unfortunately we were told that there is a 6 month / 1 year wait for a resident's permit in Zone D.

Currently we, on the Zone D resident permit waiting list, are already struggling to park in the area in which we live and, therefore, are concerned regarding some of the changes you suggest.

There are 2 issues that we should like to raise please:

### **1) Waiting for a Zone D permit**

With regards to the waiting list for a parking permit where we live – we would like to ask how you are addressing this please? What is the process with regards to allocating permits? How can it be that a household living within the Zone should have to wait for quite an extended period to acquire a permit? Our landlady, who lived in the flat prior to our arrival, had a permit and has since surrendered it – should that not transfer to the new residents in the same flat? Is it the case that some households are permitted more than one permit, so that other households have to do without?

We evidently pay council tax to live in our property and may

The threshold on the number of residents' permits on issue at any one time within Area D is linked to the number of spaces prioritised for permit holders within the area. This has been the case since we introduced the present permit scheme in 1997. Nevertheless, where we have made significant changes to the number of permit only and dual-use spaces available, we have adjusted the threshold accordingly. As a result, the number of permits on issue at any one time has increased from 250 to 273.

Qualifying households can only acquire one Area D residents permit. With around 1,400 residential addresses within Area D, if permits were handed down from the outgoing resident of a property to the incoming resident, those households that were not already in possession of one of the 273 permits would seldom have an opportunity to acquire one. As a result, these households could remain on the waiting list for a prolonged period of time. The present way the scheme is managed gives all permit applicants an equal opportunity to acquiring a residents' permit within a reasonable timescale. Even so, progress up the waiting list is dependant on existing permit holders relinquishing their permits.

Whilst it possible for single yellow lines to also be part-time parking bays prioritised for specific user-groups, the traffic flows associated with the evening economy located in the vicinity and on Sundays are such that the issues that parking on the single yellow lines cause at these times are similar to those that would be caused were parking allowed during the day. Nevertheless, the single yellow line outside St Joseph's Church facilitates dropping off and picking up and will also be available for those with mobility issues that hold a Blue Badges to park for up to 3 hours.

partner is trying to serve the local community in his role at the hospital as best he can – we would like to know when this situation shall be rectified please?

## **2) Parking changes you suggest on Eastgate Gardens & on Dene Road**

We do not understand the logic behind some of the changes you suggest along Eastgate Gardens and Dene Road – with parking evidently in such limited supply in Zone D that it limits residents from having a permit – is there any logic to not making the bay outside St Joseph’s church and the areas along Dene road you suggest making ‘no waiting 8.30am – 9pm’ also available to permit holders after 6pm?

Also, with 2 paying carparks available so close-by – by the Grammar School and beside Dene Road – and an additional one made available by the Grammar school beside the astroturf pitch at the weekends - we believe that, given that there is a lengthy waiting list for residents to park in our own zone – all the areas possible along Eastgate Gardens and Dene Road should be made solely available to permit holders after 6pm , with perhaps dual use available in the evenings at the weekends until 9pm, when permit holders may not be in the area.

With parking such a problem for residents in our zone, we believe you need to prioritise extending parking to us as much as possible in order to reduce the permit waiting time – how is it that someone can pay to park near our residence currently but we cannot gain a permit to park there? We evidently suggest all of the above in the hope that we shall become permit holders in the very near future...

Another reason for having the single yellow lines operate over the same period as the parking bays is the clarity of the controls for motorists. Motorists should check the sign(s) relating to the restrictions of each specific parking bay. However, having passed controlled boundary signs and several hundred other parking bays which indicate that the controls operate Monday-Saturday 8.30am-6pm, if a handful of the bays in Dene Road, Denmark Road and Eastgate Gardens operate Monday-Sunday 8.30am-9pm, there may be a tendency for motorists to assume that the shorter operational hours that apply elsewhere also apply to these spaces. Therefore, to highlight the different operational hours, it is proposed to introduce boundary signs on all routes leading into Dene Road, Denmark Road and Eastgate Gardens. The only way to do this is for the single yellow lines beyond to operate over the extended hours. Nevertheless, it should increase the effectiveness of and compliance with the changes to the prioritisation measures.

In view of the above, we recommend that the proposals are implemented as advertised.

	<p>Some clarity on this matter and when we should expect to receive our permit would be most appreciated please.</p>	
<p>9757</p>	<p>I have studied the On-Street Parking Review proposals for the parking controls in the Dean Road area and I make the following comments:</p> <p>Short Term parking to support businesses in this sector of Guildford is extremely limited. I believe the change to double yellow lines on London Road outside GLive will greatly improve congestion and road safety, especially in the evening time.</p> <p>I welcome the decision to change to double yellow lines from property no. 21 to 23 and beyond in Epsom Road as we experience constant problems with pizza delivery vehicles blocking the entrance to the Service Area. I do however have serious concerns about the position of the existing parking bay outside no. 21 Epsom Road. It is extremely difficult to exit to Service Area (between 21 &amp; 23) onto Epsom Road as the parking bay outside property no.21 creates a dangerous blind spot when in use. I would suggest this bay needs to be removed on the grounds of safety to prevent a road traffic accident from occurring. I note that Service Area entrances in Dene Road have adequate provision of double yellow lines to prevent similar blind spots.</p> <p>Thank you for the opportunity to comment on the proposals.</p>	<p>General support for the changes to the waiting restrictions in London Road and Epsom Road are noted.</p> <p>In respect to the access between Nos.21 and 23, the proposed conversion from single to double yellow line should improve matters. Although the parking bay is only setback the 'standard' 1-2 metres from the access, the access itself is around 12 metres wide. Therefore, those exiting it can improve right hand visibility greatly by using the eastern portion of the access, without it being necessary to increase the setback distance of the adjacent parking bay, which would increase the level of restriction and reduce the availability of parking space.</p> <p>In view of the above, we recommend that the proposals are implemented as advertised.</p>

In reference to your proposed changes, while I believe that this "could" improve parking issues on Epsom Road it will depend on how it is enforced.

Take Townends Estate Agents On Epsom Road where there are already double Yellow lines clearly marked. These lines are meaningless as there is a lack of enforcement or you are unable to stop Townends parking on them. I know this for a fact as I was nearly knocked down by a Townsend liveried car in April 2010 mounting the pavement with said existing double yellow lines. On this issue I am in contact with Surrey Police Commissioners office already as Guildford BC seems powerless . To date this is a 3 year issue, unresolved. Or, every G-live event where there is complete parking chaos on the pavements with any sort of yellow lines. Or, guildford taxis, generally pavement parking waiting for people.

So my point is, Guildford BC cannot/does not or chooses not to enforce existing double yellow lines in this area (especially after 5pm) so what value add does painting any more lines if you cannot enforce the existing ones ,on this very road, Epsom Road.

If you doubt what I am saying I can send you copies of correspondence or pictures of 3 years Townsends parking abuse. Funnily enough the parking control should have copies already and it was forwarded to 2x Guildford councillors at the same time as the Surrey Police Commissioner last month.

The public car parks in the vicinity are already enforced in the evenings. The enforcement of the on-street parking controls in the vicinity will be an extension of this operation.

In view of the above, we recommend that the proposals are implemented as advertised.

9814	<p>I would like to object to the change add charging on a Sunday and the change to the active times of the paid parking bays in London Road and the surrounding area. My wife and I park in one of the London Road bays most Sundays following a trip to Guildford Spectrum, in order to get a coffee in the town. We can always get a space and there does not seem excessive pressure on these spaces. If paid parking is imposed then we do not intend to stop in the town to spend money. There is no justification in road traffic, access or congestion terms in changing the paid times of these parking bays. They are already parking spaces and there does not seem to be adverse pressure on them on a Sunday or in the evening. This does not see a reasonable change and would seem to be purely a revenue raising exercise, which is unlawful as shown under recent case law:</p> <p>"The 1984 Road Traffic Regulation Act is not a fiscal measure and does not authorise the authority to use its powers to charge ... for parking in order to raise surplus revenue for other transport purposes".</p> <p>Reference Barnet vs RAC foundation  <a href="http://racfoundation.wordpress.com/2013/07/22/racf-evidence-helps-bring-barnet-to-book-over-revenue-raising-from-parking-charges-well-done-barnetcpzaction/">http://racfoundation.wordpress.com/2013/07/22/racf-evidence-helps-bring-barnet-to-book-over-revenue-raising-from-parking-charges-well-done-barnetcpzaction/</a></p>	<p>The proposals do not intend to extend the hours during which it will be necessary to pay to use the on-street parking bays in London Road and Epsom Road. The extended hours only apply to the permit only and dual-use parking bays situated in Dene Road, Denmark Road and Eastgate Gardens, which are fronted predominantly by residential properties.</p> <p>Nevertheless, a significant amount of parking already takes place on the nearby single yellow lines in both Epsom and London Roads during the evenings and on Sundays. This would suggest that there is greater demand than supply of formalised on-street parking spaces. The proposals developed also aim to address this, in order to resolve the safety and traffic flow issues caused by the parking which presently takes place on the single yellow lines.</p> <p>In view of the above, we recommend that the proposals are implemented as advertised.</p>
9865	<p>I find that I must write to protest about the extension of parking controls in the area of St Joseph's Catholic Church and in particular those to Dene Road, and London Road (between Epsom Road and Waterden Road).</p> <p>Having seen signs posted in the area last Sunday – the first I knew of this plan - I called your office today to express my</p>	<p>The proposals were developed as a direct result of a petition received from many residents living in the area, who were concerned at the impact that parking by visitors associated with the evening economy and parishioners to the church caused them.</p> <p>Like other residents and businesses in the area, the church has been written to directly on a number of</p>

concern and dismay at what I consider at best completely unnecessary measures and at worst draconian measures which may appear to affect parts of our community. Why anyone would want to victimise people of faith – any faith – I do not know. They are a very important part of our community and do a lot of good for the wider community.

I was told that the new measures were in response to complaints by local residents and that the deadline for expressing my views is Friday 9<sup>th</sup> August, as extensive consultation has already taken place. But after much thought, I am sitting in my office this evening trying to fathom out how the new measures actually benefit anyone including, and especially, local residents.

You are not making parking easier or providing more spaces, in fact you are doing exactly the opposite and reducing the number of places where one can legally park on a Sunday. The residents themselves will also no longer be able to use single yellow lines on a Sunday as they can now do, so where is the benefit to them. The only benefit I can see is to Guildford Borough Council i.e. more cash in the council's coffers.

Dene Road already has parking bays on both sides which are used by resident permit holders and pay at meter visitors. Some stretches are single yellow lines but at present the restrictions do not apply to Sundays. By restricting parking on single yellow lines on a Sunday to 9pm you are actually reducing the number of cars that can be parked there – both visitor and RESIDENT.

Suggestion: make one side of Dene Road – the side which has properties on it - permit holders only. But leave the other

occasions during the current and previous stages of consultation.

The proposed measures prioritise the on-street space that is already available over a longer period, therefore improving the situation for permit holders. There will also be a small increase in the number of the permit only parking spaces available.

The traffic flows associated with the evening economy and on Sundays are such that the issues that parking on the single yellow lines cause at these times are similar to those that would be caused were parking allowed on the single yellow lines during the day. Nevertheless, the single yellow line outside St Joseph's Church facilitates dropping off and picking up and will also be available for those with mobility issues, that hold a Blue Badges, to park for up to 3 hours.

Another reason for having the single yellow lines operate over the same period as the parking bays is the clarity of the controls for motorists. Motorists should check the sign(s) relating to the restrictions of each specific parking bay. However, having passed controlled boundary signs and several hundred other parking bays which indicate that the controls operate Monday-Saturday 8.30am-6pm, if a handful of the bays in Dene Road, Denmark Road and Eastgate Gardens operate Monday-Sunday 8.30am-9pm, there may be a tendency for motorists to assume that the shorter operational hours that apply elsewhere also apply to these spaces. Therefore, to highlight the different operational hours, it is proposed to introduce boundary signs on all routes leading into Dene Road, Denmark Road and Eastgate Gardens. The only way to do this is for the

side exactly as it is now. This would still give residents space for their overflow cars and would not penalise visitors to any great degree. A bit of give and take combined with a bit with common sense would resolve the issue, of that I am sure. London Road, between Epsom Road and Waterden Road, is obviously a much busier road, but it is also much wider. Again, it is pay at meter and resident permit on one side, and pretty much a single yellow on most of the other side.

Suggestion: On the side of London Road with the properties make it permit holders only, even though they have lots of off-street parking in that section. Leave the other side as it is. What your new measures are actually creating is a “Pay to pray” scenario, something the parishioners of nearby Woking have fought hard against and I believe have recently won some concessions.

I also understand that some boroughs have recently been taken to court for making excessive profits from parking. The law as it stands would appear to require councils to only charge for parking what is necessary to cover the cost of administering the parking controls in their area. It is not meant to be used as a cash cow to cover shortfalls elsewhere in the council’s budget.

My suggestions would maintain some limited free parking on a Sunday for those wishing to attend church – which is basically a free event, and also give more spaces to local residents. People wishing to attend G-Live or go shopping i.e. spending money, can use the larger car parks and spend a little of their money on parking, and most people – including myself - would expect to do so.

In general, I believe that parking on existing single yellow

single yellow lines beyond to operate over the extended hours. Nevertheless, it should increase the effectiveness of and compliance with the changes to the prioritisation measures.

There is little demand from permit holders to park in London Road. Therefore, we do not intend to convert any of the existing pay and display spaces in these roads to either dual-use or permit only. Nor do we intend to charge for parking within these bays in the evenings or on Sundays.

Both the Police and local residents have suggested the need for the single yellow lines in Epsom and London Roads to be converted to double yellow lines. During previous stages of consultation the G-Live venue has suggested that more of the single yellow lines in Dene Road should be converted to double yellow lines. We have not acted upon the latter request, mindful of the fact that we wish to allow parking to continue on the single yellow lines at less busy times.

The request to change the operation of the public car park situated below the church would be an issue for Guildford Borough Council to consider outside scope of the on-street parking review process.

In view of the above, we recommend that the proposals are implemented as advertised.

	<p>lines out of peak hours, does not usually cause any traffic congestion and does not prevent anyone else from parking where they are legally entitled to. In fact, in my humble opinion there should be no restrictions on single yellow lines on a Sunday – except of course in areas in or very close to main shopping areas and then only for the time the shops are open. There are also a lot of double yellow lines that could easily be used for parking on a Sunday where no congestion would occur.</p> <p>If you still decide to go ahead with your plans, then please can I ask that you consider a compromise relating to the underground parking area at St Josephs and scrap Sunday parking charges from the entire basement area of the church for the entire day.</p> <p>Many of these matters are for a wider forum, but what I would like to say specifically relates to Dene Road and London Road in the area around St Joseph's and I would ask you to think again. To my mind there are ways to keep everybody happy and I have outlined some suggestions above. Please understand that I have not had time to research all of my facts, and there may be some inaccuracies in the above, however, I do believe what I have said to be true and I write with sincerity about a situation I care about. A response would be appreciated.</p>	
9867	<p>I am writing on behalf of Little Dene, 14 Dene Road Guildford as their chairlady to submit some objections to your proposals to change the parking controls in Dene Road area, and to make some proposals to alter the current system.</p> <p>I believe that to change the parking controls by extending</p>	<p>The proposals were developed as a direct result of a petition received from many residents living in the area, who were concerned at the impact that parking by visitors associated with the evening economy and parishioners to the church caused them.</p>



them to 9:00 pm and by including sundays is unfair on those people who live in Dene Road for the following reasons:

- There are a number of houses divided into flats in the road, including Little Dene, where flat tenancy changes are frequent and due to the waiting time for a residents parking permit may preclude tenants from ever receiving a permit during their tenancy. The proposals would add extra cost to the parking in the road and therefore may dissuade potential tenants and add to the financial burden of anyone living in the road.
- The current parking controls allow working people to park free outside normal office hours during the week but the suggested changes will now affect anyone parking in the evening between 6:00 and 9:00 pm, adding to the cost of living in the road because of the need to pay for the evening hours.

Objection to the changes is therefore made because it appears that instead of making it harder for non-residents and users of G-Live to park free along Dene Road in the evening and at weekends, you are in effect making it harder and potentially more expensive for those who genuinely live there, and their visitors to park in Dene Road, because we do not have off street parking.

- I would like to propose that you introduce a loading/unloading parking permit for flat owners and tenants to purchase. This would be to allow those who do not drive, are elderly or have some kind of disability to be dropped at home by drivers or to take deliveries of goods without the drivers having to pay parking charges. This could be restricted to 15 minutes to allow

During the previous stages of consultation, all residents, businesses and other organisations have been written to. The fact that extending the operational hours of the controls will reduce flexibility, particularly for those that are either ineligible for permits, or on the waiting list for an Area D permit, has been highlighted throughout.

Despite this, during the first round of consultation, 82% of respondents expressed a preference for extending the operational hours of the controls. When given an opportunity to comment on the specifics of the proposals, 77% of respondents were supportive (42% fully and 35% with amendments). Some of those wanting amendments wanted greater restriction, whilst others wanted less restrictive controls.

There is a threshold on the number of residents' permits on issue at any one time within Area D, which is linked to the number of spaces prioritised for permit holders within the area. With around 1,400 residential addresses within Area D, and only 273 residents' permits on issue at any one time, there is always likely to be issues associated with the availability of permits and space.

The permit only and dual-use spaces can already be used for boarding and alighting and for loading and unloading without the need of a permit or to purchase a ticket. Yellow lines can be similarly used, provided doing so does not cause danger or obstruction.

Whilst visitor permits are restricted to 30 permits per annum, we offer a discretionary allocation in certain circumstances, to cover increased need. Whilst this is ordinarily restricted to situations where households have

	<p>loading and unloading to flats, and would still bring in revenue from annual sales and would be closed to abuse of the system.</p> <ul style="list-style-type: none"> <li>• Currently the number of visitor parking permits that can be purchased by each house is only 30 a year. These are not free, costing £2 each. This is per individual building not per household and with a house such as Little Dene means only 30 permits can be bought for the 6 flats per year. These are quickly used up if the house has any kind of maintenance carried out on it. Little Dene pays 6 Council Tax payments from the house per month, and therefore it is proposed that the number of permits should be increased to at least 52 (one a week) per household, not per house.</li> </ul>	<p>building work undertaken, if households in Dene Road, Denmark Road and Eastgate Gardens become more reliant on the use of visitor scratch-card permits, due to the extended operational hours of the controls, there is scope to increase their availability.</p> <p>A more formal increase in the number of visitor scratch-cards available, either in these specific roads, or more generally, would require changes to the articles of the traffic regulation order, with all the additional consultation and formal advertisement that this would entail. Nevertheless, there may be scope for us to consider this matter as part of a future parking review.</p> <p>In view of the above, we recommend that the proposals are implemented as advertised.</p>
9874	<p>Provided that the whole of Dene Road is for RESIDENTS only and no parking places are reduced then I have no objection</p> <p>I would point out currently cars drive down this road as a through road at dangerous speeds in a narrow confine if cars are parked both sides of the road.</p> <p>This road except for Civic hall entry (No 30 onwards) should be "ACCESS ONLY" with several large speed humps. Indeed why not reduce the carriage way width to single NARROW carriageway with specified parking bays - Do we need 2 foot paths ? -we can then turn the cars through 45 degrees and get more spaces and SLOW the Traffic at the same time?</p> <p>Hope this helps- people always moan as usual</p>	<p>The proposals will extend the prioritisation measures over a longer period, but we do not intend to make all the space permit only. If we were to do so, this would further reduce flexibility for residents and their visitors. Indeed, other have suggested that the proposed measures are too restrictive.</p> <p>The requests for signing, speed humps and other possible engineering measures would be matters for Surrey County Council – Highways to consider outside the scope of the present on-street parking review process.</p> <p>In view of the above, we recommend that the proposals are implemented as advertised.</p>

	<p>Regards Robert Wodehouse Flat 3 28 Dene Road Guildford. Safety First.....</p>	
	<p>1/ Dene Rd is mostly a one way street not a through route like Epsom Rd ,London Rd or Upper High Street so it does not need the type of increased restrictions proposed. Should these be imposed the extra road width up to the entrance to G live carpark will encourage cars to go faster; often cars just carry on the wrong way up Dene Rd endangering people and pets resident here.</p> <p>2/The curtailment proposed will greatly inconvenience local residents, most of these houses are divided up into flats etc with many foreign poeple who do not know how to apply,or realise they could apply for resident parking let alone complain about the coming changes ( not that so many people could be issued with resident parking permitts) so they rely on these 6 spaces for evening, and all day Sunday to park have visitors, have deliveries, moving in etc this would be denied to them, placing great strain on the surrounding roads across York Rd as after 6 pm parking. There are often gaps here, it is not over-run by G live goers as G B C would have us believe or shoppers,and retaurant useres.This area is also used by residents with permits particularly on Sundays to load vechicles for the dump ,off load people, dogs etc without the need to get into a resident bay for fear of getting a ticket.All in an area that has had its parking availibilty curtailed by G lives building ;now it is going to be made even more of a non parking area ,intimidating resident permit holders to stay in their bays.</p>	<p>Many of the proposed additional lengths of double yellow line protect points of access and visibility at junctions. Concerns about vehicles proceeding the wrong way within the one way section of Dene Road would be issues for Surrey County Council – Highways and the Police to address outside the scope of the present on-street parking review process.</p> <p>The proposals were developed as a direct result of a petition received from many residents living in the area, who were concerned at the impact that parking by visitors associated with the evening economy and parishioners to the church caused them.</p> <p>During the previous stages of consultation, all residents, businesses and other organisations have been written to. The fact that extending the operational hours of the controls will reduce flexibility, particularly for those that are either ineligible for permits, or on the waiting list for an Area D permit has been highlighted throughout.</p> <p>Despite this, during the first round of consultation, 82% of respondents expressed a preference for extending the operational hours of the controls. When given an opportunity to comment on the specifics of the proposals, 77% of respondents were supportive (42% fully and 35% with amendments). Some of those wanting amendments wanted greater restriction, whilst others wanted less</p>

3/These new restrictions are GBC idea not the residents with permits, all we asked for was to increase the times of residents bays which have been paid for but used by G live goers, restaurant users as laid out in the 27 April 2012 Questionnaire. Not to make no go bays to drive visitors into paying car parks.

4/ Show that it pays to petition the Council, and that you actually do listen to those adversely affected; because my enquiries tell me that rate payers are disillusioned with the whole process, and are convinced they are not being listened to, or taken heed of. For my part I don't care if I'm the only compliant, and when it comes to extra restrictions on parking I say less of it on these yellow lines I will be home before G live goers on the few days a month that the places seem to be full. I'll leave the Church in East Gate gardens to argue their own case, but I would not be happy for my daughter to be married there, or a christening or have my interment service there knowing some warden is hovering for a 2 minute unloading time-- isn't that restraint of trade. I don't think the ordinary staff in Dene Croft will be so keen on these new restrictions when they realise that as soon as they change shifts and move the cars in and out into a road restricted till 9pm that they can be ticketed, still that's up to them, but be sure it will happen if you go ahead with such Draconian restrictions

Please just leave this area of the North side of Dene Rd under its present restrictions; save the rate payer the expenses, and eye-sore of more street signs, and continual confrontation with traffic wardens.

restrictive controls.

The traffic flows associated with the evening economy and on Sundays are such that the issues that parking on the single yellow lines cause at these times are similar to those that would be caused were parking allowed on the single yellow lines during the day. During previous stages of consultation the G-Live venue has suggested that more of the single yellow lines in Dene Road should be converted to double yellow lines. We have not acted upon the latter request, mindful of the fact that we wish to allow parking to continue on the single yellow lines at less busy times.

Another reason for having the single yellow lines operate over the same period as the parking bays is the clarity of the controls for motorists. Motorists should check the sign(s) relating to the restrictions of each specific parking bay. However, having passed controlled boundary signs and several hundred other parking bays which indicate that the controls operate Monday-Saturday 8.30am-6pm, if a handful of the bays in Dene Road, Denmark Road and Eastgate Gardens operate Monday-Sunday 8.30am-9pm, there may be a tendency for motorists to assume that the shorter operational hours that apply elsewhere also apply to these spaces. Therefore, to highlight the different operational hours, it is proposed to introduce boundary signs on all routes leading into Dene Road, Denmark Road and Eastgate Gardens. The only way to do this is for the single yellow lines beyond to operate over the extended hours. Nevertheless, it should increase the effectiveness of and compliance with the changes to the prioritisation measures.

9886

		<p>The permit only and dual-use spaces can already be used for boarding and alighting and for loading and unloading without the need of a permit or to purchase a ticket. Yellow lines can be similarly used, provided doing so does not cause danger or obstruction.</p> <p>In view of the above, we recommend that the proposals are implemented as advertised.</p>
9886	<p>Just a quick email regarding the formal proposals and some of the changes proposed on Dene Rd.</p> <p>I am pretty much broadly in favour of the proposals but would like to voice my objection to one part of the proposal, namely the converting of the single to double yellow lines on Dene Rd specifically.</p> <p>Having had a conversation with Andy this morning where he voiced an opinion that it would be difficult to have 2 different timings applying on our street, 9pm for residents and standard restrictions on yellow lines, I completely disagree with that viewpoint. If the residents bays are clearly signposted as 9pm, then the driver has no excuse. In my opinion, there should be more signs on the street, or if not more, they should be larger and not obscured by trees, so that people can see clearly from their cars.</p> <p>The single to double will make it very difficult for visitors to residents on Dene Rd, and I do not see any issue with visitors to glive and residents visitors taking these spaces on a first come first basis after 630pm as per standard restrictions on a yellow line. That is a fair balance between needs of residents and resident visitors and glive visitors.</p>	<p>The general support for the proposals is noted.</p> <p>In respect to the proposed additional lengths of double yellow lines, these primarily protect shared points of access and visibility at junctions.</p> <p>With regard to the extended operational hours of the remaining single yellow lines, the traffic flows associated with the evening economy and on Sundays are such that the issues that parking on the single yellow lines cause at these times are similar to those that would be caused were parking allowed on the single yellow lines during the day. During previous stages of consultation the G-Live venue has suggested that more of the single yellow lines in Dene Road should be converted to double yellow lines. We have not acted upon the their request, mindful of the fact that we wish to allow parking to continue on the single yellow lines at less busy times. The single yellow lines will facilitate boarding and alighting and loading an unloading provided danger or obstruction are not being caused. The single yellow lines will also be available for those with mobility issues that hold a Blue Badges to park for up to 3 hours, on the same basis.</p>

Also, it keeps it fair to residents or tenants on Dene Rd who do not have or can not get a zone D permit.

I have been to other areas where a venue such as Glive exists in a residential area with specific parking restrictions in place for resident bays alongside neary yellow lines, and it works ok. I can see from clear signs that resident bays are out of bounds and yellow lines are fine.

To summarise, I would request that the proposals be changed to reflect this, and the single yellow lines on Dene Rd remain single, working alongside new restrictions to stop visitors parking in resident bays.

Hope this makes sense, please confirm receipt.

Another reason for having the single yellow lines operate over the same period as the parking bays is the clarity of the controls for motorists. Motorists should check the sign(s) relating to the restrictions of each specific parking bay. However, having passed controlled boundary signs and several hundred other parking bays which indicate that the controls operate Monday-Saturday 8.30am-6pm, if a handful of the bays in Dene Road, Denmark Road and Eastgate Gardens operate Monday-Sunday 8.30am-9pm, there may be a tendency for motorists to assume that the shorter operational hours that apply elsewhere also apply to these spaces. Therefore, to highlight the different operational hours, it is proposed to introduce boundary signs on all routes leading into Dene Road, Denmark Road and Eastgate Gardens. The only way to do this is for the single yellow lines beyond to operate over the extended hours. Nevertheless, it should increase the effectiveness of and compliance with the changes to the prioritisation measures.

In view of the above, we recommend that the proposals are implemented as advertised.

**ITEM 7 : ANNEXE 6.3 : COMMENTS AND OBJECTIONS RAISED TO ADVERTISED ORDER TOGETHER WITH OFFICER COMMENTS**

Ref. No.	Representation Comments	Officer Comments & Recommendation
<b>Rivermount Gardens</b>		<b>(5 representations)</b>
9718	<p>Thank you for your letter about the proposed parking restrictions in Rivermount Gardens. The only comment I have to make is that I hope you will get on with this just as quickly as possible. the residents of Rivermount Gardens are heartedly sick of the present situation which we have endured now for over two years, unable to provide parking space for our visitors and others who call on business or to make deliveries. It has become quite intolerable. What was originally a quiet residential road has become an offshoot of the Park and Ride, or rather Park and Walk since most of the parkers we believe to be staff who work at the Municipal offices or are civilians employed by the police. I hope we may look forward to some early action.</p>	<p>The support for the proposals is noted, and we recommend that the proposals are implemented as advertised.</p>
9743	<p>The reason for proposing to include Rivermount Gardens within Area G of the Guildford Town Centre Controlled Parking Zone (CPZ) and its permit schemes is to address the issues caused by the displacement of parking from the adjacent area already included within the CPZ.”</p> <p>I am a commuter who currently uses Rivermount Gardens to park during the day and I wish to object to the proposed parking restrictions to this road. My points are,</p>	<p>The parking which presently takes place in Rivermount Gardens close to its junction with Portsmouth Road, the brow of the hill and on the bend causes safety and access issues. Furthermore, the fact that the parking is often unbroken leaves few opportunities for vehicles to pass.</p> <p>The roads width and geometry mean that the only suitable locations for parking are within the specifically constructed lay-bys.</p>

The houses on Rivermount Gardens have both garages and extensive driveways capable of parking at least three cars (one in the garage) and potential a fourth across the drive way. Every day when I have been along the road from the morning through to the evening the majority of the driveways are empty or have only one car on them with the areas currently available for street parking having no cars on them before 7:00am and after 6:00pm, which indicates that the residents do not need the extra available parking in that road and that there is not an over spill of residents parking from streets that are with the existing CPZ.

Rivermount Gardens is a 15 minute walk to the town centre and the majority of commuters who use this road are from the local niche legal and planning agent business which populate Portsmouth road who's own parking is considerably limited to two to three spaces which in itself is inadequate for the office space of these units. Removing this free parking could potential force these small businesses to relocate to areas where there customers and staff can find available parking.

As a council worker who has a flexi time arrangement having available free or cheap parking available very early in the morning before Artington park and ride has opened is an advantage to working longer days for the various projects I am involved with and I'm sure there are other worker at the council office who feel this way.

I would commend double yellow lines at the entrance to Rivermount garden to help prevent over parking to the entrance to this road. I don't see much point in disabled bays on two points there is already plenty of residential parking along this road and for disabled workers there are bays and

Whilst the need for residents of Rivermount Gardens to park on-street may be minimal, there may be occasions when their visitors have to. The lack of parking in Portsmouth Road means that permit holders and short stay visitors of premises in this road may also use the side roads in the vicinity to park. The provision of short stay parking in Rivermount Gardens will assist in this regard.

With regard to the disabled spaces referred to in the representation, this would appear to relate to the proposal to introduce two disabled spaces outside Bury Field Clinic. Both the Access Group and the Clinic are keen for facilities to be improved in the vicinity for those visitors with mobility issues.

The comments about the Park and Ride bus service have been noted, although it is beyond the scope of the present on-street parking review.

In view of the above, we recommend that the proposals are implemented as advertised.



	free parking closer to town than this location.	
9752	As a resident of Rivermount Gardens (15), I very strongly support the proposed parking controls. This road was not designed as a public car park for Council and Police staff, and their persistent use of it as such has made life very difficult for many of the residents in the road.	The support for the proposals is noted, and we recommend that the proposals are implemented as advertised.
9871	<p>I object to the following, River mount gardens becoming private parking. This is due to the fact every resident on the road owns their own drive to park in, so other members of the public are not using space that residents need to use.</p> <p>Other members of the public park on one side of the road. This means that vehicles such as ambulances, fire engines and other large vehicles can pass through.</p> <p>I work full time in Guildford, working different hours each week, often starting in the early hours of the morning. This means I have no other places to park during those shifts. I know that I speak not only for myself and my colleges but other members of the public who also work in the town.</p> <p>I believe this proposal is selfish and not understanding of the</p>	<p>The parking which presently takes place in Rivermount Gardens close to its junction with Portsmouth Road, the brow of the hill and on the bend cause s safety and access issues. Furthermore, the fact that the parking is often unbroken leaves few opportunities for vehicles to pass.</p> <p>The roads width and geometry mean that the only suitable locations for parking are within the specifically constructed lay-bys.</p> <p>Whilst the need for residents of Rivermount Gardens to park on-street may be minimal, there may be occasions when their visitors have to. The lack of parking in Portsmouth Road means that permit holders and short stay visitors of premises in this road may also use the side roads in the vicinity to park. The provision of short stay</p>

9893

	<p>public. I do however understand that strangers parking on someone's residential road may be frustrating, but it does not cause a problem for the residents of River Mount Gardens.</p>	<p>parking in Rivermount Gardens will assist in this regard.</p> <p>In view of the above, we recommend that the proposals are implemented as advertised.</p>
<p>9893</p>	<p>I wish to object to you putting residential parking on Rivermount Gardens in Guildford.</p> <p>I start work at 7am and this is the closest place for me to park and walk into Guildford to work, and that's a 20 min walk.</p> <p>If your park and ride service was available earlier in the morning then most of us parking in this street would use that service. For me the park n ride would need to start at 6.30am. I am asking you to consider this option if the residential parking is approved.</p>	<p>The parking which presently takes place in Rivermount Gardens close to its junction with Portsmouth Road, the brow of the hill and on the bend causes safety and access issues. Furthermore, the fact that the parking is often unbroken leaves few opportunities for vehicles to pass.</p> <p>The roads width and geometry mean that the only suitable locations for parking are within the specifically constructed lay-bys.</p> <p>Whilst the need for residents of Rivermount Gardens to park on-street may be minimal, there may be occasions when their visitors have to. The lack of parking in Portsmouth Road means that permit holders and short stay visitors of premises in this road may also use the side roads in the vicinity to park. The provision of short stay parking in Rivermount Gardens will assist in this regard.</p> <p>The comments about the Park and Ride bus service have been noted, although it is beyond the scope of the present on-street parking review.</p> <p>In view of the above, we recommend that the proposals are implemented as advertised.</p>

**ITEM 7: ANNEXE 6.4 : COMMENTS AND OBJECTIONS RAISED TO ADVERTISED ORDER TOGETHER WITH OFFICER COMMENTS**

Ref. No.	Representation Comments	Officer Comments & Recommendation
	<p><b>St Luke's Square (St Luke's Sq, St Bartholomew's Ct, St Catherine's Pk, St Thomas's Mews)</b></p>	<p><b>(26 representations)</b></p>
<p>9717</p>	<p>I refer to the letter I received today yet again about the absurd parking controls you wish to implement in st Luke's. Please see the new reference number above and the emails below we had from last year on the same matter.</p> <p>For the record my thoughts haven't changed and I fully object to your proposals. Please see below for my reasons.</p> <p>To add to this it seems ridiculous that the council are still considering this and it is occupying so much of everyones time - wasting our council tax money. Its a shame there are so many more worthy causes it could be used for.</p> <p>-----</p> <p>As per your letter that I received yesterday I wanted to write to you and object to the parking controls you are once again suggesting.</p> <p>Whilst this may seem like a solution for St Luke's it will simply push all the people up the other end of the park where no controls are being suggested - none of which are wanted.</p> <p>As per the meeting earlier this year the parking in St Luke's</p>	<p>Prior to the present review commencing a resident from St Lukes Square presented a summary of a petition from 24 households, which indicated over 90% wanted some form of parking control.</p> <p>Subsequent stages of consultation suggested that within the wider St Luke's Square area 83% of those that responded thought controls were necessary. In the St Luke's Park section of the development a clear majority opposed controls. The proposals were developed taking into account the respective wishes, albeit that the potential for displacement has been highlighted throughout.</p> <p>Nevertheless, the proposed measures are, in many respects, the minimum that we would recommend introducing. The double yellow line junction protection controls proposed around various junctions within the development extend 10 metres, and have only been introduced on the bellmouth side, rather than opposite the junctions. It would be inadvisable to introduce shorter lengths to allow parking closer to the junctions and bends. The introduction of single yellow lines would allow parking actually on the junctions and bends at times when the</p>

	<p>square is better since the G Live complex has been finished and the builders are no longer there.</p> <p>Just to re-iterate - I fully object to any parking controls in the St Luke's development.</p>	<p>restrictions did not operate. However, vehicles parked in these locations would still cause safety, access and traffic flow issues, regardless of the time of day that it occurred. Indeed, several representees suggest that the advertised proposals are not extensive enough.</p> <p>Ongoing inconsiderate parking by grammar school pupils, commuters and shoppers are all highlighted as causing the issues within the St Luke's Square section of the development.</p> <p>In view of the above, we recommend that the proposals are implemented as advertised.</p>
9719	<p>I reside at 10 St. Catherine's Park and would like to lodge my objection to the proposed parking restrictions in and around St. Luke's Square on the grounds that the proposed restrictions will dramatically decrease the number of parking spaces available to residents.</p>	<p>The proposed measures are, in many respects, the minimum that we would recommend introducing. The double yellow line junction protection controls proposed around various junctions within the development extend 10 metres, and have only been introduced on the bellmouth side, rather than opposite the junctions. It would be inadvisable to introduce shorter lengths to allow parking closer to the junctions and bends. The introduction of single yellow lines would allow parking actually on the junctions and bends at times when the restrictions did not operate. However, vehicles parked in these locations would still cause safety, access and traffic flow issues, regardless of the time of day that it occurred. Indeed, several representees suggest that the advertised proposals are not extensive enough.</p> <p>In view of the above, we recommend that the proposals are implemented as advertised.</p>

9721	<p>Many thanks for your letter of 12 July 2013 setting out proposals to introduce parking controls in the St Luke's Development.</p> <p>This is just to confirm we thoroughly endorse your proposals which we feel will go a long towards eliminating dangerous and inconsiderate parking at this end of our estate and hopefully make it a safer environment for residents and visitors.</p>	<p>The support of the proposals has been noted, and we recommend that the proposals are implemented as advertised.</p>
9723	<p>Myself and my Husband are in favour of the proposed parking controls in the Luke's Square development and think that is an excellent idea and will improve road safety which is desperately needed,</p>	<p>The support of the proposals has been noted, and we recommend that the proposals are implemented as advertised.</p>
9724	<p>I reside at Bloomsbury Court in St Luke's Square. I would like to lodge my objection to the proposed parking restrictions in St Luke's Square. Having looked at the plans on your website I see that virtually everywhere, apart from the designated parking spaces and opposite gates (where it is not possible to park anyway), you are proposing to enforce double yellow lines with no waiting at any time restrictions. This will make it impossible for myself and my partner to park near our flat or even to enjoy the right to invite friends and family over when there is nowhere for them to park.</p> <p>I am sure you can find a more just and flexible way to monitor the safety of these roads, which are very quiet anyway and cars parked by the roads can hardly be considered an hazard, everyone living here is very considerate and drives with the</p>	<p>The proposed measures are, in many respects, the minimum that we would recommend introducing. The double yellow line junction protection controls proposed around various junctions within the development extend 10 metres, and have only been introduced on the bellmouth side, rather than opposite the junctions. It would be inadvisable to introduce shorter lengths to allow parking closer to the junctions and bends. The introduction of single yellow lines would allow parking actually on the junctions and bends at times when the restrictions did not operate. However, vehicles parked in these locations would still cause safety, access and traffic flow issues, regardless of the time of day that it occurred. Indeed, several representees suggest that the advertised proposals are not extensive enough.</p>

	<p>utmost respect and at the appropriate speeds.</p> <p>I find it hard to believe that my Council would ignore the basic and simple right of their citizens who are simply requesting the ability to live in and enjoy their street without having to give up what most people take for granted. I look forward to receiving your response and welcome any further discussion.</p>	<p>In view of the above, we recommend that the proposals are implemented as advertised.</p>
<p>Page 124</p> <p>9729</p>	<p>After reading more about the concerns of the residents over inconsiderate parking during the week by workers and students using St Luke's Square as a free car park without any sense of respect for the residents, I would like to add another point to my below comments (which I continue to ask you consider as very valid). I still object to double yellow lines with no waiting at any times as I consider this to be an unnecessarily restrictive measure which will unfairly result in no flexibility for the residents. However, a less aggressive approach would be much more suitable for this quiet, residential and no through traffic area. I would like to support, like many other residents have, a restriction in the periods of Mon-Sat 8:30 to 18:00 to stop this trend of non residents inconsiderately parking wherever they feel. This would ensure that the real issue is tackled without imposing overkill and harsh controls dramatically limiting the freedom of residents. Many thanks for taking my views into account.</p> <hr/> <p>I would like to lodge my objection to the proposed parking restrictions in St Luke's Square. Having looked at the plans on your website I see that virtually everywhere, apart from the designated parking spaces and opposite gates (where it is not possible to park anyway), you are proposing to enforce double yellow lines with no waiting at any time restrictions. This will make it impossible for myself and my partner to park</p>	<p>The proposed measures are, in many respects, the minimum that we would recommend introducing. The double yellow line junction protection controls proposed around various junctions within the development extend 10 metres, and have only been introduced on the bellmouth side, rather than opposite the junctions. It would be inadvisable to introduce shorter lengths to allow parking closer to the junctions and bends. The introduction of single yellow lines would allow parking actually on the junctions and bends at times when the restrictions did not operate. However, vehicles parked in these locations would still cause safety, access and traffic flow issues, regardless of the time of day that it occurred. Indeed, several representees suggest that the advertised proposals are not extensive enough.</p> <p>In view of the above, we recommend that the proposals are implemented as advertised.</p>

	<p>near our flat or even to enjoy the right to invite friends and family over when there is nowhere for them to park.</p> <p>I am sure you can find a more just and flexible way to monitor the safety of these roads, which are very quiet anyway and cars parked by the roads can hardly be considered an hazard, everyone living here is very considerate and drives with the utmost respect and at the appropriate speeds.</p> <p>I find it hard to believe that my Council would ignore the basic and simple right of their citizens who are simply requesting the ability to live in and enjoy their street without having to give up what most people take for granted. I look forward to receiving your response and welcome any further discussion,</p>	
9730	<p>We held an informal meeting in the square last Sunday Andy and the purpose of this email is to confirm the endorsement of St Luke's Residents Association to the proposed plans.</p> <p>We are aware that a few individuals have written in response suggesting various 'tweaks' but we have resolved all of those face to face with those individuals. You are reminded that we represent 120 front doors in St Luke's Square and surrounding areas. We support the plans in their entirety and we wish to thank you for the professionalism emanating from your office. We understand we have not yet reached a satisfactory conclusion but we've done our best and we are more than satisfied you and your colleagues have too. So, thank you very much.</p>	<p>The support of the proposals has been noted and we recommend that the proposals are implemented as advertised.</p>

As you are aware there have been a large number of complaints about bad parking in the above roads and a recent decision was made by your department to put forward a new proposal to overcome this. This took the form of a proposal for yellow lines which will ensure that cars will only be parked safely and appropriately and will allow emergency vehicles and other large lorries to access the properties in this part of St. Lukes. This cannot happen soon enough. It will also then be patrolled by personnel from the council and also the police will be more empowered to act if required.

However it will also significantly reduce the overall number of parking spaces available.

At the present time this area is consistently used as a car park for people shopping or working in town and also as a "long term" car park for people possibly travelling elsewhere by train or who live in neighbouring streets. Almost without exception these are the vehicles that have been causing the large number of complaints which I am sure you are aware of.

I think the yellow lines concept is excellent but the downside of this, as stated above, does not address the absurd situation of the "long term parkers".

Are you aware that on a daily basis and in term-time there are between 5 and 10 Grammar school boys who use this area as a free car park, all day?

Are you aware that where building work is taking place on town centre properties, work vans are parked here all day?

These are but two examples.

The general support of the proposals has been noted.

Previous stages of consultation suggested that a clear majority of those that responded from the St Luke's Square section of the development would prefer limited controls as opposed to more involved measures, such as the areas inclusion within the adjacent controlled parking zone and the introduction of a residents' parking scheme.

The proposed measures are, in many respects, the minimum that we would recommend introducing. The double yellow line junction protection controls proposed around various junctions within the development extend 10 metres, and have only been introduced on the bellmouth side, rather than opposite the junctions. It would be inadvisable to introduce shorter lengths to allow parking closer to the junctions and bends. The introduction of single yellow lines would allow parking actually on the junctions and bends at times when the restrictions did not operate. However, vehicles parked in these locations would still cause safety, access and traffic flow issues, regardless of the time of day that it occurred. Even so, several representees suggest that the advertised proposals are too extensive, will reduce the availability of parking and the increase likelihood of displacement elsewhere.

In view of the above, we recommend that the proposals are implemented as advertised.



	<p>Town centre parking is controlled and expensive and the reason for others continuing to use the area around our houses for long-term parking is obvious.....IT IS FREE.</p> <p>If you visit the area at any time outside of working/school hours you will notice that there are NO PROBLEMS. The locals are aware of the problems and park considerately and safely. There is plenty of room for all.</p> <p>This is not a new problem here or elsewhere and recent changes to parking arrangements, say in St. Omer Road, have recently been implemented to the benefit of its residents AND the revenues received by the Council.</p> <p>I would suggest that the problem is re-visited by your department and a combination of yellow lines and "St. Omer road type restrictions" is implemented. BOTH are required.</p>	
<p>9733 &amp; 9765</p>	<p>I would again like to place my objections to double yellow lines being placed in the areas highlighted. A safety issue has been raised of which mostly is for cars parking during the day - workers, school runs etc. I stand by my original request that double yellow lines are too much and single yellow would allow more flexibility to residents (and their visiting guests) in the evening times but prevent non-residents using the square as a car park during the day. This view has also been reflected in a letter from another resident "If you visit the square at any time outside of working/school hours, you will notice there are NO PROBLEMS".</p> <p>I enquired yesterday how much around the corners the lines</p>	<p>The proposed measures are, in many respects, the minimum that we would recommend introducing. The double yellow line junction protection controls proposed around various junctions within the development extend 10 metres, and have only been introduced on the bellmouth side, rather than opposite the junctions. It would be inadvisable to introduce shorter lengths to allow parking closer to the junctions and bends. The introduction of single yellow lines would allow parking actually on the junctions and bends at times when the restrictions did not operate. However, vehicles parked in these locations would still cause safety, access and traffic flow issues, regardless of the time of day that it occurred. Indeed, several representatives suggest that the advertised</p>

are placed and was told 10m! In my opinion this covers well more than just the corners as was previously proposed and I do feel misled. I also do not understand why there are double yellows proposed around the centre communal garden entrances? There is no safety issue here?? There is more than enough room to pass into the square even if a car is there - I have done so many times. By having double yellows here it will again lose another parking space.

I am objecting formally once again to double yellow lines (and permits if this is raised as another option) and having read a letter from another resident in St Catherine's Park (where actually less restrictions have been placed compared to St Luke's square), I have to say I was shocked to read that there is some indication here that these parking restrictions will have "to the benefit of its residents AND the revenues received by the council". With parking fines under scrutiny the recent news I am not impressed that this has even been mentioned as a reason to place parking restrictions when the issue here has supposedly always been put forward as safety?

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After discussing my below concerns with the St Luke's Resident Association, a meeting was held over the weekend for further discussions to take place.

I can now say, whilst I am still unsure and slightly worried about how the double yellow lines will prove, my concerns regarding loss of parking spaces for residents were slightly lessened with the idea of a 'car pool' that we will organise amongst ourselves.

proposals are not extensive enough.

Previous stages of consultation suggested that a clear majority of those that responded from the St Luke's Square section of the development would prefer limited controls as opposed to more involved measures, such as the areas inclusion within the adjacent controlled parking zone and the introduction of a residents' parking scheme.

Prior to the present review commencing a resident from St Lukes Square presented a summary of a petition from 24 households, which indicated over 90% wanted some form of parking control. This was the catalyst for the issue's inclusion within the present parking review.

There is a general expectation that local authorities' parking operations are self-financing, so as to avoid placing a burden on the council taxpayer. In the case of Guildford, its on-street parking operation generates a surplus, which is primarily derived from the on-street parking charges levied in the town centre area. Parking controls are not and must not be introduced solely with the intention of generating revenue.

In view of the above, we recommend that the proposals are implemented as advertised.

	<p>I would like to therefore like <u>to retract my formal objections</u> in the email below, dated 16th July 2013.</p> <p>I apologise for any inconvenience this retraction may cause and thank you in advance for your time.</p>	
	<p>I have recently moved in to St Catherine's Park and, in fact, have had an extremely positive experience with the Parking Office. Because of the extensive parking problems in this development Allen Musgrove provided us with cones to block off a reasonable space in front of our new house for the removal van to park. Without these cones parking would have been absolutely impossible. I include this anecdote to firstly demonstrate that I know the parking office is acutely aware of the parking problems in the St Luke's area. Secondly, I wish to address the parking solution which has recently circulated. I have just returned home from dropping off my husband at his office. As usual, during this time a non-resident (who likely is working on the high street) has parked in front of our home. Not only was our space taken but there were no spaces within reasonable distance of our home. As a result, I am now in a space in front of someone else's home, whom I hope does not return during the day. I would hate to cause the same problem for someone else as has been done unto me. Fortunately, today I am without any parcels to carry in and am lucky not to have to wrangle children from the car. However, I have seen neighbours struggle with two small children and many groceries walking an unreasonable distance to her home from her car.</p> <p>I am a proponent of adding the double yellow lines. The current parking situation is unsafe for drivers and pedestrians alike, due to the lack of visibility. However, I suspect this</p>	<p>Previous stages of consultation suggested that a clear majority of those that responded from the St Luke's Square section of the development would prefer limited controls as opposed to more involved measures, such as the areas inclusion within the adjacent controlled parking zone and the introduction of a residents' parking scheme.</p> <p>The proposed measures are, in many respects, the minimum that we would recommend introducing. The double yellow line junction protection controls proposed around various junctions within the development extend 10 metres, and have only been introduced on the bellmouth side, rather than opposite the junctions. It would be inadvisable to introduce shorter lengths to allow parking closer to the junctions and bends. The introduction of single yellow lines would allow parking actually on the junctions and bends at times when the restrictions did not operate. However, vehicles parked in these locations would still cause safety, access and traffic flow issues, regardless of the time of day that it occurred. Even so, several representees suggest that the advertised proposals are too extensive, will reduce the availability of parking and the increase likelihood of displacement elsewhere.</p> <p>Ongoing inconsiderate parking by grammar school pupils, commuters and shoppers are all highlighted as causing</p>

problem would be remedied if non-residents were not permitted to park in this area. While writing this email I have seen numerous cars drive up and down the road looking for spaces. I suspect this problem will worsen when the double yellow lines are installed. There are a sufficient number of spaces allocated under this design for residents alone but not when non-residents intrude on the parking to save a few pounds. (And perhaps the council would be motivated by the losses it incurs for such behaviours). I recognize that as this proposal does not include a resident permit plan, it is unlikely to take hold. Regardless, I thought it prudent to alert you to the true nature of the problem. I sincerely appreciate you reading my email and hope that it provokes discussion regarding the parking situation in St Luke's Square.

I would like to challenge the proposed plans with the following points:

1. Why are GBC acting on the behalf of a very small number of vocal residents? These individuals have very personal drivers for this change which are not to the benefit of the majority. Actual residents should not be penalised because a small number of people object to non-residents parking outside of their properties. This 'attitude' is not a reasonable driver for change, and have not considered the greater impact these restrictions will cause to the surrounding roads.
2. Why are the proposed restrictions for 'No Waiting at Any Time'? Surely a more sensible solution would be to impose parking restrictions during, say, the working day only? This would

the issues within the St Luke's Square section of the development.

In view of the above, we recommend that the proposals are implemented as advertised.

- a) Appease the small minority who are opposed to non residents parking in the square during the day, and
- b) Still service us residents who need secondary bays on return from work.

3. Alternatively, rather than decrease the number of parking spaces through restrictions, have you considered the option of:
- a) Imposing Residents Parking Permits only or
  - b) Increasing the number of designated bays for residents.

Again, this would:

- a) Appease the small minority opposed to non residents parking in the square
- b) Enable residents to secure parking within the vicinity of their property
- c) Avoid compounding parking limitations in the surrounding roads.

I understand the council have attended St. Luke's Square during the day and have seen first hand that a number of the Radisson Construction Team were making use of this free parking during the day. As you will be aware this is no longer an issue, so I believe the original cause for concern has been eliminated. I would encourage the Parking Office to review the current parking situation at the square not only during the day, but more importantly in the evening as people return home from work, as this is the time that residents will be impacted most by these changes. I trust you will also see that the current situation is neither hazardous/dangerous, nor needs changing.

I would formally like to lodge my objection to the proposed Parking Restrictions currently being discussed in respect to the St. Luke's Square development. My reasons are as follows: 1. I own property #1 Knightsbridge House. This is a 2 bed property (as are a small number around the square) and hence we have a requirement for up to two vehicles per household at any one time. The property has only a single designated parking bay associated to it. Therefore at all times I need access to a second parking space within the vicinity of my property. 2. Aside from my property I am aware that a large number of one bedroom properties have couples or small families living in them. As a result, many properties have two cars associated to a single property, whilst they only have a single designated parking bay.

Since the proposed restrictions will dramatically decrease the number of available parking spaces in and around the square, where do you propose our second cars should be parked?

3. I purchased my property on the basis that there was parking readily available and that this area was not restricted in any way. I believe this change will impact on the price of my property.

4. My gravest concern is that there is no issue with the parking arrangements as they currently stand. I have always been able to find parking and do not believe parking to be 'hazardous' or 'dangerous' in any way. These are emotive terms that have been used by a small number of residents in an attempt to prohibit non-residents parking in the square during the working day. This is not a good enough reason to prohibit actual residents from parking outside of their properties, on their return from work.

Prior to the present review commencing a resident from St Lukes Square presented a summary of a petition from 24 households, which indicated over 90% wanted some form of parking control.

Subsequent stages of consultation suggested that within the wider St Luke's Square area 83% of those that responded thought controls were necessary. In the St Luke's Park section of the development a clear majority opposed controls. The proposals were developed taking into account the respective wishes, albeit that the potential for displacement has been highlighted throughout.

Nevertheless, the proposed measures are, in many respects, the minimum that we would recommend introducing. The double yellow line junction protection controls proposed around various junctions within the development extend 10 metres, and have only been introduced on the bellmouth side, rather than opposite the junctions. It would be inadvisable to introduce shorter lengths to allow parking closer to the junctions and bends. The introduction of single yellow lines would allow parking actually on the junctions and bends at times when the restrictions did not operate. However, vehicles parked in these locations would still cause safety, access and traffic flow issues, regardless of the time of day that it occurred. Indeed, several representees suggest that the advertised proposals are not extensive enough.

In view of the above, we recommend that the proposals are implemented as advertised.

	<p>5. Since the proposed parking restrictions will dramatically decrease the number of spaces, I believe this change will actually create (rather than solve) a parking problem where previously there wasn't any. In addition this change represents an unnecessary cost.</p> <p>6, Whilst I understand the proposed restrictions are a result of a Survey administered last year, it is clear from the results that a small minority of the St. Luke's Square residents were in favour of this change. More importantly I understand that this is being driven by a very small number of individuals who have been very vocal. I do not believe the council should be acting on behalf on the minority, but should represent he majority of the residents in the square who are in fact opposed to this proposal.</p> <p>7. Due to the significant reduction in available spaces, I believe the proposed parking restrictions will create additional issues beyond St. Luke's Square, by encouraging individuals to seek alternative parking in the surrounding roads. We are already aware of an acute parking problem within Charlottesville and do not wish to compound this. Equally I do not believe the St. Luke's Park residents will appreciate us shifting the perceived issue to outside their properties.</p>	
9762	<p>My name is Daniel, I live at 10 Knightsbridge house, St Luke's square with my partner. We are private tenants but have lived here for over a year now and we would like to lend our support to new parking plans.</p> <p>Both myself and my parter have had near misses at the entrance to St Luke's square due to cars parking right on the</p>	<p>The support of the proposals has been noted and we recommend that the proposals are implemented as advertised.</p>

	<p>junction. It makes it almost impossible to see vehicles coming from either direction and negotiating the square can at times be equally as challenging.</p> <p>The new plans seem logical and fair to both of us. We look forward to them being implemented and being able to drive safely around our home.</p>	
<p>Page 134</p> <p>9763</p>	<p>I would like to lodge my objection to the proposed parking restrictions in St Luke's Square. Having looked at the plans on your website I see that virtually everywhere, apart from the designated parking spaces and opposite gates (where it is not possible to park anyway), you are proposing to enforce double yellow lines with no waiting at any time restrictions. This will make it impossible for myself and my partner to park near our flat or even to enjoy the right to invite friends and family over when there is nowhere for them to park.</p> <p>I am sure you can find a more just and flexible way to monitor the safety of these roads, which are very quiet anyway and cars parked by the roads can hardly be considered an hazard, everyone living here is very considerate and drives with the utmost respect and at the appropriate speeds. I find it hard to believe that my Council would ignore the basic and simple right of their citizens who are simply requesting the ability to live in and enjoy their street without having to give up what most people take for granted.</p> <p>-----</p> <p>After reading more about the concerns of the residents over inconsiderate parking during the week by workers and students using St Luke's Square as a free car park without any sense of respect for the residents, I would like to add another point to my below comments (which I continue to ask</p>	<p>The proposed measures are, in many respects, the minimum that we would recommend introducing. The double yellow line junction protection controls proposed around various junctions within the development extend 10 metres, and have only been introduced on the bellmouth side, rather than opposite the junctions. It would be inadvisable to introduce shorter lengths to allow parking closer to the junctions and bends. The introduction of single yellow lines would allow parking actually on the junctions and bends at times when the restrictions did not operate. However, vehicles parked in these locations would still cause safety, access and traffic flow issues, regardless of the time of day that it occurred. Indeed, several representees suggest that the advertised proposals are not extensive enough.</p> <p>In view of the above, we recommend that the proposals are implemented as advertised.</p>



	<p>yo consider as very valid).</p> <p>I still object to double yellow lines with no waiting at any times as I consider this to be an unnecessarily restrictive measure which will unfairly result in no flexibility for the residents. However, a less aggressive approach would be much more suitable for this quiet, residential and no through traffic area. I would like to support, like many other residents have, a restriction in the periods of Mon-Sat 8:30 to 18:00 to stop this trend of non residents inconsiderately parking wherever they feel. This would ensure that the real issue is tackled without imposing overkill and harsh controls dramatically limiting the freedom of residents.</p>	
9764	<p>I write to respond to the consultation on proposed parking restrictions in the St Luke's area. I am very familiar with the area, and recently walked round it with the map of the proposed restrictions.</p> <p>In my view, the restrictions are far tighter than necessary. The standards applied might be appropriate for a busy shopping area such as the centre of Guildford, but they are unnecessarily restrictive for a residential area with only slow-moving traffic. In particular, the double yellow lines are much too long, extending too far from the corners they protect, and would deprive residents and their visitors of perfectly safe parking spaces.</p> <p>There is also a problem with the restrictions at the South East corner where there is a locked barrier. I assume that it is intended that emergency vehicles carry a suitable key and could if necessary unlock the barrier, but unless they do, and the padlocks are regularly checked, there is no point in putting</p>	<p>The proposed measures are, in many respects, the minimum that we would recommend introducing. The double yellow line junction protection controls proposed around various junctions within the development extend 10 metres, and have only been introduced on the bellmouth side, rather than opposite the junctions. It would be inadvisable to introduce shorter lengths to allow parking closer to the junctions and bends. The introduction of single yellow lines would allow parking actually on the junctions and bends at times when the restrictions did not operate. However, vehicles parked in these locations would still cause safety, access and traffic flow issues, regardless of the time of day that it occurred. Indeed, several representees suggest that the advertised proposals are not extensive enough.</p> <p>In view of the above, we recommend that the proposals are implemented as advertised.</p>

	<p>down yellow lines. And if it is sensible to put down yellow lines, they should extend beyond the barrier so that emergency vehicles could proceed once the barrier had been unlocked!</p>	
<p>9771</p>	<p>1. we respectfully request that double yellow lines are provided opposite our house - 1 St Catherine's Park - as indicated on the attached sketch to prevent the road being blocked by cars lawfully parking both sides of the road as frequently happens</p> <p>2. again, we state our preference to install controlled parking zones with restrictions (say between 9.00am to 11.00am) to stop commuters, boys from the Royal Grammar School and non-residents working in town from parking all day</p> <p>Please do not hesitate to contact me if you have any queries or require any further information.</p>	<p>The proposed measures are, in many respects, the minimum that we would recommend introducing. The double yellow line junction protection controls proposed around various junctions within the development extend 10 metres, and have only been introduced on the bellmouth side, rather than opposite the junctions. It would be inadvisable to introduce shorter lengths to allow parking closer to the junctions and bends. The introduction of single yellow lines would allow parking actually on the junctions and bends at times when the restrictions did not operate. However, vehicles parked in these locations would still cause safety, access and traffic flow issues, regardless of the time of day that it occurred. Even so, several representees suggest that the advertised proposals are too extensive, will reduce the availability of parking and the likelihood of displacement elsewhere.</p> <p>In view of the above, we recommend that the proposals are implemented as advertised.</p>
<p>9782</p>	<p>Further to your letter inviting us to comment and further to my previous correspondence, (this will be the third time I've had to write to the council about proposed parking restrictions at St Luke's Square), I would like to reiterate the point that I think it is totally unnecessary and a waste of council time and money. As a resident of St Luke's Square, one of the benefits</p>	<p>Prior to the present review commencing a resident from St Lukes Square presented a summary of a petition from 24 households, which indicated over 90% wanted some form of parking control.</p> <p>Subsequent stages of consultation suggested that within</p>

that we pay high rent for is the ease of parking. To have that privilege taken away would be unjust and unfair. I appreciate the annoyance of people, i.e. non St Luke's Square residents, abusing the parking situation, but this occurs mainly during working hours – Monday to Friday 8.30am-5.30pm, outside of these hours in terms of parking the square is quiet and presents no traffic danger. Even during peak hours I don't see how a few cars parked in a quiet residential area pose a danger anyway.

I cannot stress enough how superfluous the parking restrictions are. I fear the whole situation has come about from people who unjustifiably begrudge anyone having a parking space, as I can't see what other hindrance there is? Creating restrictions in St Luke's won't solve any problems, as there isn't a problem in the first place, it will only create problems. Where do you envisage those cars that currently park at St Luke's will go? It will only cause an over-spill to already over populated and restricted nearby areas, surely causing more of a risk? Especially as these nearby areas are actual public roads, not a residential cul-de-sac as St Luke's is.

IF any restrictions at all HAVE to be put in place, may I suggest **FREE** parking permits are given to St Luke's Square residents only, this would curb the issue of non-residents using the area to park. Please note the word '**FREE**' as previously mentioned, we already pay high rental prices – part of the justification for these rental prices being so high is because of the 'perk' of having parking. But permits should be a last resort.

As a busy working professional I don't have time for further stress such as this, and I don't appreciate receiving petty correspondence through the door being force fed opinions

the wider St Luke's Square area 83% of those that responded thought controls were necessary. In the St Luke's Park section of the development a clear majority opposed controls. The proposals were developed taking into account the respective wishes, albeit that the potential for displacement has been highlighted throughout.

The proposed measures are, in many respects, the minimum that we would recommend introducing. The double yellow line junction protection controls proposed around various junctions within the development extend 10 metres, and have only been introduced on the bellmouth side, rather than opposite the junctions. It would be inadvisable to introduce shorter lengths to allow parking closer to the junctions and bends. The introduction of single yellow lines would allow parking actually on the junctions and bends at times when the restrictions did not operate. However, vehicles parked in these locations would still cause safety, access and traffic flow issues, regardless of the time of day that it occurred. Indeed, several representees suggest that the advertised proposals are not extensive enough.

The previous stages of consultation suggest that a clear majority of those that responded from the St Luke's Square section of the development would prefer limited controls as opposed to more involved measures, such as the areas inclusion within the adjacent controlled parking zone and the introduction of a residents' parking scheme. Within the remainder of the controlled parking zone, the cost of residents' permits covers the administration of the permit scheme and issuing the permits. The charges are set centrally by Surrey County Council and are broadly standardised across the county.

	<p>about the parking in St Luke's Square, I believe this came from St Luke's Square resident's association? Save yourself some time and money and please drop the charade of parking restrictions in St Luke's Square. Thank you for the opportunity to comment. I hope the next correspondence we receive from you will be to inform us that it is not going ahead.</p>	<p>In view of the above, we recommend that the proposals are implemented as advertised.</p>
<p>Page 138 9787</p>	<p>Further to your notice regarding the proposed parking restrictions at St Luke's Square, Guildford I write with the following observations: Whilst there is no doubt that parking restrictions in the St. Luke's area are absolutely necessary and all the flats at St. Luke's Square have a dedicated parking space, many of the residents have more than one car. If the double yellow lines are placed around the square to prevent commuter parking, the commuters will use the bays in front of the blocks of flats (originally created for the use of the residents), thus preventing these residents from parking.</p> <p>Would it not be a sensible solution to make these bays limited to permit holders and restricted parking times for non-permit holders for up to a maximum of two hours between 6.00 a.m. and 6.00 p.m.? This would allow the residents more chance of being able to park near their property.</p> <p>Admittedly some of the flats do have 2 spaces each but they too have visitors who would like to park near to the flats. By just introducing a no waiting at any time zone you will penalise the residents of both St. Luke's Square and St. Luke's Park.</p> <p>As a former chairman of the management company the looks after the flats, I had long meetings and discussions with the Council some 10 years ago concerning the parking problem in the area and the yellow line/permits was mooted at that time. So please, when considering the problem, do take into account the residents of the whole area.</p>	<p>The general support for the need for controls has been noted.</p> <p>The previous stages of consultation suggest that a clear majority of those that responded from the St Luke's Square section of the development would prefer limited controls as opposed to more involved measures, such as the areas inclusion within the adjacent controlled parking zone and the introduction of a residents' parking scheme.</p> <p>In view of the above, we recommend that the proposals are implemented as advertised.</p>

9792	I write in support of the proposals to introduce parking controls in St Luke's Square as indicated on the recent plan sent to residents: the parking situation with pupils at the local sixth form, workers and shoppers using the square as an unofficial car park has gone on for many years and is both a nuisance to residents and on occasion has actually proved dangerous.	The support of the proposals has been noted and we recommend that the proposals are implemented as advertised.
9794	I Would like to give my support for parking restrictions in St Luke's Square. KM/13/0002 any chance of private parking signs for st Thomas mews & at barthomelews court?	The support of the proposals has been noted.  The introduction of signing to highlight private areas would be a matter for the management organisation responsible for those areas.  In view of the above, we recommend that the proposals are implemented as advertised.

9849	<p>We wish to express our support for the proposals to introduce parking controls in the St Luke's Square development.</p> <p>We support these on grounds of road safety, emergency vehicle access and service vehicle access.</p>	<p>The support of the proposals has been noted and we recommend that the proposals are implemented as advertised.</p>
9859	<p>We write in relation to the draft order for parking restrictions in St Lukes Square. We had understood that the main reason for the need to introduce such measures, as argued by some residents of St Lukes Square, was to control dangerous parking in this area, and that the Council would operate a "light touch" in ensuring such safety whilst still maintaining the facility for residents and visitors to continue to be able to park responsibly in this area. Whilst we can understand the logic of restricting parking close to junctions or the bends in St Lukes Square, some of the other proposed restricted parking areas seem excessive e.g. south west side of St Lukes Square leading to Bartholomew court- restrictions not needed on both sides of the road as this is not a through route but leads to parking places only; north west side of St Lukes square, other than corners. We do not require a personal reply but hope that the Council will consider our suggestions in their final decision making</p> <p>.</p>	<p>The proposed measures are, in many respects, the minimum that we would recommend introducing. The double yellow line junction protection controls proposed around various junctions within the development extend 10 metres, and have only been introduced on the bellmouth side, rather than opposite the junctions. It would be inadvisable to introduce shorter lengths to allow parking closer to the junctions and bends. The introduction of single yellow lines would allow parking actually on the junctions and bends at times when the restrictions did not operate. However, vehicles parked in these locations would still cause safety, access and traffic flow issues, regardless of the time of day that it occurred. Indeed, several representees suggest that the advertised proposals are not extensive enough.</p> <p>In view of the above, we recommend that the proposals are implemented as advertised.</p>
9879	<p>Firstly thank you for undertaking this consultation. I broadly agree with the proposals a detailed in your letter and plan dated 12th July 2013, but have the following observations –</p>	<p>The proposed measures are, in many respects, the minimum that we would recommend introducing. The double yellow line junction protection controls proposed around various junctions within the development extend 10 metres, and have only been introduced on the bellmouth</p>

1. The proposed yellow lines should be continuous around the square. Any cars parked on the north west and south west sides restrict the road to a single carriageway. This road was designed and built as a two way road. To achieve this the design of the development specifically incorporated parking bays to these sections of the road so that vehicles do not need to park on the road. The presence of the 90 degree bend, together with the railings and vegetation in the square limits your view (in a car at least). Any obstruction limits site lines and access particularly for commercial vehicles.

Although the pavements are quite adequate due to the presence of the open space north of St Catherine's Park it is quite common for families with young children to walk down the centre of the road (the road surface seems quite good for scooters, bikes and pushchairs!). When cars are parked around the square it does make it very difficult to see other vehicles approaching let alone a child on bike.

2. Ideally the yellow lines should continue on all other sections of the highway. There are adequate parking bays for local residents around the square and along St Catherine's Park. Vehicles parked on the opposite side of the road to St Bartholomew's Court make exiting more dangerous as it becomes a single track road. In addition larger commercial vehicles for example the council's recycling lorries and those attending the Thames Water pumping station struggle to safely enter/exit the junction as they have a limited turning circle, hence the loss of the bollards on the corner as they are forced to mount the pavement. They require the full width of the road at this point. Last week I watched in admiration as the Council's recycling lorry performed a 16 point turn just to get around the square!

side, rather than opposite the junctions. It would be inadvisable to introduce shorter lengths to allow parking closer to the junctions and bends. The introduction of single yellow lines would allow parking actually on the junctions and bends at times when the restrictions did not operate. However, vehicles parked in these locations would still cause safety, access and traffic flow issues, regardless of the time of day that it occurred. Even so, several representees suggest that the advertised proposals are too extensive, will reduce the availability of parking and the increase likelihood of displacement elsewhere.

Whilst the introduction of parking controls will allow enforcement action to be taken against footway parking in those specific locations, formalised controls would not be considered specifically to deal with this. Physical measures, such as bollards, tend to be more appropriate and effective in dealing with such issues.

Previous stages of consultation suggested that within the wider St Luke's Square area 83% of those that responded thought controls were necessary. In the St Luke's Park section of the development a clear majority opposed controls. The proposals were developed taking into account the respective wishes, albeit that the potential for displacement has been highlighted throughout.

In view of the above, we recommend that the proposals are implemented as advertised.

	<p>This parking issue has only come to the fore over the last few years. It seems that given the gradual implementation of parking restrictions around area, people have found it to be a cheap and convenient place to park for the day. Those vehicles causing most of the problems are strangely absent at weekends and during holidays although are often replaced by shoppers at weekends.</p> <p>I understand the reticence of Lancaster Gate to have any parking restrictions as this development has less off street parking available. However, just because St Luke's is a better development in this regard it should not mean that the residents should have to see the area become the local free car park and the cause of the current problem.</p> <p>Despite your best efforts to resolve this issue I suspect that eventually St Luke's and Lancaster Gate will require its own individually tailored residents permit parking system. By that I mean it is set up as a different zone and that every household is entitled to apply for two parking permits irrespective of the off street parking provision they already have. I suspect that such an approach would possibly overcome most (but of course not all.....) objections. Finally I attach a couple of photographs for reference but have little doubt that you have seen the same.</p>	
<p>9884</p>	<p>Firstly, sorry if this email is a bit late. I have just returned from holiday.</p> <p>I do NOT support the proposed parking restrictions on St Luke's Square.</p> <p>Whilst the kids form school parking there is annoying, I feel that this campaign is being spear-headed by residents of the</p>	<p>Prior to the present review commencing a resident from St Lukes Square presented a summary of a petition from 24 households, which indicated over 90% wanted some form of parking control.</p> <p>Subsequent stages of consultation suggested that within the wider St Luke's Square area 83% of those that</p>



	<p>houses that have two allocated parking spaces.</p> <p>As I live in the flat I only have one space, so the square parking is useful if friends want to visit me on the weekends.</p>	<p>responded thought controls were necessary. In the St Luke's Park section of the development a clear majority opposed controls. The proposals were developed taking into account the respective wishes, albeit that the potential for displacement has been highlighted throughout.</p> <p>The proposed measures are, in many respects, the minimum that we would recommend introducing. The double yellow line junction protection controls proposed around various junctions within the development extend 10 metres, and have only been introduced on the bellmouth side, rather than opposite the junctions. It would be inadvisable to introduce shorter lengths to allow parking closer to the junctions and bends. The introduction of single yellow lines would allow parking actually on the junctions and bends at times when the restrictions did not operate. However, vehicles parked in these locations would still cause safety, access and traffic flow issues, regardless of the time of day that it occurred. Indeed, several representees suggest that the advertised proposals are not extensive enough.</p> <p>In view of the above, we recommend that the proposals are implemented as advertised.</p>
9887	<p><b>Parking Controls in St. Luke's - Response of St. Luke's Park Residents Association</b></p> <p>The St. Luke's Park Residents Association (SLPRA) wish to formally object to the Formal proposal for parking controls in the roads around St. Luke's Square and St. Catherine's Park as detailed in the document sent out by Andy Harkin on 12th July 2013. The latest proposed controls are excessive for the</p>	<p>Prior to the present review commencing a resident from St Lukes Square presented a summary of a petition from 24 households, which indicated over 90% wanted some form of parking control.</p> <p>Subsequent stages of consultation suggested that within the wider St Luke's Square area 83% of those that responded thought controls were necessary. In the St</p>

'problem' they are trying to cure and the reduction in available parking in the St. Luke's Square part of the development will not only cause non-resident parkers to displace into our part of the development, but could even cause their residents to park here too.

The SLPRA represents the residents of Lancaster Avenue, Newlands Crescent and Sells Close in Guildford, originally called 'St. Luke's Park' by the developer Crest Nicholson. Some 104 households in all.

Although 48 metres of double yellow lines on the inside of the road around the northeast and southeast sides of St. Luke's Square have been removed in the formal proposals compared to the plan put forward in the informal consultation in December, removal of these lines does not actually add any additional parking spaces. This is because the roads on those sides of the Square are so narrow that no-one has ever parked there. They park in the parking bays on the outside of those roads. This eastern side of the Square is not where the perceived problem is. It is the corner on the western side of the square that some of their residents have been complaining about. I certainly hope that these 48 metres of pointless lines weren't added to the December 2012 proposal in order that they could be removed in the formal proposals in July to create the impression of a compromise. The formal plan dated 2nd July 2013 is the same as the one dated 25th February 2013 that I commented on in my email to you of 23rd April. The addition of lines across two of the four pedestrian entrances to the green in the middle of the Square in the formal proposal just reduces the available parking spaces (that are not near the 'problem corner') on the wider roads on the northwest and southwest sides of the Square. Pedestrians rarely seem to use this green in the middle of the

Luke's Park section of the development a clear majority of those that responded opposed controls. The proposals were developed taking into account the respective wishes, albeit that the potential for displacement has been highlighted throughout.

Throughout the various stages of consultation, concerns have been raised from all the roads in the St Luke's Square part of the development.

The proposed measures are, in many respects, the minimum that we would recommend introducing. The double yellow line junction protection controls proposed around various junctions within the development extend 10 metres, and have only been introduced on the bellmouth side, rather than opposite the junctions. It would be inadvisable to introduce shorter lengths to allow parking closer to the junctions and bends. The introduction of single yellow lines would allow parking actually on the junctions and bends at times when the restrictions did not operate. However, vehicles parked in these locations would still cause safety, access and traffic flow issues, regardless of the time of day that it occurred. Indeed, several representees suggest that the advertised proposals are not extensive enough, some wanting a residents' parking scheme to be introduced.

In view of the above, we recommend that the proposals are implemented as advertised.

Square anyway so it seems churlish to put lines in the middle of the only two straight parts of the roads that are not obstructing the 'problem corner'.

In the Formal advertisement of proposals it is stated that *'the reason for the proposed introduction of controls in St Bartholomew's Court, St Catherine's Park, St Luke's Square and St Thomas's Mews is to resolve safety, access and traffic movement issues caused by inconsiderate parking in these roads.'* We find it difficult to believe that inconsiderate parking is a safety issue on the roads in question. The nature of the road layout means that vehicle speeds are low around corners and the short straight parts of the square where people could park safely would be restricted unnecessarily by lines painted too far from the corner (as well as the newly propose lines across the pedestrian entrances). This also applies to the lines proposed at the entrances to St. Bartholomew's Court and St. Thomas' Mews.

The 'problem' seems to be occasional (approximately every two weeks) difficulties that delivery lorries have, negotiating their way between parked cars and a series of bollards on the bend in the road on the west corner of the Square. Apart from 'no parking at any time' double yellow lines on both sides of the road on this corner you have proposed a large number of double yellow lines in other parts of this part of the St. Luke's development, including along St. Catherine's Park. I have never heard of anyone complaining about parking in these areas. It is this sort of 'overkill' that we were concerned about if parking controls were ever introduced on our roads.

You may ask what it has to do with us in St. Luke's Park if the residents of St. Luke's Square want to fill their area with double yellow lines? Well, we are concerned that the

excessive extent of the lines you propose will displace far more cars than just those that park on the inside edge of that one western corner in the Square. They will most likely be displaced into our roads in St. Luke's Park, mainly Lancaster Avenue & Newlands Crescent, which are closest to the St. Luke's Square part, and are (so far) uncontrolled. It is not just non-resident parkers who may be displaced. As the vast majority of the flats in the Square have only one allocated parking space, those flat tenants who have two cars in their household or who have visitors may well have to park their cars in our part of the development if your proposed parking controls are fully implemented. This will create an unnecessary increase in parking in our area and could well give rise to those of our residents with enough off-road parking of their own to call for parking controls in here, regardless of the effect on their neighbours who don't have enough off-road space for all their cars. Unlike the St. Luke's Square part, which is filled with flats and small, two bedroom houses, almost all of the houses here have four or five bedrooms, and many residents have teenage children with their own cars. These all need parking places on our roads and the displaced parking from St. Luke's Square and St. Catherine's Park would reduce the quality of life of our residents, who are all Guildford Borough Council tax payers and voters in local government elections.

The letter I wrote on behalf of the St. Luke's Park Residents Association in response to the second informal stage in January suggested a much more phased approach and also suggested increasing the available (safe) parking on the cobbled double width pavements by removing some of the bollards that currently prevent it.

I should point out that the St. Luke's Square part of the

	<p>development only had a 39% response in your survey last year, and only 73% strongly agreed with (limited) parking controls and 10% 'tended' to agree. That is, just 32% of all the residents in the St. Luke's Square part of the St. Luke's Development wanting controls. There is a possibility that the other 68% don't want controls, but some of them have not responded to (or received) your communications.</p> <p>Please listen to what we are saying and reconsider the extent and severity of the controls that you are proposing.</p>	
	<ul style="list-style-type: none"> <li>• Thank you for inviting our views on behalf of the owners at Cadogan, Knightsbridge and Grosvenor Houses. The great majority, as you are aware, are non-resident, but they have a long term and pro-active interest in maintaining a high quality of life at St Luke's Square.</li> <li>• In principle we support the proposed Parking Controls, as laid out in your note of 14 Dec 12. In particular we support: <ul style="list-style-type: none"> <li>○ Double yellow lines for all junctions in the areas you propose, particularly the 'bell mouth' junction and around the majority of the central square garden area</li> <li>○ Leaving the lay-bys in front of our three blocks with no restrictions</li> <li>○ Not introducing any form of 'Residents Only' or 'Pay by Meter' regimes in the Square</li> <li>○ However, we believe you should consider extending the double yellow lines to include both sides of the entrance road into the Square from</li> </ul> </li> </ul>	<p>The proposed measures are, in many respects, the minimum that we would recommend introducing. The double yellow line junction protection controls proposed around various junctions within the development extend 10 metres, and have only been introduced on the bellmouth side, rather than opposite the junctions. It would be inadvisable to introduce shorter lengths to allow parking closer to the junctions and bends. The introduction of single yellow lines would allow parking actually on the junctions and bends at times when the restrictions did not operate. However, vehicles parked in these locations would still cause safety, access and traffic flow issues, regardless of the time of day that it occurred. Even so, several representees suggest that the advertised proposals are too extensive, will reduce the availability of parking and the likelihood of displacement elsewhere.</p> <p>The concerns about the replacement of previously damaged bollards has been brought to the attention of Surrey County Council – Highways, as the issue is one of highway maintenance, and as such, falls outside the scope of the present parking review.</p>

Warren Road. Lines only on one side, as you propose, could lead to parking on the opposite side, so simply transferring the parking from one side to the other and still restricting access by emergency and refuse vehicles.

- The bollards on the deliberately wide pavement areas around the Square ensure that cars don't park illegally there. However, several bollards outside both Knightsbridge and Cadogan House have been knocked over by delivery vans and although the damage to the pavement has been 'made good' by (I assume Surrey CC) these bollards have not been replaced. However, several similar bollards outside Eaton House on the south side of the Square have been replaced when damaged. In order to ensure the pavements outside Cadogan and Knightsbridge Houses remain free from 'aggressive parking', once your controls are introduced, we believe you should ensure that Surrey CC reinstates these 'lost bollards' – there are 4 or 5 – as part of a complete solution to this parking issue.
- Our only other concern is that of "unintended consequences" here and having those still aggressively seeking 'free parking' to illegally use the private parking bays behind our blocks, particularly Cadogan House.

In view of the above, we recommend that the proposals are implemented as advertised.

**ITEM 7 : ANNEXE 6.5 : COMMENTS AND OBJECTIONS RAISED TO ADVERTISED ORDER TOGETHER WITH OFFICER COMMENTS**

Ref. No.	Representation Comments	Officer Comments & Recommendation
<b>Other Changes – Abbot Road</b>		<b>(1 representation)</b>
9799	<p>The proposed siting is opposite our road's turning bay. The old sign which was located outside No.6, stating that it was 20yds ahead has long since rusted and disappeared. However, most residents, visitors and delivery vans use it on a daily basis. The alternative is driving around a narrow blind corner and driving to the bottom of a steep incline to turn around. The turning bay is marked by metal posts with red reflectors on the south west side of the road.</p> <p>Currently, this turning bay is blocked by a builder's van, Monday to Friday, as a new house is being built, the address of which is 8, Warwick's Bench but the building of it is from Abbot Road side. During this period, all manner of vehicles have been using resident parking bays to turn which has had a marked and detrimental affect on our paving which we maintain at our own expense. Approximately 50 metres down the hill, there are further parking bays that are usually available, but it seems too far for them to walk to.</p> <p>I am aware that many of our neighbours are currently on their summer holidays but am confident that they would be unhappy to lose our turning bay. A new signpost would be most welcome as the steep bend immediately afterwards is</p>	<p>The turning bay referred to is actually a disused vehicle crossover. Other extant vehicle crossovers in the vicinity provide motorists with other opportunities to turn without having to drive to the facility situated at the cul-de-sac end, at the bottom of the steep hill. The proposed parking bay does not conflict with the other opportunities to turn within the road.</p> <p>In view of the above, we recommend that the proposal is implemented as advertised.</p>

	quite difficult. Should we be able to retain our road's turning bay, parking opposite will make it's use impossible as the road is narrow and would necessitate 5 point turning and not 3.	
<b>Other Changes – Cline Road</b>		<b>(2 representations)</b>
9716	I note the notice advertised in Cline Road for a disabled space outside 103 Cline Road. The tenants of 103 have recently changed (above a month ago) and the next tenants are not needing a disabled space. Parking spaces are already at a premium in the road and object to the space as it is now not necessary.	Given that the Blue Badge holder that requested the space is no longer resident at the address, we recommend that the proposal to introduce a Disabled Only parking space is not progressed.
9774	Just an enquiry, I am resident at 105 Cline road and have just read the notice re providing a 'disabled persons free parking spaces' outside no 103. I am just enquiring as to whether this is still necessary as the resident their who was disabled has now moved and no longer resides at this property.	Given that the Blue Badge holder that requested the space is no longer resident at the address, we recommend that the proposal to introduce a Disabled Only parking space is not progressed.
<b>Other Changes – Curling Vale</b>		<b>(2 representations)</b>



9720	<p>We would like to raise our objections to any change in parking restrictions on Curling Vale GU2 as owners of 25, Curling Vale. Our property has no off street parking so we benefit from being able to park our car on the street with the current restrictions. We do not mind paying to park our car outside our property as the current restrictions stop the spaces being filled by workers at the university and hospital or commuters to the train station. They also allow our friends and family to stop by and visit for up to four hours without worrying about sourcing and paying for parking vouchers.</p> <p>We believe the new proposals would do nothing to reduce the numbers of cars parked on Curling Vale but restrict the ease of which friends and family could visit. We also object to having to pay for them to park on a street that is never full and is so far from town that it will never be used by shoppers or tourists to park on.</p> <p>In addition the only source of parking vouchers in Guildford is the office in the centre of town which is only open 8.30-5.30 Monday to Friday and as we both work in London it is impossible for us to get these vouchers without taking time out of work.</p>	<p>The proposed changes are intended to provide a formalised Disabled Only space outside a Blue Badge holding resident's home and facilitate a recently created vehicle crossover.</p> <p>The cost of permits covers the administration of the permit scheme and issuing the permits. The charges are set centrally by Surrey County Council and are broadly standardised across the county.</p> <p>Parking Services is currently investigating ways to allow residents to acquire residents' and visitor scratch-card permits online, without having to visit the Parking Office. Nevertheless, there remains the need to ensure that those applying for permits are entitled to acquire them. Notwithstanding, residents' and visitor scratch-card permits can be applied for and acquired by post.</p> <p>In view of the above, we recommend that the proposals are implemented as advertised.</p>
9778	<p>I am writing to raise objections to the proposed parking changes for Curling Vale. The basis of the objection are four fold:</p> <ol style="list-style-type: none"> <li>1) The present scheme operates perfectly except it creates issues for the generation of income from traffic wardens, who must visit at 4 hour intervals to trap offenders. There used to be major parking issues in the road but these have</li> </ol>	<p>The proposed changes are intended to provide a formalised Disabled Only space outside a Blue Badge holding resident's home and facilitate a recently created vehicle crossover.</p> <p>Although it would not influence the County Council's consideration of Disabled Bay applications or the creation of a vehicle crossover associated with a development,</p>

disappeared since the introduction of the current parking scheme (put in place after extensive consultation with residents). Now, only residents and visitors to residents park in the street and rarely, if ever, do parking issues arise in consequence.

2) Planning consent has been given for the creation of six new homes in the south east stretch of Curling Vale since the present parking scheme was introduced and this has INCREASED the need for resident parking on this section of Curling Vale. Four of these homes do not have any provision for off street parking. It is, therefore, unreasonable for the borough council to grant planning permission for new homes (to the detriment of residents who purchased before housing density was increased) and then to reduce parking capacity into the bargain.

3) There are some parking bays in the surrounding area that invite traffic accidents (such as the bays on the southern side of Elmside which create blind spots) which should be the priority concern. Health and safety should take precedence over drawing ripple parking diagrams, and should these dangerous bays be removed, the spaces currently available in Curling Vale would offer viable parking alternatives.

4) There is a danger that the special quality of Onslow Village will be destroyed as more and more residents, faced with unnecessarily restrictive parking regulations, choose to concrete over gardens, removing green space, hedges and soak aways in the process. We already have a problem with rivers of water cascading down Curling Vale during heavy rain fall and this problem will simply be exacerbated if more and more residents replace green front lawns with concreted parking bays.

there are nearly always spare spaces available within the road, and other opportunities in adjacent roads, such as Friars Gate.

The concerns about Elmside have been noted and it may be possible to give consideration to the matter during a future parking review.

Across Area J there are significantly more spaces provided than there are permit holders. This is despite residents being able to acquire one permit irrespective of their off-street parking provision. Given that parking issues rarely, if ever, arise, a small reduction in the availability of space in is unlikely to encourage households to create hardstands.

In view of the above, we recommend that the proposals are implemented as advertised.

<p><b>Other Changes – Joseph’s Road</b></p>		<p><b>(1 representation)</b></p>
<p>9759</p>	<p>I understand that the notice KM/13/0001 includes moving the parking line further back from no.7 for easier access as it is presently only one curb length away from the drive.</p> <p>I live at no.11, the other half of the building which is semidetached (there is no no.9). We suffer the same problem of access to our drive the parking starting one curb length back from the drive. People do not realise difficult access is and regularly overhang the parking line. We cannot pull out in one but rather have to perform a tricky reverse manoeuvre in the middle of the road to avoid hitting the opposite wall. Similarly to get back in we have to be completely on the wrong side of the road dangerously facing on coming traffic and being 90 degrees blind at the same time to traffic pulling out from the dance studio opposite that is very busy after school.</p> <p>Speaking with Andrew Harkin Parking Co - ordinator yesterday he could see the problem on the map. He suggested that it maybe possible to move the parking back by one curb length as it would provide much safer access. To the Stoke rd. side of the parking bay there is a length of double yellow lines four curb lengths before the drop</p>	<p>The representation does not relate to the advertised proposal, but instead requests similar amendments around another vehicular access which has not previously been raised as an issue with Parking Services.</p> <p>Although a similar increase in the setback distance to the east of the access at No.11 would increase the level of restriction, this is more than offset by opportunities to reduce the setback distance to the parking bay to the west of the access. As a result, the overall level of restriction would be reduced.</p> <p>In view of the above, we recommend that the advertised proposal in the vicinity of No.7 is implemented, but that a similar additional amendment is also made in the vicinity of the vehicle crossover at No.11, which will not increase the overall level of restriction, or reduce the availability of parking.</p>

	<p>curb to no 7. The bay could be kept the same length by moving it along one curb taking up the double yellow.</p> <p>If this could be actioned at this time with no. 7 we would be sincerely grateful as it is both difficult and dangerous getting in and out of no.11.</p>	
<b>Other Changes –Margaret Road</b>		<b>(1 representation)</b>
Page 154  9839	<p>As residents living on Margaret Road in Guildford, we are writing to object to the recent proposals to convert the existing 'No Waiting Mon-Sat 8.30am-6pm Single Yellow Line' restriction to a 'No Waiting At Any Time Double Yellow Line' restriction on both sides of Margaret Road at the cul-de-sac.</p> <p>Our main concern is that the road is going to lose approximately 6 parking spaces between the hours of 6pm-8.30am on weekday nights and from 6pm on Saturday until 8.30am on a Monday. These are the pinch times when parking space availability are at a premium. Indeed, parking on Margaret Road is already extremely congested and we both regularly struggle to find space on Margaret Road, let alone near our house.</p> <p>Parking has become a lot more competitive for residents as Margaret Road is also used as an 'overflow parking facility' by employees of the Police Station (this has become much worse since the Police Station has reduced the amount of onsite parking made available for its employees last year). The proposal would eliminate 6 parking spaces and make the issue of residents finding a parking space even more</p>	<p>At present, those wishing to turn in Margaret Road, when the single yellow lines at the cul-de-sac end are parked upon, either have to reverse a considerable distance, or utilise the Police Station car park to manoeuvre. Parking on the single yellow lines also causes issues for those with off-street parking facilities, albeit that some of the properties at the cul-de-sac end do not appear to have authorised vehicle crossovers.</p> <p>As part of the present parking review, residents of Margaret Road were consulted about whether they wanted the operational hours of the controls to be changed. Those that responded were not supportive of such changes, and indeed many of those that were wanted shorter hours rather than longer ones. Extended controls hours may have helped resolve some of the issues caused by non-residents using the parking bays in the evening.</p> <p>The provision of parking facilities at the Police Station would be a matter for Surrey Police to consider.</p> <p>Surrey County Council – Highways considers applications</p>

heightened between the hours of 6pm-8.30am on weekday nights and from 6pm on Saturday until 8.30am on a Monday - when non-residents are able to park in designated parking bays without restriction.

If a solution could be found by the Police Station to provide onsite parking for their employees and restrict their parking on Margaret Road, that would reduce our objections to the proposal.

On a related point of reducing the demand for parking spaces on Margaret Road, a number of years ago, my wife applied for dropped kerb parking at the front of 25 Margaret Road. This was refused on the grounds of space. A dropped kerb solution would in our view reduce the demand for parking on Margaret Road (we for one would not need to use on street parking - and a number of other properties adjacent could also benefit from dropped kerbs) and is something we would consider.

In summary, we are objecting to the proposals as they are actually going to reduce the availability of parking spaces - directly contrary to one of the stated reasons behind the proposals. It is extremely frustrating for residents that the Council appear to be continually reducing the availability of residential parking rather than making provision for new parking.

The specific proposals for Margaret Road do not support improving the availability of parking for residents of Margaret Road or indeed those with Zone A residential parking permits. It appears the proposals for Margaret Road are being viewed entirely globally as part of the whole Controlled Parking Zone (CPZ). As I'm sure you are aware, not each street in the CPZ can be viewed the same way, and some have different

for vehicle crossovers and the suitability of the proposed parking facilities beyond.

As part of previous parking reviews we have increased the number of parking spaces in Area A by around 60. We have also increased the proportion of permit only bays. The present review proposes to further increase the number of formalised parking spaces within Area A, although admittedly, there will be no increase in the Margaret Road area.

The fact that Margaret Road is the primary means of vehicular access to and from the Police station does indeed influence the situation. Perhaps if this were not the case, there might be greater scope to provide additional parking spaces.

The proposal in Margaret Road is one of around 30 relatively minor changes to the parking controls. Although we have consulted directly with several thousand households about some of the more major elements of the parking review, it is not always practicable to write directly to all those that could potentially be affected, either directly, or indirectly about more modest amendments.

In view of the above, we recommend that the proposal is implemented as advertised.

	<p>requirements. No more so than Margaret Road, given the proximity of the Police Station.</p> <p>Finally, we found it disappointing not to be communicated with directly by letter regarding the proposals. As the changes directly impact our road and indeed are taking place right outside our house, surely this warrants more targeted communication with the residents affected. For your information, the laminated sign placed on the lamppost on Margaret Road lasted about a week before falling off. We await your comments regarding our objections.</p>	
<p><b>Other Changes – Walnut Tree Close</b></p>		<p><b>(3 representations including a 37-signature petition)</b></p>
<p>Page 156</p> <p>9804</p>	<p>We were delighted to see the notice to change parking restrictions in lower Walnut Tree Close (nos 6-18) to 'Permit Holders Only'. As previously expressed in a number of letters to Andy Harkin over the years, these 10 parking spaces directly front over 30 properties - so parking is pressured anyway - but the situation is exacerbated further by shoppers, businessmen, tradesmen and commuters for the train station constantly using parking in these spaces during the day, while in the evening people park up to visit the nearby restaurants, theatre and cinema. Residents are constantly and unfairly forced to park in private parking areas or on double yellow lines, making it very difficult to unload shopping/small children. We are among many residents who have had to wait over an hour to park in our road and wasted gallons of petrol driving up and down looking for parking space! The change to 'permit holders only 8.30am-6pm' will significantly help residents to park so this has our full support.</p>	<p>The support for the proposals has been noted, and we recommend that the proposal is implemented as advertised.</p>

9873	<p>Just a quick note to say that I'm in agreement with the proposals in the above notice. They should go some way to improving our chances of getting a parking space during the day. If you have any questions or require further information, please do not hesitate to contact me.</p>	<p>The support for the proposals has been noted, and we recommend that the proposal is implemented as advertised.</p>
9880	<p>PETITION – 37 Signatures – Stonham Home Group</p> <p>I am a project worker at Cyrenian House (18 Walnut Tree Close) – hostel and write on behalf of the 14 residents and staff at the hostel and also our 9 residents who occupy 16, 8 and 6 Walnut Tree Close. Staff provide 24 hour support to homeless men with complex needs who may stay with us for up to 4 years. Residents are either referred by Guildford Borough Council Housing Department or by HOST (Homeless Outreach Service Team). Many of our residents are very vulnerable and are receiving treatment for alcohol and drug addiction. Others may be under a mental health care plan or receiving treatment for a physical and/or a psychological illness. Some residents also have learning difficulties.</p> <p>On a daily basis, vital visits are made to the residents by professionals and non-professionals and I have listed the following as the most common examples:</p> <ul style="list-style-type: none"> <li>CPN, social worker, psychiatrist, psychologist visit as part of the residents mental health care plan.</li> <li>Nurse to witness a resident takes his necessary medication</li> <li>Chemist delivery of special medication</li> <li>Volunteer collecting a resident to take him to essential appointments</li> <li>Family visiting residents and/or to take them to appointments</li> </ul>	<p>The permit scheme already provides for residents with significant care needs. Residents can apply for carer permits to allow for visits from various practitioners. Such permits allow residents' carers to park within permit only and limited waiting shared-use parking bays without restriction.</p> <p>Although there would appear to be a hardstand associated with Cyrenian House, which could perhaps be used for parking, this is situated adjacent to the parking bay which we are proposing to convert from limited waiting to permit only. It is also the case that the hardstand is not serviced by an authorised vehicle crossover.</p> <p>The existing 2-hour limited waiting spaces are not intended to provide all day parking for staff working at non-residential premises within Walnut Tree Close. Nearby long stay car parks are provided for such needs. However, the limited waiting bays that remain within Walnut Tree Close will still be available for shorter visits.</p> <p>Although Guildford is generally considered a safe town with relatively low levels of recorded crime, we have brought the concerns about personal safety of staff to the attention of Surrey Police.</p>

Maintenance engineers carrying our imperative repairs and maintenance  
SADAS visit to provide a counselling session  
(The police, doctors and ambulance service also make frequent visits but park wherever necessary to fulfil their duties)

Also, staff based at Cyrenian House including the HOST team require access to their car to make routine visits to our other residents in Guildford or to support the street homeless. Moreover, there is a late night change of shift between the hours of 10pm and 11pm where staff, especially women, have to walk alone along Walnut Tree Close, sometimes for up to 10 minutes to retrieve their car.

Should the bays outside our properties be changed to Permit Holders Only it would have an adverse impact on essential amenities previously enjoyed by our clients and staff: it would be even more difficult to find a parking bay than it is already due to the proposed reduction in Limited Waiting Bays in Walnut Tree Close. This in turn would have a gradual but definite impact on our client's welfare and ongoing recovery and have an adverse impact on the safety of staff when leaving the hostel late at night. Please find enclosed signatures from our clients and staff.

In view of the above, we recommend that the proposal is implemented as advertised.

**Other Changes – Warren Road (outside The Spike)**

**(4 representations)**



9732	<p>I previously emailed you about the restricted sightline In Warren Road beyond the Tangier Road turning. this has been a problem since the parking bays in Tangier Road were altered. A few years ago, effectively pushing the problem round the corner. I am forwarding you a photograph taken from the driving seat of my car yesterday as I tried to exit the drive. As you will see the sightline is really compromised, and when vans and lorries park there it is even worse and there have been a few near misses. As you are apparently overhauling on road parking I. Guildford at the moment will you please see if you can address this problem for us.</p>	<p>The representation does not relate to the advertised proposal, but instead requests that the parking controls elsewhere in Warren Road, to the east of Tangier Road, over half a kilometre away, are amended.</p> <p>There may be scope for us to consider the parking situation to the east of Tangier during a future parking review.</p> <p>In view of the above, we recommend that the proposal is implemented as advertised.</p>
9758	<p>I understand various existing restrictive parking zones are being amended including parking at the lower end of Warren Road. My husband and I live at the eastern end (Windrush, GU1 2HQ), and believe it is only a matter of time before the restricted site lines we and neighbours have, because of the positioning of the parking zones, causes a significant accident. Immediately outside our property is a single yellow line restriction, which is periodically abused, and could benefit from double yellow lines.</p> <p>BUT of more concern is the parking to our left as we leave our drive way, which obstructs all or most of our view of traffic approaching from the east. The parking zone virtually reaches the edge of our drive, and if vehicles other than low cars park there we are unable to see. We therefore have to push forward exposing the front of the car until able to see, by which time traffic has often arrived from our right (west), and we either have to reverse again, or cause a hold up. Obviously this problem is compounded when vehicles also abuse the restricted (evenings and Sundays) roadway outside</p>	<p>The representation does not relate to the advertised proposal, but instead requests that the parking controls elsewhere in Warren Road, to the east of Tangier Road, over half a kilometre away, are amended.</p> <p>There may be scope for us to consider the parking situation to the east of Tangier during a future parking review.</p> <p>In view of the above, we recommend that the proposal is implemented as advertised.</p>

	<p>our property, mentioned in the 3rd paragraph.</p> <p>Indeed when consultation about the marking out of the zones took place a few years back, we could already foresee the problems, and made our case clear at the time, especially with the parking bays starting so close to our driveway.</p> <p>A further point is the postbox which is only a few yards east of the drive, and frequently used, therefore 'inviting' cars to use the yellow lined area or in front of our drive because the parking bays are full. We sometimes arrive home and are unable to get into the drive!</p> <p>Yellow lining to the east from our drive and past the postbox would alleviate the problems. We are happy for you or a staff member to call at our home to check out the problems and for us to explain the situation on site. We do hope you can reconsider the parking situation this eastern end of Warren Road.</p>	
9786	<p>I see from your list of revocation of various existing restrictions that you are amending the parking at the bottom of Warren Road, near St Lukes Square. We would like to ask you to look at the top of Warren Road, beyond the Tangier Road turning. As the drive is shared between three houses, it can get busy by the road and we need to give way to incoming/outgoing vehicles. If there are cars parked at the bays it is difficult to pass or give way to incoming vehicles on Warren Road as we can not stop close to the pavement but in the middle of the road next to the parked cars. Also the visibility is very poor as the parking bays are too close to the entrance of the driveway. It would be best if you are able to come and have a look how dangerous the exit can be.</p>	<p>The representation does not relate to the advertised proposal, but instead requests that the parking controls elsewhere in Warren Road, to the east of Tangier Road, over half a kilometre away, are amended.</p> <p>There may be scope for us to consider the parking situation to the east of Tangier during a future parking review.</p> <p>In view of the above, we recommend that the proposal is implemented as advertised.</p>

I see from your list of revocation of various existing restrictions that you are amending the parking at the bottom of Warren Road, near St Lukes Square.

I would like to ask you to look at the top of Warren Road, beyond the Tangier Road turning. A few years ago some parking bays were marked out, one of which is practically level with our drive exit. This makes it difficult for us to safely exit our property on to the road as our sight line is badly compromised and when vans or 4 wheel drive vehicles park there it becomes positively dangerous. I have been prompted to write to you because I had a very close encounter with a cyclist today who I had no chance of seeing (or hearing!) Also in the past I have had two narrow misses with cars, simply because I have to pull out far enough to be able to see.

A trip from one of your patrol staff would prove the point far better than I can on paper. Just get one of them to come into the drive and see how difficult it is to safely exit.

-----  
I would also be very grateful if you could consider the parking bays at the top of Warren Road near the junction of Tangier Road. A few years ago new parking bays were marked out under the last parking review. Immediately to the right of our private driveway is a three parking bay - the first bay in this section is virtually level with our drive exit. It has made it difficult for us to safely exit our property onto the road as our sight line is badly compromised - I have attached a couple of photos illustrating the view when at the exit of our driveway and our current sightline down Warren Road. There was only one car parked there at the time but usually there are at least

The representation does not relate to the advertised proposal, but instead requests that the parking controls elsewhere in Warren Road, to the east of Tangier Road, over half a kilometre away, are amended.

There may be scope for us to consider the parking situation to the east of Tangier during a future parking review.

In view of the above, we recommend that the proposal is implemented as advertised.

two or three which makes the problem even worse as you can imagine. When pulling out of the driveway with cars parked in these bays it is extremely difficult to see far enough down the road to judge whether there is oncoming traffic and several times I have cautiously pulled out because I can see no cars coming and had to either pull back sharply or upset oncoming traffic that is unseen behind parked cars. It only seems a matter of time before there is an accident here and I am particularly concerned about cyclists coming up this stretch as it is near impossible to see them until they are in front of the driveway. I do not have an issue with parking being allowed on Warren Road but would like it to be safe for all concerned.

ITEM 7, ANNEXE 7

Key to Restriction Types Displayed

-  No Waiting At Any Time
-  No Waiting Mon-Sat 8.30am-6pm
-  Free Parking Places With Waiting Permitted For Any Period Without Time Limit
-  Limited Waiting 2 Hours No Return Within Hours
-  Limited Waiting 4 Hours No Return Within Hours

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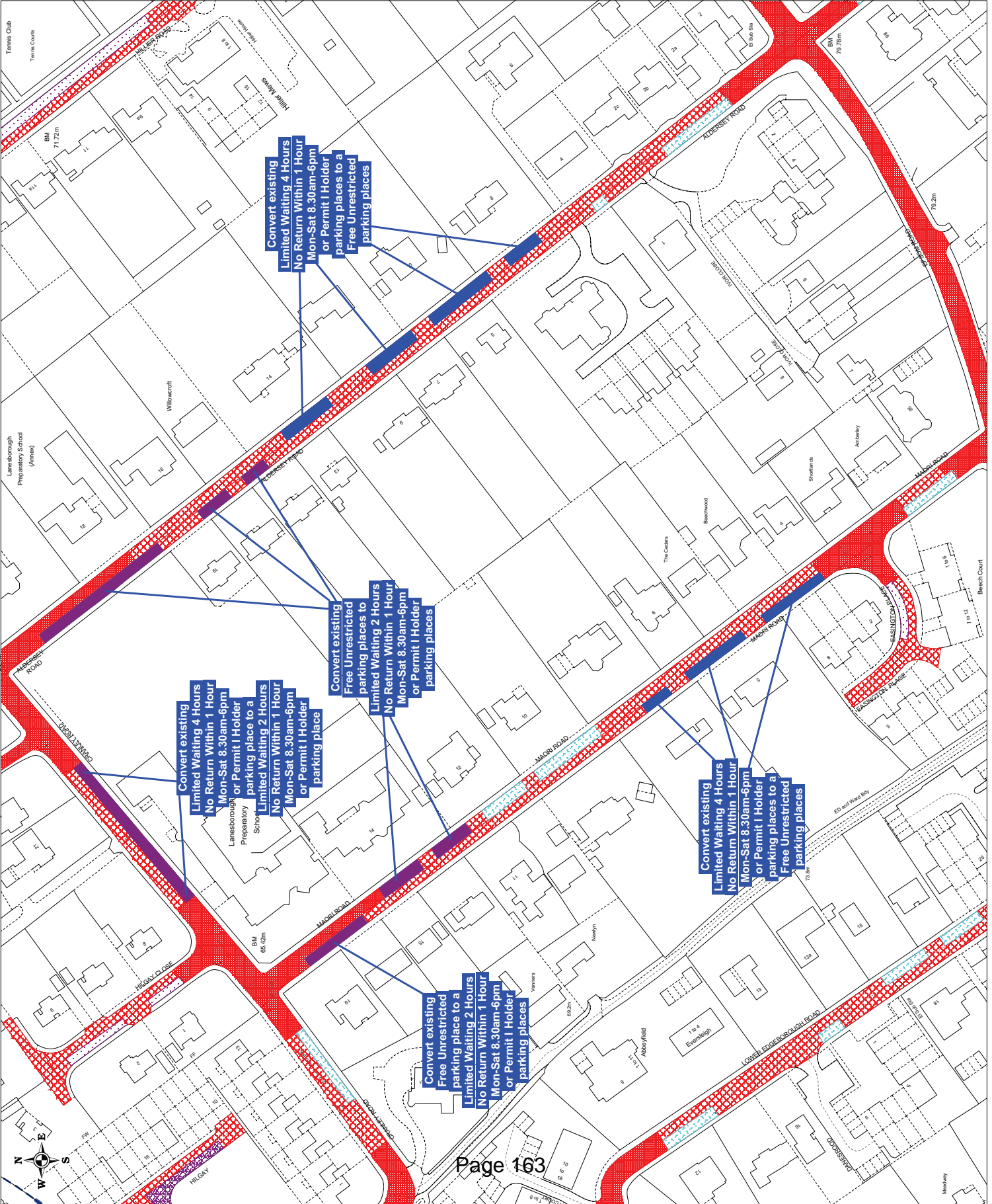
SURREY  
 COUNTY COUNCIL



GUILDFORD  
 BOROUGH

DRAWING TITLE  
 Guildford On-Street Parking Review  
 Revised proposals around  
 Cranley Road Schools (Plan 1 of 4)

SCALE	1 : 1250 at A3
DATE	30/08/2013
DRAWING No.	GBC/PH/Prop/highlight/28RevA
DRAWN BY	ANDREW HARRON



ITEM 7, ANNEXE 7

ITEM 7

- Key to Existing Restriction Types Displayed
- No Waiting At Any Time
  - No Waiting Between 8.30am-6pm
  - Limited Waiting 4 Hours No Return Within 1 Hour
  - Limited Waiting 2 Hours No Return Within 1 Hour
  - Limited Waiting 4 Hours No Return Within 1 Hour or Permit Holder
  - Limited Waiting 4 Hours No Return Within 1 Hour or Permit Holder

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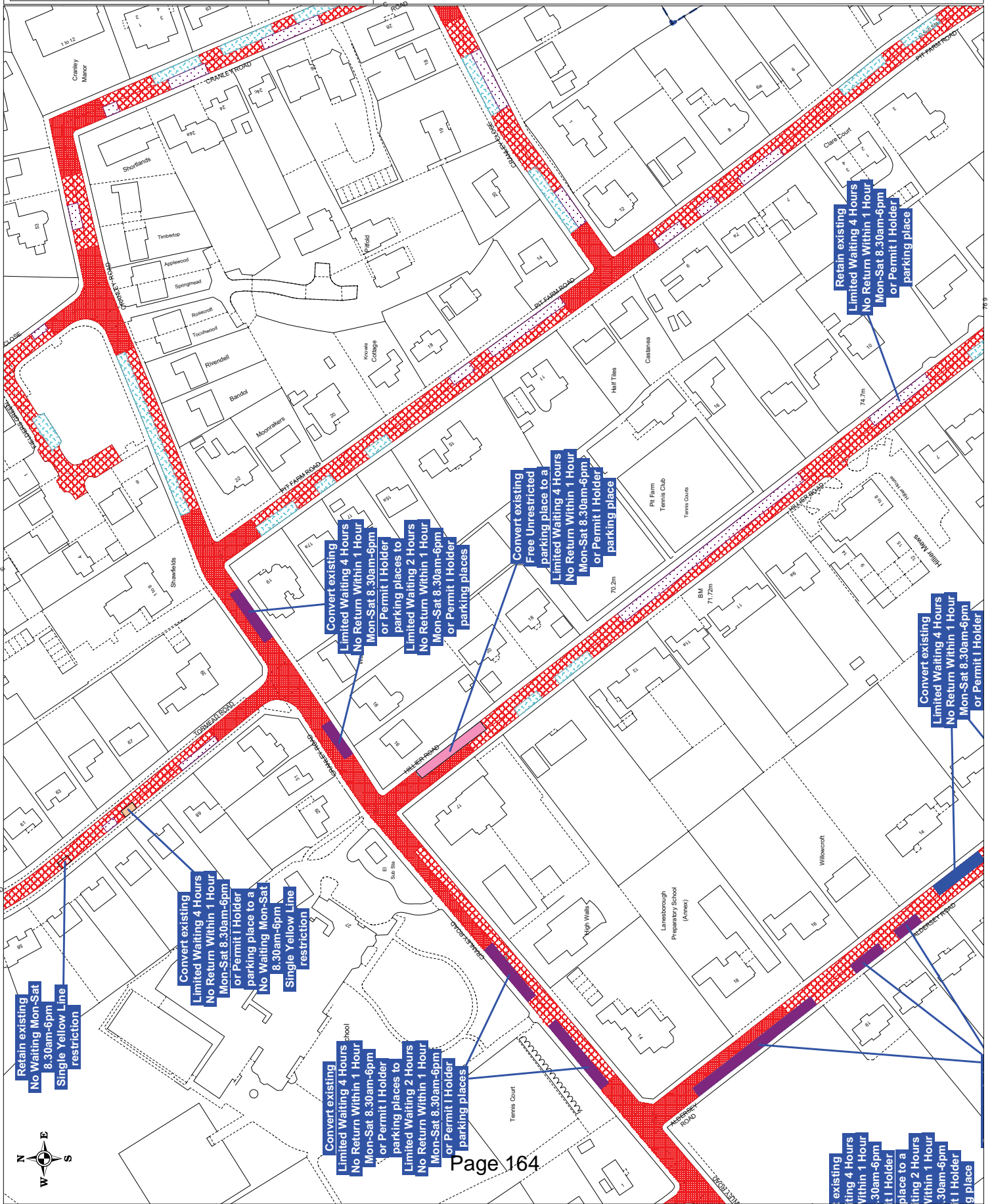
SURREY  
 COUNTY COUNCIL



GUILDFORD  
 B O R O U G H

DRAWING TITLE  
**Guildford On-Street Parking Review**  
 Revised proposals around  
 Cranley Road schools (Plan 2 of 2)

SCALE	1 : 1250 at A3
DATE	30/08/2013
DRAWING No.	GBC/PH/Prop/highlight2RevA
DRAWN BY	ANDREW HARRON



Retain existing  
 No Waiting Mon-Sat  
 8.30am-6pm  
 Single Yellow Line  
 restriction

Convert existing  
 Limited Waiting 4 Hours  
 No Return Within 1 Hour  
 Mon-Sat 8.30am-6pm  
 or Permit Holder  
 parking place to a  
 No Waiting Mon-Sat  
 8.30am-6pm  
 Single Yellow Line  
 restriction

Convert existing  
 Limited Waiting 4 Hours  
 No Return Within 1 Hour  
 Mon-Sat 8.30am-6pm  
 or Permit Holder  
 parking places to  
 Limited Waiting 2 Hours  
 No Return Within 1 Hour  
 Mon-Sat 8.30am-6pm  
 or Permit Holder  
 parking places

Convert existing  
 Limited Waiting 4 Hours  
 No Return Within 1 Hour  
 Mon-Sat 8.30am-6pm  
 or Permit Holder  
 parking places to  
 Limited Waiting 2 Hours  
 No Return Within 1 Hour  
 Mon-Sat 8.30am-6pm  
 or Permit Holder  
 parking places

Convert existing  
 Free Unrestricted  
 parking place to a  
 Limited Waiting 4 Hours  
 No Return Within 1 Hour  
 Mon-Sat 8.30am-6pm  
 or Permit Holder  
 parking place

Retain existing  
 Limited Waiting 4 Hours  
 No Return Within 1 Hour  
 Mon-Sat 8.30am-6pm  
 or Permit Holder  
 parking place

Convert existing  
 Limited Waiting 4 Hours  
 No Return Within 1 Hour  
 Mon-Sat 8.30am-6pm  
 or Permit Holder

Convert existing  
 Limited Waiting 4 Hours  
 No Return Within 1 Hour  
 Mon-Sat 8.30am-6pm  
 or Permit Holder  
 parking place

## SURREY COUNTY COUNCIL

## LOCAL COMMITTEE (GUILDFORD)

DATE: WEDNESDAY 18 SEPTEMBER 2013

LEAD OFFICER: DAVID CURL, PARKING STRATEGY & IMPLEMENTATION  
TEAM MANAGERSUBJECT: REVIEW OF PARKING CONTROLS – ONSLOW VILLAGE,  
OTHER AREAS OF THE TOWN CENTRE & CHILWORTHDIVISION: GUILDFORD SOUTH WEST  
GUILDFORD SOUTH EAST  
SHERE**SUMMARY OF ISSUE:**

To provide proposals with a view to addressing parking issues in the part of Onslow Village that is not in the town centre Controlled Parking zone (CPZ). The Committee agreed to consult on a proposal to extend the CPZ and this report presents the comments received as a result of the exhibitions and makes recommendations as to the next steps.

A number of other parking issues have also arisen in areas around the town centre and in Chilworth. The Committee is asked to consider these issues and the respective recommendations.

**RECOMMENDATIONS:**

**The Local Committee (Guildford) is asked to agree that:**

- (i) in respect to Onslow Village to formally advertise the proposals shown in Annexe 5 and should any representations be received they be reported to a future meeting of the Committee for consideration, if no representations are received the TRO will be made.
- (ii) proposals to resolve the issues listed in Annexe 6 within the town centre controlled parking zone are formally advertised and should any representations be received they be reported to a future meeting of the Committee for consideration, if no representations are received the TRO will be made.
- (iii) the proposals shown in Annexe 7 in respect to the area around Farnham Road hospital are formally advertised at an appropriate time during the redevelopment of the site, and should any representations be received they be reported to a future meeting of the Committee for consideration, if no representations are received the TRO will be made.
- (iv) the proposals shown in Annexe 8 in respect to the area around the level crossing adjacent to Chilworth railway station are formally advertised and should any representations be received they be reported to a future meeting of the Committee for consideration, if no representations are received the

TRO will be made.

**REASONS FOR RECOMMENDATIONS:**

To increase the availability of space and its prioritisation for permit-holders, and to assist with safety, access and traffic movements in the area and make local improvements.

**1. INTRODUCTION AND BACKGROUND:**

**Onslow Village**

- 1.1 In the area of Onslow Village beyond the existing Guildford town centre controlled parking zone boundary, concerns have been raised about the impact that uncontrolled and inconsiderate parking has on safety, access and traffic flow, and particularly for emergency services and public service vehicles.
- 1.2 As part of the present parking review we have conducted two previous questionnaire surveys with occupiers within the area, in January and October 2012.
- 1.3 The original consultation in January 2012 primarily asked occupiers within the area about the parking situation in their road, and what, if anything, should be done. The responses to this were mixed. However, within the area currently being considered for inclusion within the controlled parking zone, there was a clear majority in favour of controls, of some sort, if other roads were to be subject to controls (see [Annexe 1](#)). However, there was less clarity regarding the nature of these controls. Views were mixed as to whether their road should become part of the adjacent controlled zone, or be subject to more limited controls.
- 1.4 Officers met with local ward and divisional councillors, who were keen for the small number of roads that were clearly supportive of being within the controlled parking zone, and closest to the existing controlled parking zone boundary, to be included. Officers advised that this could lead to displacement into the areas that were not controlled and the problem would simply move. To avoid the need to have to review the matter on multiple occasions an area for an extension to the controlled parking zone which covered nearly all the uncontrolled areas in Onslow Village was identified.
- 1.5 At its meeting in June 2012 the Local Committee (Guildford) agreed to further informal consultation about an extension to the controlled parking zone in the area identified. Again, the responses to the consultation questionnaire were mixed. Those in the small number of roads closest to the existing controlled parking zone boundary were again keen for inclusion within the controlled parking zone. Elsewhere, however, the level of support for inclusion within the controlled parking zone was lower than for the possible introduction of more limited controls (see [Annexe 1](#)).
- 1.6 Based on the feedback to this and the previous consultation, officers recommended that proposals be progressed for the introduction of more



limited controls around junctions, bends and at other strategic points, to assist with safety, access and traffic flow. During discussions with ward and divisional councillors officers were asked to design a potential control parking zone to cover the whole area so the Committee could still decide to progress this option.

- 1.7 At its meeting in March 2013 the Local Committee (Guildford) did agree to conduct a full informal consultation with public exhibitions on an extension on the potential extension of the controlled parking zone (see [Annexe 2](#)). Around 500 occupiers within the area were written to (see [Annexe 3](#)) and invited to attend two public exhibitions or view the proposals on the Borough Council's website. Notices were also erected on-street to notify road users of the exhibitions (see [Annexe 3](#)).
- 1.8 This report presents the feedback from the public exhibitions and recommends the next steps.

### **Other Issues**

- 1.9 At its March 2013 meeting the Local Committee (Guildford) agreed to formally advertise various other elements of the present review, including proposals for the areas around Cranley Road, Dene Road, Rivermount Gardens, the St Luke's development, and around 40 other changes (these are covered in another Item to the agenda to this meeting). Since then, however, a number of other issues have been raised. These mainly involve relatively minor changes to accommodate newly created, or revised vehicle crossovers, and the like (see [Annexe 6](#)). However, a couple of them are more notable; namely the changes associated with the redevelopment of the Farnham Road hospital and the parking situation in Sample Oak Lane in the vicinity of the level crossing adjacent to Chilworth railway station.
- 1.10 This report presents lists the issues and recommends the next steps.

## **2. ANALYSIS:**

### **Onslow Village**

- 2.1 The latest stage of informal consultation involved holding two public exhibitions at Onslow Village Hall on Tuesday 18 June and Saturday 22 June 2012. In total, 163 people attended the two events. Over 500 properties were notified directly of the exhibitions / consultation. Street notices were also erected throughout the area.
- 2.2 The proposals were also available to view and comment upon on Guildford Borough Council's website, and many of those that responded to the consultation did so by email.
- 2.3 The feedback to this and the previous stages of consultation are summarised in [Annexe 1](#). In total, there were 118 responses. Of these, 109 came from those that were written to directly. A further 9 came from those made aware of the exhibitions / consultation via the notices erected on-street. A number of households, both in favour of and against the suggested measures, sent in multiple comments. For the purposes of analysis, these have been aggregated, to reflect the views of the household as a whole.

## ITEM 8

- 2.4 The response rate equates to 23 per cent of those that we notified directly. This level of response is lower than the two previous stages of consultation (53 per cent and 47 per cent respectively), although it is at a level which is still of significance. Indeed, within the area being suggested for inclusion within the controlled parking zone, the response rate was 33 per cent.
- 2.5 Across the area consulted as a whole, 44 per cent of those who responded are either generally supportive or specifically stated support for the proposals, with 57 per cent generally or specifically opposing the proposals. Within the area being suggested for inclusion within the controlled parking zone, there is a lower level of support for the proposals, 40 per cent of those that responded being supportive and 59 per cent opposing the proposed measures.
- 2.6 When compared with the previous consultations, these figures show a drop in support for the proposals, both across the area as a whole and within the roads being suggested for inclusion within the CPZ.
- 2.7 Previously, when asked about controls in general, 60 per cent of those that responded from locations now being suggested for inclusion within the CPZ were supportive of the introduction of controls in their road, if controls were being introduced in neighbouring roads. Support from respondents dropped to 50 per cent when they were asked whether they wanted their road to be included within the proposed CPZ. Now that the specifics of the proposals have been developed, support has dropped to 40 per cent.
- 2.8 Nevertheless, within certain roads, such as Ellis Avenue, Orchard Road and West Meads, the desire for their road's inclusion within the adjacent CPZ remains. In others, such as Bannisters Road and The Crossway, the level of support has reduced. Meanwhile, a low level of support remains in locations such as Litchfield Way, Manor Way (The Crossways-Abbots Close), The Square and Vicarage Gate, which were earmarked for inclusion within the CPZ.

### **Other Issues**

- 2.9 The locations where changes are required to accommodate new and amended vehicle crossovers and improve access arrangements (Denzil Road, Guildford Park Avenue, Jenner Road, Pewley Way, Poltimore Road) are listed in Annexe 6. Also listed is a proposal to extend the existing Permit A Only parking bay outside No.1-4 Artillery Road westwards. The redevelopment of a garage block adjacent to No.1 Artillery Road into flats has resulted in there no longer being the need for vehicular access to and from these facilities. As a result, an opportunity has arisen to increase the availability of parking space. Additionally, there is a proposal to convert one of the smaller unrestricted parking bays in Upper Edgeborough Road into a 2-hour limited waiting or permit I shared-use parking place. This is suggested in order to meet the needs of the small number of permit-holders that live in the road, which currently has no spaces prioritised for permit-holders.
- 2.10 In late 2010, Parking Services was contacted by those involved in the potential redevelopment of the Farnham Road hospital site as part of their planning submission. The hospital is bound by Area B of the CPZ on its

eastern flank and by Area F of the CPZ on its western boundary. Various changes to the vehicular access arrangements to the site were envisaged. In turn these would require changes to the formalised parking controls in the vicinity. In some locations parking spaces will be lost, whilst in others, opportunities to create a comparable number of additional spaces will become available. In general, the losses of space will occur in Area F, where on the whole, there are many more spaces than permit-holders.

- 2.11 The compensatory spaces provided will be in Area B, where there is generally greater pressure on parking. The proposed amendments are shown in Annexe 7. However, rather than advertising this particular proposal at the earliest opportunity, it is anticipated that it will be timed to coincide with the development. This will avoid the possibility of the Committee's authority lapsing after 2 years. This can be an issue in the case of major developments, of lengthy durations.
- 2.12 At the beginning of the year correspondence was received from a train driver concerned about the potential issues caused by parked vehicles in the vicinity of the level crossing in Sample Oak Lane, next to Chilworth railway station. It was suggested that vehicles parked adjacent to the new residential development could cause vehicles using the road to become stranded on the railway line when the level crossing barriers are lowered. Correspondence was subsequently received from Shalford Parish Council suggesting that an incident occurred, requiring the driver of a vehicle to reverse off the level crossing into the vehicle behind, in order to avoid becoming stuck between the barriers as a train approached. Subsequently, the County Council received an edition of LX News (Level Crossing news) published by First Great Western Trains, which referred to this particular level crossing and parking. As a stop-gap, Surrey County Council – Highways, in consultation with Surrey Police, agreed to install temporary barriers to prevent parking by physical means. Despite their temporary nature, unfortunately, these have not been welcomed universally.
- 2.13 Ordinarily, issues falling outside of the focus of a particular parking review (currently the town centre controlled parking zone), would have to wait for the next review before it could be considered. However, given the significant safety implications involved, it is considered appropriate to progress the matter as part of this review. The proposals shown in Annexe 8 highlight measures aimed at addressing these concerns.

### **3. OPTIONS:**

#### **Onslow Village**

- 3.1 The Committee could decide to do nothing. However, this would not resolve the safety, access and traffic concerns raised previously, and by many across the area during the various stages of informal consultation.
- 3.2 The Committee could choose to revert to the option previously recommended by officers at the March 2013 meeting of the Local Committee (Guildford), namely to introduce more limited controls around junctions, bends and at other strategic points (see Annexe 4). This would aim to address the safety, access and traffic concerns raised previously and by many during the various stages of informal consultation. However, such measures would not prioritise

## ITEM 8

parking for residents and visitors. Nor would they necessarily regulate parking in the immediate vicinity of driveways, which is a concern amongst some. Nevertheless, it would maximise the amount of parking space remaining, and its flexibility of use, thereby reducing the potential for displacement of parking into adjacent uncontrolled areas. The latter is a concern amongst some beyond the proposed CPZ boundary.

- 3.3 Officers have met with local ward and divisional councillors, and discussed the feedback from the public exhibition consultation with them. Another option would be to introduce a limited extension to the controlled parking zone in roads which clearly support the proposal but with some unrestricted parking bays to limit the potential for displacement. The roads suggested for inclusion within the smaller, revision to the CPZ are Bannisters Road (Hedgeway-Orchard Road), Ellis Avenue, West Meads (Ellis Avenue-Orchard Road) and Wilderness Road (Queen Eleanors Road-Orchard Road).
- 3.4 This option is presented in Annexe 5. The provision of unrestricted parking is designed to reduce the amount of parking displaced if the proposal is implemented. Most of the properties have off-street parking and the demand from residents does not require all the parking to be restricted. The unrestricted parking also provides a facility for residents and their visitors to use on Saturdays without the need for a permit. Where possible the unrestricted parking has been proposed away from residential properties.
- 3.5 It is also suggested that the echelon parking immediately outside the shopping parade at The Square be subject to a 4-hour limited waiting restriction to encourage turnover and help ensure the availability of space for visitors to the shops. Additionally, it is suggested that the junctions, bends and other strategic points in the roads beyond the revised boundary be protected by yellow line waiting restrictions, to resolve existing and potential parking issues.
- 3.6 Alternatively, the Committee could decide to formally advertise the proposals recently presented to the public at the exhibitions (see Annexe 2). Whilst this would aim to address the safety, access and traffic concerns raised previously and by many during the various stages of informal consultation, there would not appear to be widespread support for such controls within the wider area over which the CPZ would operate.

### **Other Changes**

- 3.7 The Committee could decide to do nothing. However, this would not resolve the safety, access and traffic concerns. The Committee could decide to move forward with some but not all of the proposals or could ask officers to reconsider some or all of the proposals.

## **4. CONSULTATIONS:**

### **Onslow Village**

- 4.1 Following on from the two previous stages of consultation in January and October 2012, the latest stage of informal consultation involved holding two public exhibitions at Onslow Village Hall on Tuesday 18 June and Saturday 22 June 2012. In total, 163 people attended the two events. Over 500 properties were notified directly of the exhibitions / consultation. The wider

public were made aware of the exhibitions / consultation via the notices erected on-street, and the proposals were also available to view and comment upon on Guildford Borough Council's website.

### **Onslow Village and Other Changes**

- 4.2 If the Committee agrees to progress towards making changes to the controls, the introduction of and changes to formalised parking restriction requires us to publish a notice of intent, inviting representations. We would report any unresolved representations received, back to the Committee for its consideration. Only then would it be possible for the traffic regulation order to be made and the changes implemented.

### **5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

- 5.1 The cost of implementing this and the various other elements of the present parking review, will like previous reviews, not exceed £50,000. This would be covered by the surplus from on-street parking account.

### **6. EQUALITIES AND DIVERSITY IMPLICATIONS:**

- 6.1 None. Nevertheless, if requests for disabled bays are received by the County Council from specific residents within the area being considered, we would formalise these, thereby making them enforceable, and thus, less likely to be abused and misused by non-blue badge holders.

### **7. LOCALISM:**

- 7.1 The proposals will primarily affect motorists, be they from Guildford, the surrounding Borough, throughout Surrey, or from elsewhere. The measures are primarily aimed at improving safety, access and traffic flow. In the case of the proposals for Onslow Village, some of the options available prioritise parking space for residents and their visitors.

### **8. OTHER IMPLICATIONS:**

#### Sustainability implications

- 8.1 Parking sits alongside Climate Change and Air Quality within the strategies that feed into the Surrey Transport Plan. Therefore, in many respects, these strategies and sustainability are inter-dependant.
- 8.2 Preventing parking in locations where it would otherwise cause safety and access issues, and in particular, impede traffic, helps reduce congestion, the resultant journey times and pollution. This can be particularly important on bus routes where large, public service vehicles utilise relatively narrow roads. One such service runs through Onslow Village, where it is suggested the parking already has a detrimental impact.

**9. CONCLUSION AND RECOMMENDATIONS:**

- 9.1 In respect to Onslow Village the option preferred by local ward and divisional councillors is a partial extension of the CPZ and a plan showing a suggested layout is attached as Annexe 5.
- 9.2 In order to improve and maintain safety, access and traffic flow, it is recommended that the controls proposed in Annexes 6, 7 & 8 are progressed, and formally advertised with a view to implementing them.

**10. WHAT HAPPENS NEXT:**

- 10.1 If the Committee agrees to progress towards making changes to the controls, the introduction of and changes to formalised parking restriction requires us to publish a notice of intent, inviting representations. We would report any unresolved representations received back to the Committee for its consideration.
- 10.2 In the case of Onslow Village, the 500 occupiers within the area would again be written to directly to make them aware of the Committee's intentions.

---

**Contact Officer:**

Kevin McKee, Parking Services, Manager (01483 444530)

**Consulted:**

Occupiers of properties within the roads listed in Annexe 1,  
Those that read the street notices and / or viewed the proposals on Guildford Borough Council's website,  
Those that attended the public exhibitions held at Onslow Village Hall on 18 and 22 June 2013,  
Local ward and divisional councillors.

**Annexes:**

- 1 – Onslow Village - Combined results of public exhibitions and previous consultations  
2 – Onslow Village - Proposals consulted upon at the public exhibitions  
3 – Onslow Village - Copy of letter and street notice notifying occupiers and others of the public exhibitions / consultation  
4 – Onslow Village - Proposals for more limited controls  
5 – Onslow Village – Revised proposals for CPZ extension  
6 – Town Centre CPZ - Additional locations where authority to formally advertise proposals is requested  
7- Town Centre CPZ - Proposals to accommodate changes to the access arrangements associated with the Farnham Road hospital redevelopment  
8 – Parished Areas - Proposals in the vicinity of the level crossing at Chilworth railway station

**Sources/background papers:**

- Item 6, Local Committee (Guildford), 22 September 2011.
- Item 9, Local Committee (Guildford), 13 June 2012.
- Item 8, Local Committee (Guildford), 13 March 2013.



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ITEM 8, ANNEXE 1

ONSLow VILLAGE - ORIGINAL , FURTHER & PUBLIC EXHIBITION CONSULTATIONS (COMBINED)

Road	No. of Properties	ORIGINAL CONSULTATION (JAN 12)						Statement 3 - My road should be subject to controls if neighbouring roads are?			Response Rate (No. / %)			PUBLIC EXHIBITIONS (JUN 13)			
		Statement 3 - My road should be subject to controls if neighbouring roads are?						Response Rate (No. / %)			Comments received in respect to the specific proposals to extend the CPZ into Bannisters Road, Ellis Avenue, Litchfield Way, Orchard Road, The Crossways, The Square, Vicarage Gate, West Meads, Wilderness Road and Manor Way up to its junction with Abbots Close						
		Strongly Agree	Tend to Agree	Neither Agree nor Disagree	Tend to Disagree	Strongly Disagree	left blank	Strongly Agree	Tend to Agree	Neither Agree nor Disagree	Tend to Disagree	Strongly Disagree	left blank	Stated Support	General Support	Neither / Nor	General Objection
Abbots Close	30	19%	25%	6%	13%	38%	0%	40%	33%	67%	0%	4	13%	50%	0%	0%	25%
Fernham Rd (off Abbots Cl)	13	38%	40%	0%	20%	0%	20%	54%	71%	29%	0%	2	15%	0%	0%	100%	50%
Bannisters Road - Overall	26	59%	12%	6%	6%	18%	0%	17	65%	41%	0%	14	54%	29%	0%	8%	64%
Ellis Avenue	21	81%	6%	0%	0%	0%	0%	16	76%	81%	0%	4	19%	100%	0%	0%	0%
Guildford-Godalming Bypass	5	0%	0%	0%	0%	0%	0%	0	0%	0%	0%	0	0%	0%	0%	0%	0%
High View Road	106	53%	23%	5%	19%	38%	2%	41	39%	15%	80%	9	8%	11%	0%	29%	0%
Litchfield Way (part - Overall)	26	62%	19%	6%	13%	31%	6%	13	50%	35%	50%	11	42%	9%	9%	22%	45%
Manor Way - Overall	77	58%	24%	4%	27%	38%	0%	39	51%	28%	0%	15	19%	13%	7%	7%	33%
Manor Way - Nos. 1-23 (The Crossways - Abbots Close)	23	74%	48%	12%	18%	12%	0%	17	74%	24%	0%	7	30%	0%	0%	17%	57%
Manor Way - Nos. 24-82 (Abbots Close - A3)	54	52%	7%	7%	46%	32%	0%	22	41%	32%	0%	8	15%	75%	13%	0%	13%
Orchard Road	21	67%	43%	7%	7%	36%	0%	13	62%	62%	19%	5	24%	40%	0%	25%	20%
Powell Close	25	28%	29%	0%	0%	29%	29%	12	48%	25%	8%	3	12%	0%	0%	50%	67%
The Crossways (part)	7	100%	14%	0%	0%	14%	0%	7	100%	71%	0%	6	86%	33%	0%	20%	33%
Vicarage Gate	18	61%	18%	9%	18%	35%	0%	10	56%	10%	70%	6	33%	0%	0%	100%	17%
West Meads (part)	4	75%	100%	0%	0%	0%	0%	3	75%	100%	0%	1	25%	100%	0%	0%	0%
Wilderness Road	74	42%	58%	3%	13%	16%	0%	29	39%	55%	41%	14	19%	29%	0%	0%	43%
Farm Walk, Wilderness Rd	12	67%	38%	0%	0%	38%	13%	7	58%	29%	71%	3	19%	33%	0%	0%	33%
The Square, Wilderness Rd	16	44%	14%	0%	0%	57%	14%	6	38%	0%	83%	4	25%	0%	0%	33%	75%
Windsor Close	20	30%	17%	17%	0%	67%	0%	5	25%	0%	100%	0	0%	0%	0%	0%	0%
Non-specific	n/a	0%	0%	0%	0%	0%	0%	0	n/a	0%	0%	8	n/a	0%	0%	14%	75%
Other	n/a	0%	0%	0%	0%	0%	0%	0	n/a	0%	0%	9	n/a	11%	0%	50%	33%
<b>Total</b>	<b>501</b>	<b>56%</b>	<b>13%</b>	<b>5%</b>	<b>13%</b>	<b>30%</b>	<b>3%</b>	<b>237</b>	<b>47%</b>	<b>39%</b>	<b>57%</b>	<b>44%</b>	<b>23%</b>	<b>17%</b>	<b>2%</b>	<b>18%</b>	<b>39%</b>

Feedback in the roads / sections of road within the proposed extension to the CPZ (including Bannisters Road, Ellis Avenue, Litchfield Way, Orchard Road, The Crossways, The Square, Vicarage Gate, West Meads, Wilderness Road and Manor Way up to its junction with Abbots Close)	No. of Properties	Response Rate (No. / %)		Stated Support	General Support	Neither / Nor	General Objection	Stated Objection
		Yes	No					
	248	51%	44%	83	40%	1%	13%	46%
	128	51%	44%	83	40%	1%	13%	46%
	148	60%	60%	148	60%	1%	13%	46%
	266	53%	13%	266	53%	2%	18%	39%

Key  
Roads / Areas within proposed CPZ where a clear majority of respondents (60% and above) agree

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Key to Existing Restriction Types Displayed

	No Waiting At Any Time
	No Waiting Mon-Sat 8.30am-6pm
	No Waiting Mon-Sat 8.30am-6pm or Permit J Holders

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 COUNTY COUNCIL



GUILDFORD  
 BOROUGH

DRAWING TITLE  
 Onslow Village - Proposals to  
 Extend CPZ Consulted Upon at  
 Public Exhibitions (Plan 1 of 4)

SCALE  
 1 : 1250 at A3

DATE  
 16/08/2013

DRAWING NO.  
 GBC/A/PH/EN/BD/CPZ1

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ITEM 8



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Key to Existing Restriction Types Displayed

- No Waiting at Any Time
- No Waiting 8.30am-6pm
- No Waiting 8.30am-6pm or Permit J Holder
- 1 Hour Monday & 2.30am-6pm or Permit J Holder

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GUILDFORD  
 BOROUGH

DRAWING TITLE  
 Onslow Village - Proposal to  
 Extend CPZ Consulted Upon at  
 Public Exhibitions (Plan 2 of 4)

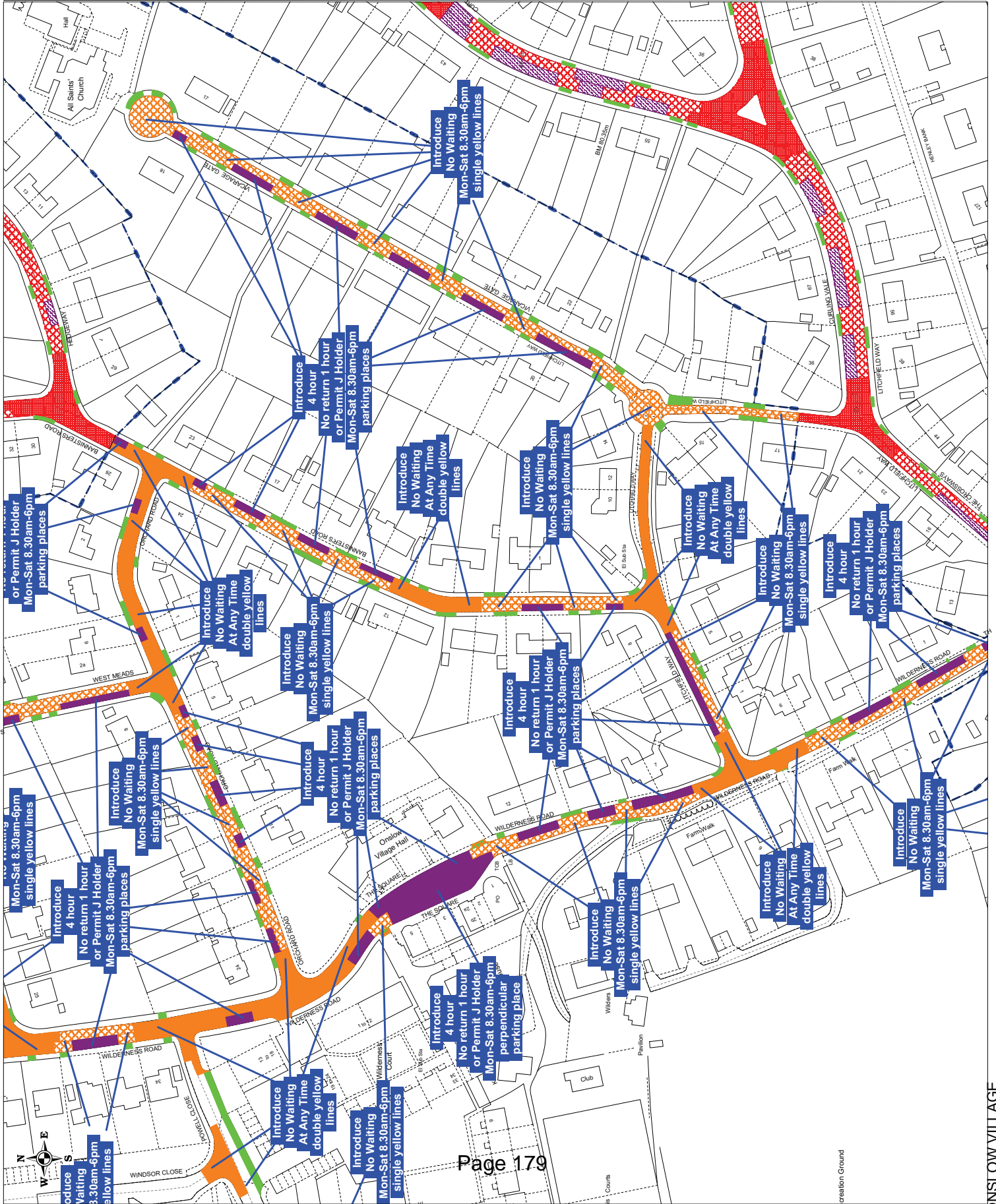
SCALE 1 : 1250 at A3

DATE 16/08/2013

DRAWING No. GBC/A/PH/EN/00CPZZ

DRAWN BY ANDREW HARKIN

ITEM 8



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**Key to Existing Restriction Types Displayed**

- No Waiting at Any Time
- No Waiting Mon-Sat 8.30am-6pm
- No Waiting at Any Time with double yellow lines
- No Waiting Mon-Sat 8.30am-6pm with double yellow lines
- 1 Hour Permit J Holder or Permit Holder

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**GUILDFORD**  
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DRAWING TITLE  
**Onslow Village - Proposals to  
 Extend CPZ Consented Upon at  
 Public Exhibitions (Plan 3 of 4)**

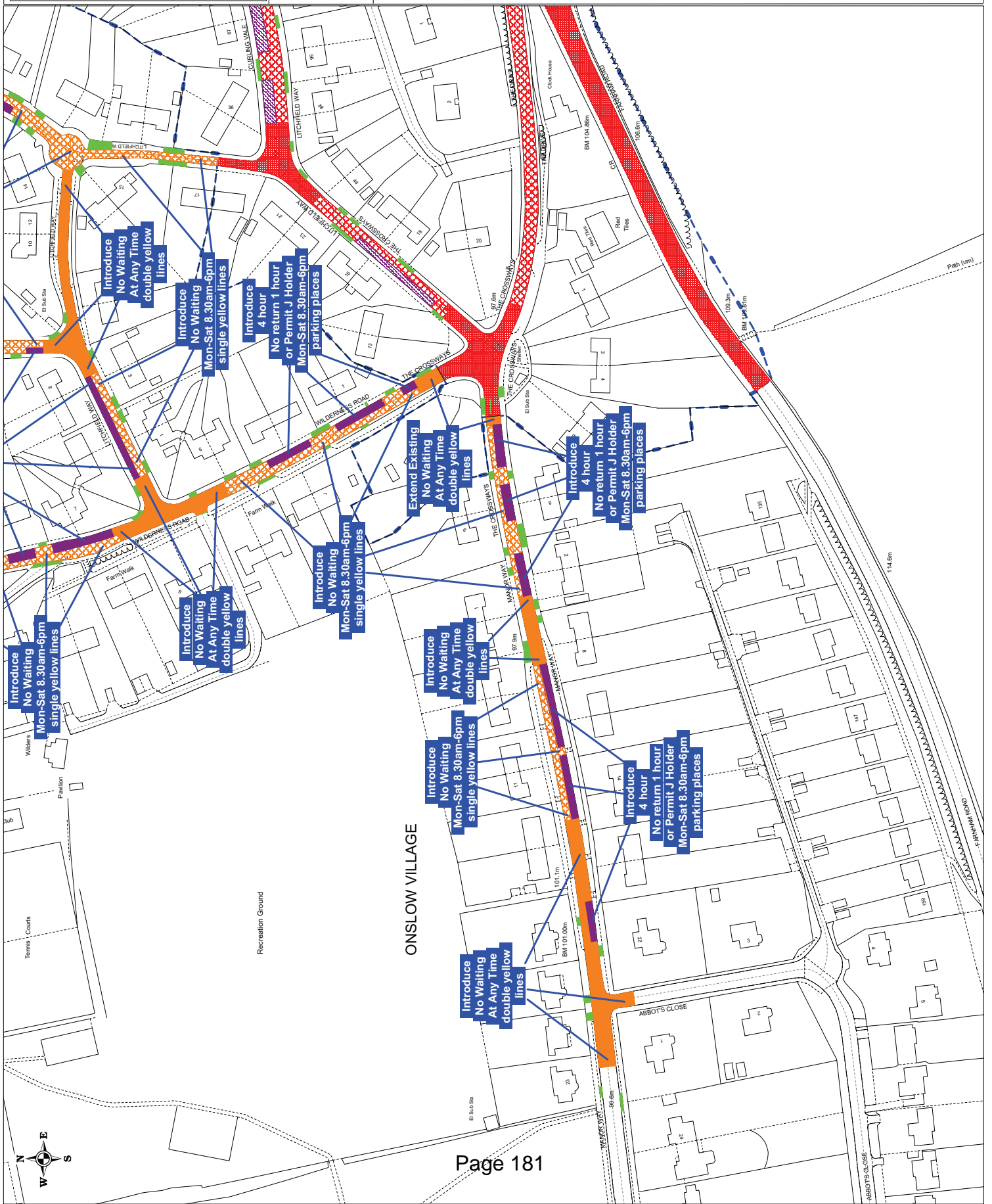
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DATE 16/08/2013

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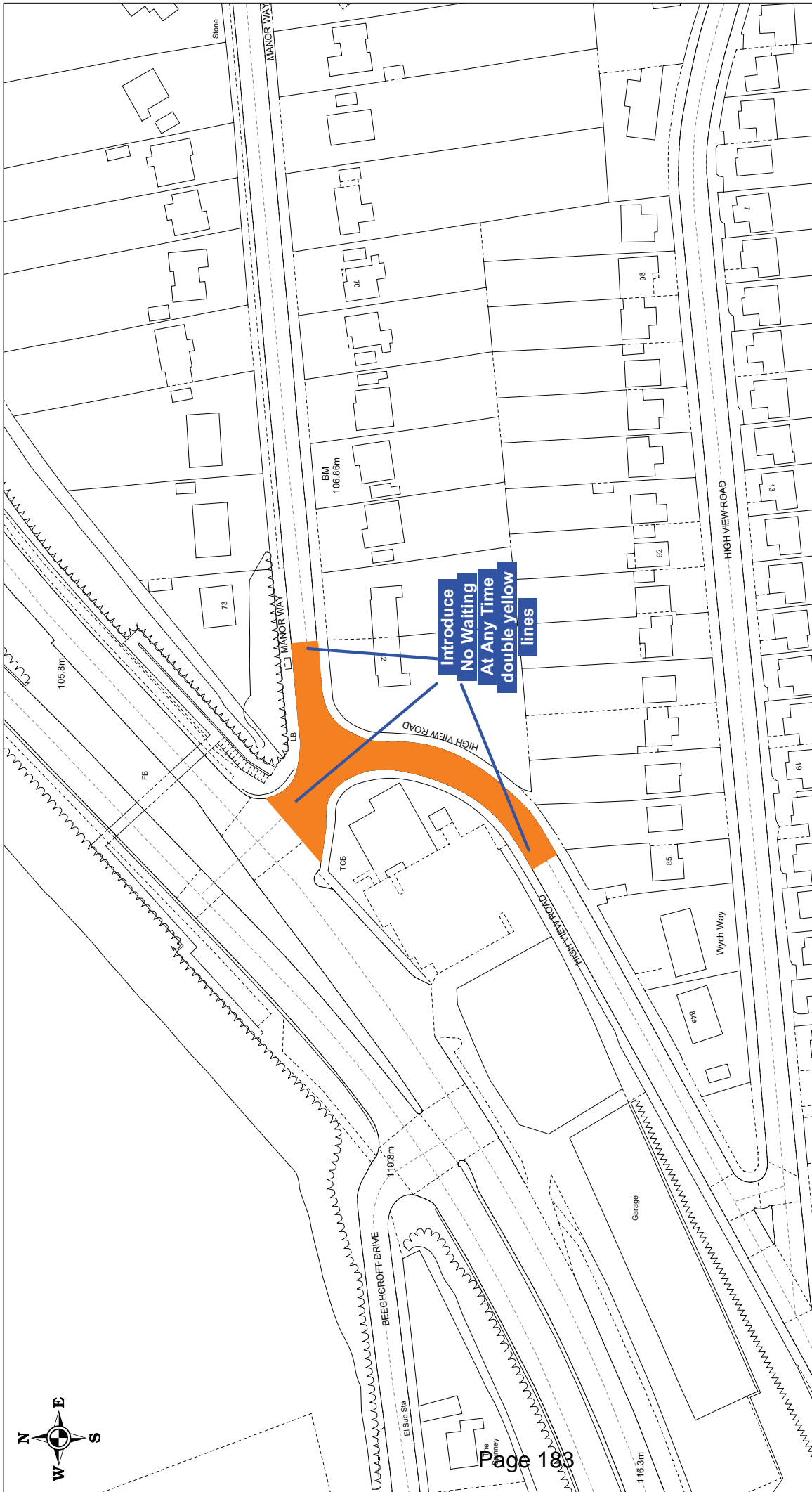
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ITEM	8
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SCALE	1 : 1250 at A4
DATE	16/08/2013
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**Onslow Village -  
 Proposals to Extend CPZ Consulted Upon  
 at the Public Exhibitions (Plan 4 of 4)**

**ITEM 8, ANNEXE 2**



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THE OCCUPIER  
 «SAON»  
 «PAON» «STREET\_DES»  
 «POSTTOWN»  
 «POSTCODE»

Contact: Andrew Harkin  
 Phone: 01483 444535  
 Fax: 01483 301391  
 Email: andrew.harkin@guildford.gov.uk

Our ref: APH/8304/5

7 June 2013

Dear Occupier

### **GUILDFORD ON-STREET PARKING REVIEW – ONSLOW VILLAGE AREA**

In response to concerns raised about the issues caused by inconsiderate parking in Onslow Village, Guildford Borough Council, in partnership with Surrey County Council, is presently undertaking a review of the on-street parking situation and the possible need for controls in and around the area.

We have previously carried out a series of consultation questionnaire surveys. At a recent meeting, Surrey County Council's Guildford Local Committee agreed to consult on specific proposals to extend the Controlled Parking Zone (CPZ) further into Onslow Village.

We recognise that the introduction of such measures can cause parking to displace. Therefore, it is very important that any changes to the controls extend far enough to deal with the issues present and any potential for it to move elsewhere, whilst not being overly restrictive to residents and other road users.

#### Roads being considered for inclusion within the Controlled Parking Zone:

Bannisters Road	Manor Way ( <i>from The Crossways to Abbot's Close</i> )	Vicarage Gate
Ellis Avenue	Orchard Road	West Meads ( <i>part not already included within the CPZ</i> )
Litchfield Way ( <i>part not already included within the CPZ</i> )	The Crossways ( <i>part not already included within the CPZ</i> )	Wilderness Road
	The Square	

#### Roads where more limited controls are being considered:

High View Road / Manor Way ( <i>junction</i> )	Powell Close	Windsor Close
---	--------------	---------------

Please turn over page...

ITEM 8

We are keen to hear your views to establish whether we should introduce controls and their nature. To this end, we will be holding public exhibitions at:

Venue

**Onslow Village Hall,  
The Square, Wilderness Road,  
GUILDFORD,  
GU2 7QR**

Dates / Times

**2pm-8pm, Tuesday 18 June 2013  
&  
10am-4pm, Saturday 22 June 2013**

The proposals are also available to view on the Guildford Borough Council website at:

**[www.guildford.gov.uk/onslowvillageparking](http://www.guildford.gov.uk/onslowvillageparking)**

Any comments that you may wish to make must be received by **Friday 5 July 2013** for them to be considered.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Andrew Harkin', written in a cursive style.

Andrew Harkin  
On Street Parking Co-ordinator  
Parking Services

# **Public Exhibition**

## **Possible extension of parking controls in Onslow Village**

### Venue

Onslow Village Hall,  
The Square, Wilderness Road,  
Guildford  
GU2 7QR

### Dates / Times

2pm to 8pm, Tuesday 18 June 2013  
and  
10am to 4pm, Saturday 22 June 2013

Information is also available online at:  
**[www.guildford.gov.uk/onslowvillageparking](http://www.guildford.gov.uk/onslowvillageparking)**

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Key to Existing Restriction Types Displayed

- No Waiting At Any Time
- No Waiting 8.30am-6pm
- No Waiting 8.30am-6pm
- 1 Hour Mon-Sat 8.30am-6pm (At Permit)
- Holders

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DRAWING TITLE  
 Onslow Village -  
 Limited Controls Option  
 (Plan 1 of 3)

ITEM 8

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DATE 16/08/2013

DRAWING No. GBC/PH/LimitedControls1

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Key to Restriction Types Displayed

	No Waiting At Any Time
	No Waiting 8.30am-6pm
	1 Hour Allowed 8.30am-6pm on Permit Holders

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DRAWING TITLE  
**Onslow Village - Limited Controls Option (Plan 2 of 3)**

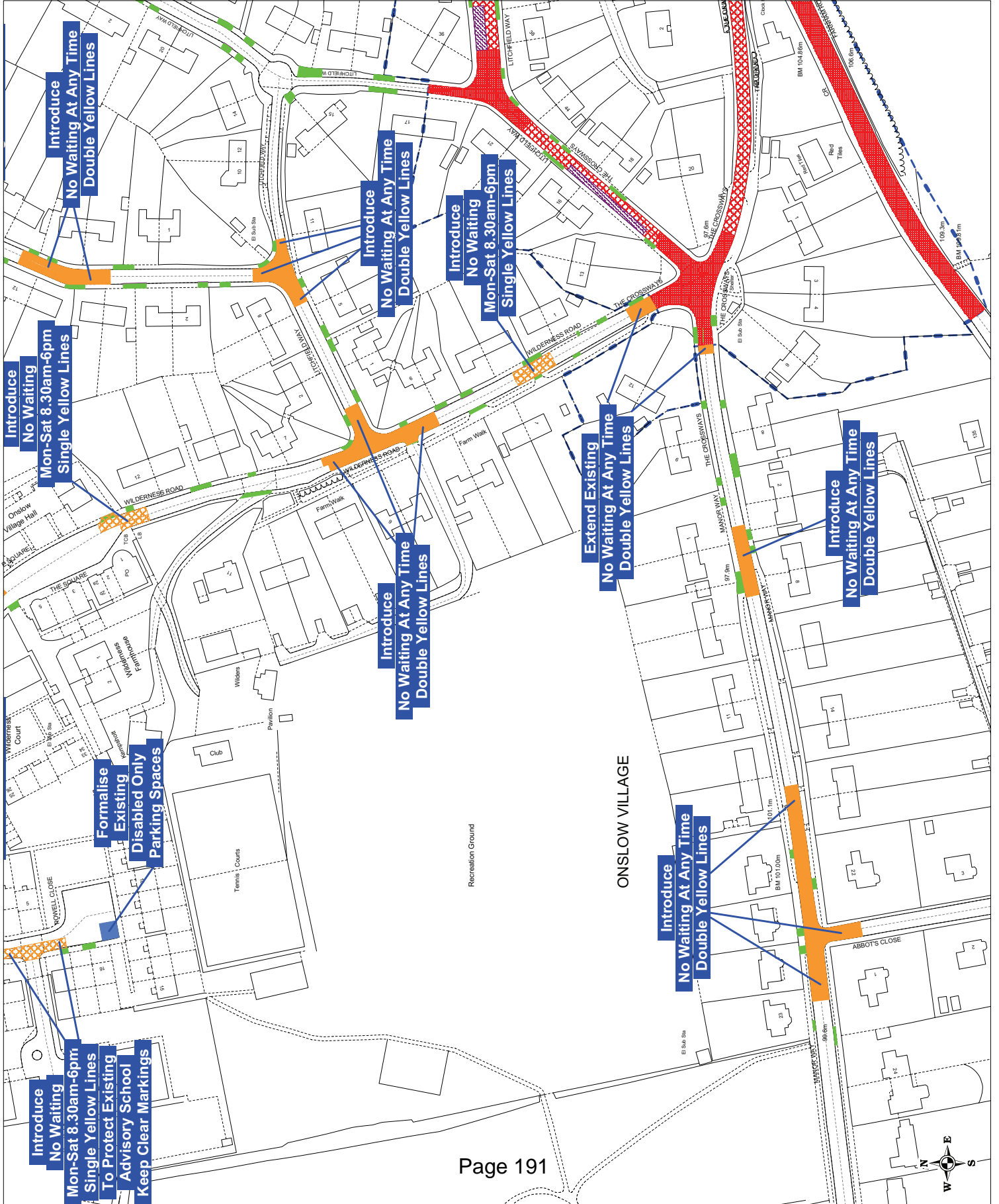
ITEM 8

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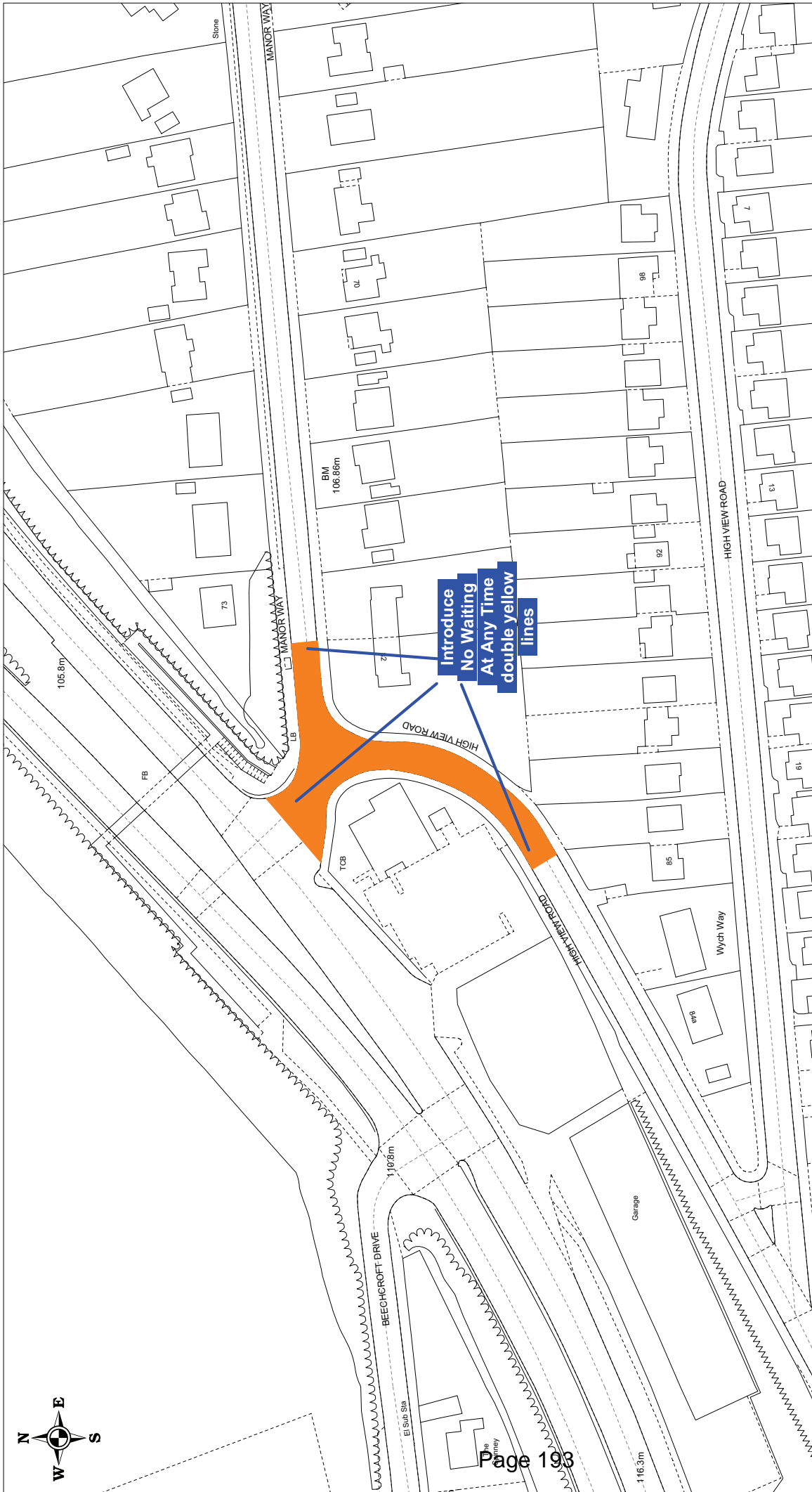
DATE 16/08/2013

DRAWING No. GBC/PH/LimitedControls2

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		DATE	16/08/2013
<p>Onslow Village -          Limited Controls Option          (Plan 3 of 3)</p>		DRAWING No.	GBC/APH/Limited Controls3
		DRAWN BY	ANDREW HARKIN
<p>ITEM 8, ANNEXE 4</p>		<p>ITEM 8</p>	



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**Key to Existing Restriction Types as Displayed**

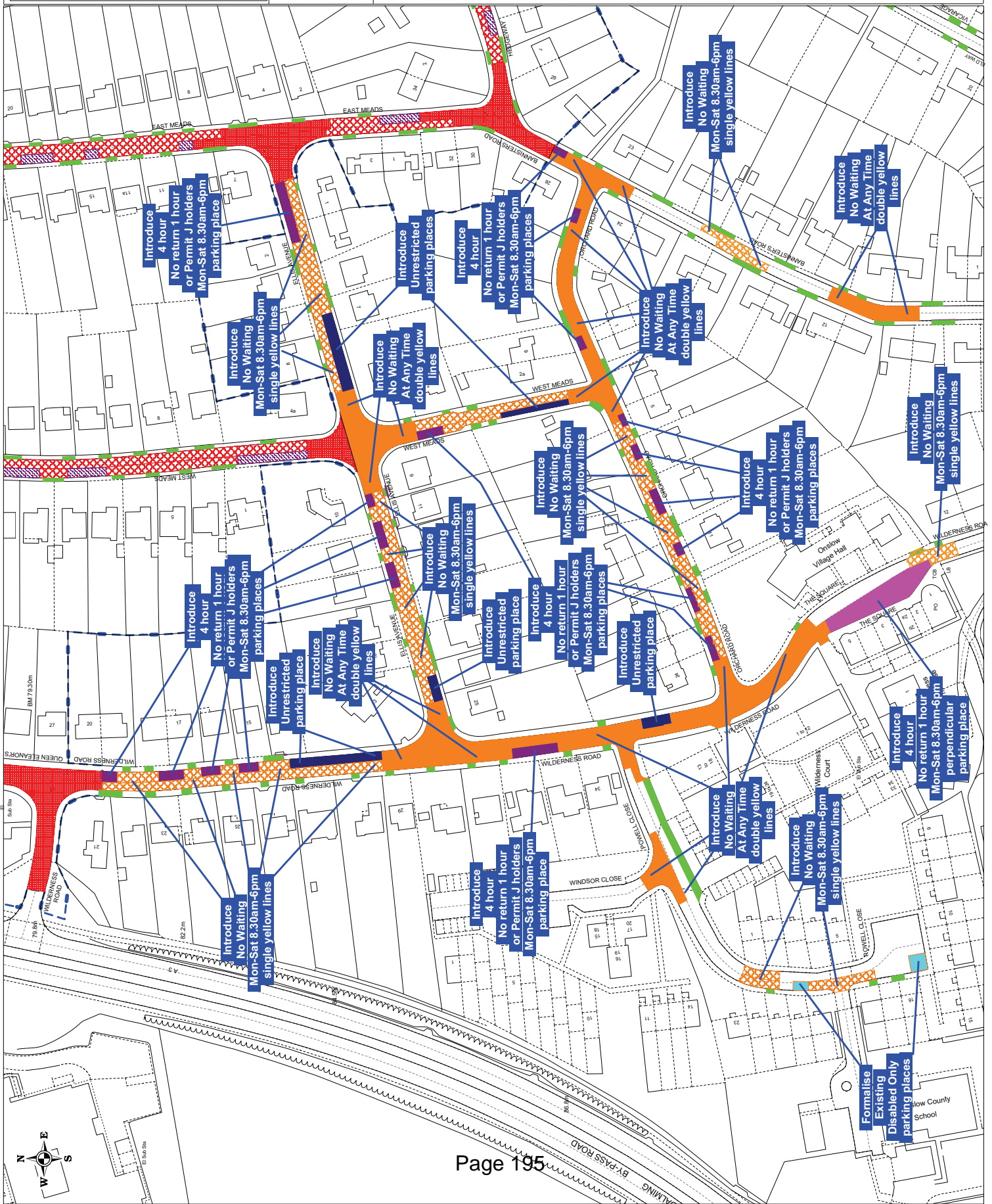
- No Waiting at Any Time
- No Waiting Mon-Sat 8.30am-6pm
- No Waiting Mon-Sat 8.30am-6pm (Permit J holders)
- 1 Hour Waiting at Any Time (Permit J holders)

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**GUILDFORD  
 BOROUGH**

DRAWING TITLE		Onslow Village - More Limited CPZ Extension Option (Plan 1 of 3)	
SCALE	1 : 1250 at A3	DATE	16/08/2013
DRAWING No.	GBC/APH/Rev05/CPZ1	DRAWN BY	ANDREW HARRON
ITEM 8			



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ITEM 8, ANNEXE 5

Key to Existing Restriction Types Displayed  
 No Waiting at Any Time  
 No Waiting at Any Time 8.30am-6pm  
 1 Hour Motorist 8.30am-6pm or Permit Holders

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SURREY COUNTY COUNCIL



GUILDFORD BOROUGH

DRAWING TITLE  
 Onslow Village -  
 More Limited CPZ Extension  
 Option (Plan 2 of 3)

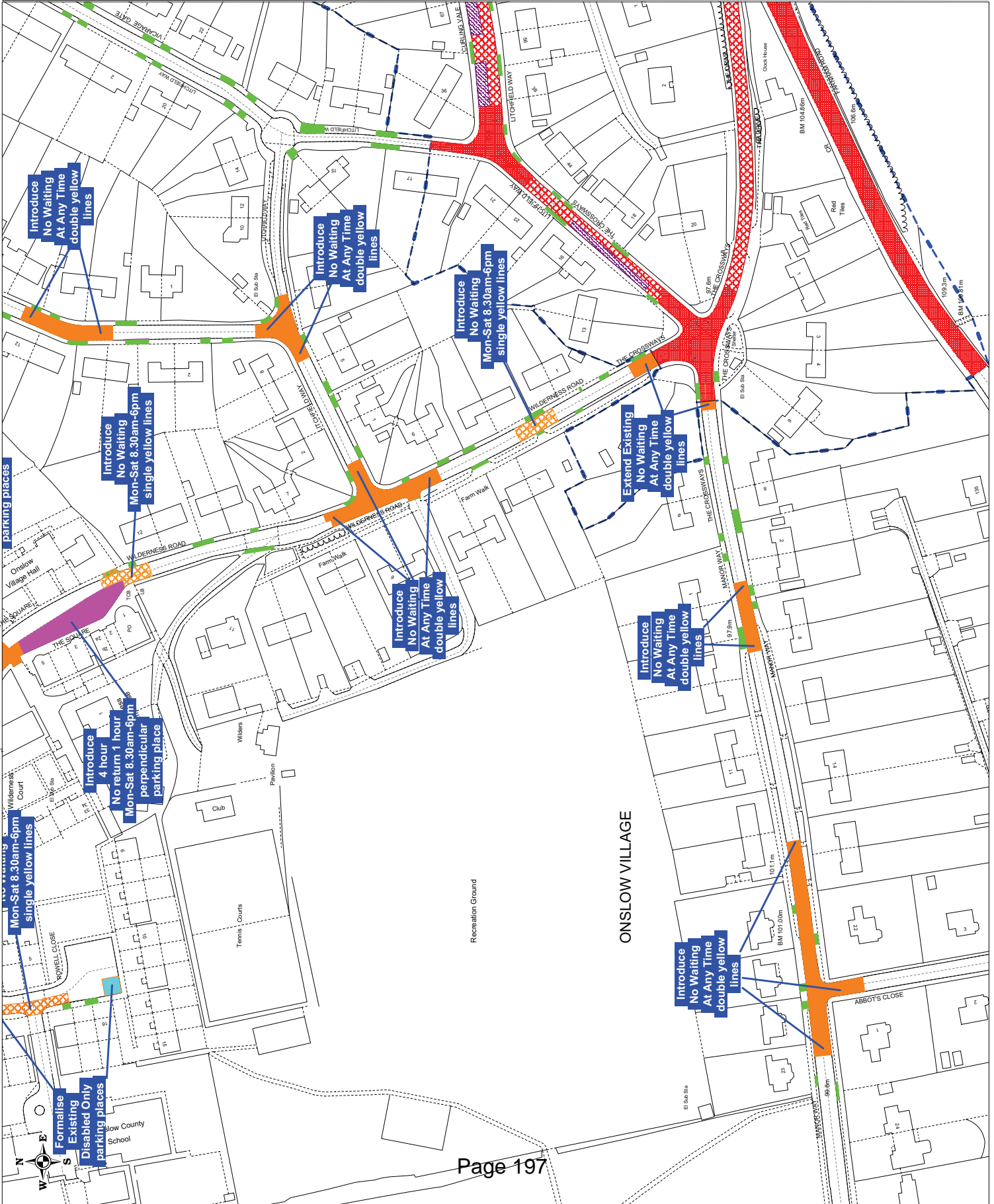
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DATE 16/08/2013

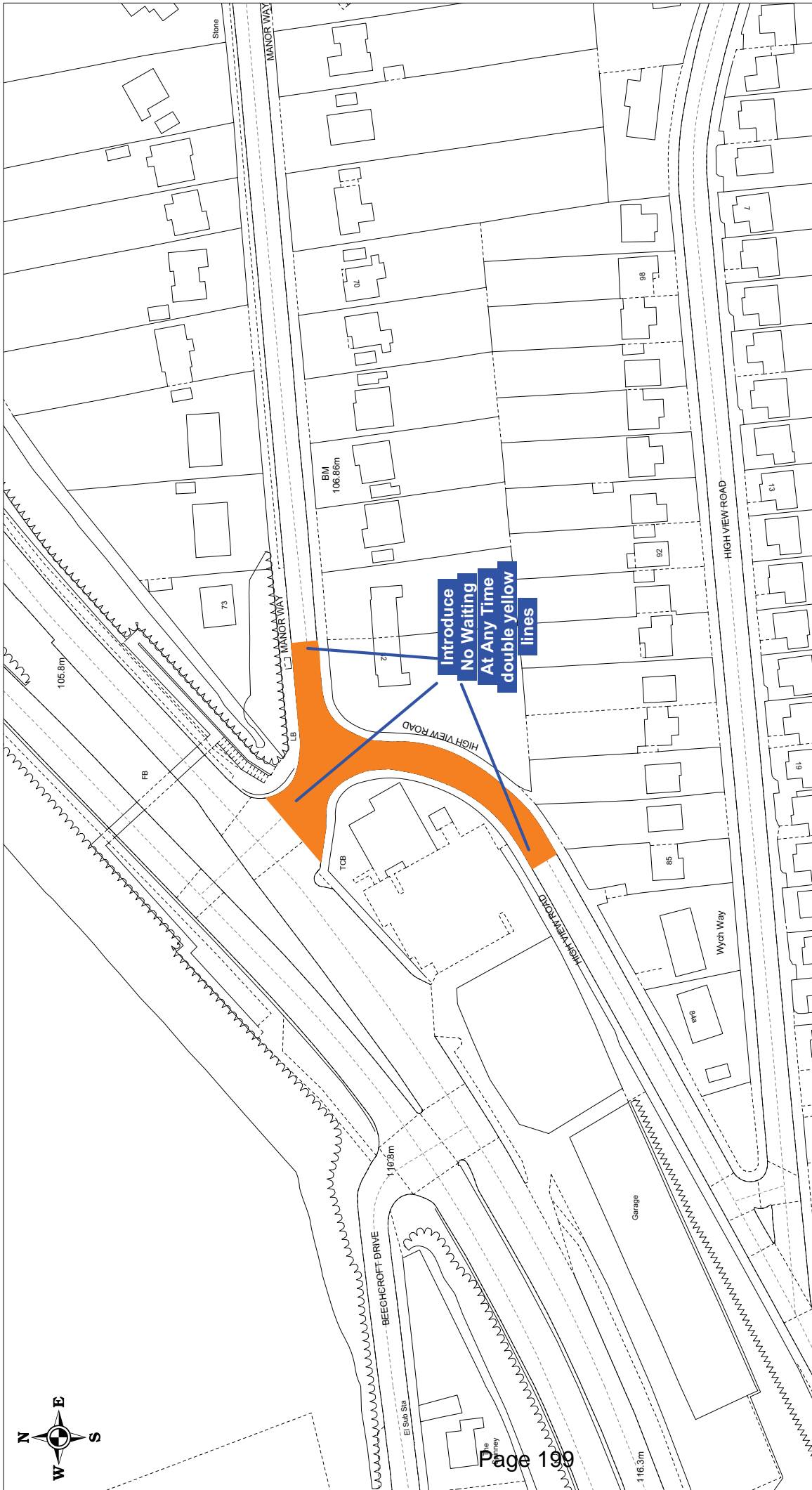
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<b>ITEM 8</b>	
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 <p><b>SURREY</b>          COUNTY COUNCIL</p>	
 <p><b>GUILDFORD</b>          BOROUGH COUNCIL</p>	

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**Proposed changes associated with Vehicle Crossovers / Accesses**

- Adj No.74 Denzil Road (new crossover within parking bay requiring curtailment of bay and extension of adjacent double yellow line)
- No.35 Guildford Park Avenue (new crossover within parking bay requiring splitting of bay and introduction of single yellow line)
- No.6 Jenner Road (existing crossover but increase setback distance to north to improve access and convert entire length of existing restriction from single yellow line to double yellow line)
- No. 23 Pewley Way (extension to existing crossover within parking bay requiring curtailment of bay and extension of adjacent single yellow line)
- No.47 Poltimore Road (existing crossover within parking bay requiring splitting of bay and introduction of single yellow line)

**Other proposed changes**

- Artillery Road (adj. No.1 – convert double yellow line into Permit A Only parking bay)
- Upper Edgeborough Road (o/s No.12 – convert Unrestricted parking bay to 2-hour limited waiting or Permit I parking bay)

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ITEM 8, ANNEXE 7

Key to Restriction Types Displayed

- No Waiting At Any Time
- Permit B Holders Only Mon-Sat 8.30am-6pm
- Limited Waiting 2 Hours No Return Within 1 Hour Mon-Sat 8.30am-6pm or Permit B Holders
- Permit F Holders Only Mon-Sat 8.30am-6pm
- Limited Waiting 2 Hours No Return Within 1 Hour Mon-Sat 8.30am-6pm or Permit F Holders

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SURREY  
 COUNTY COUNCIL



GUILDFORD  
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Proposals to accommodate  
 Farmham Road  
 Hospital redevelopment

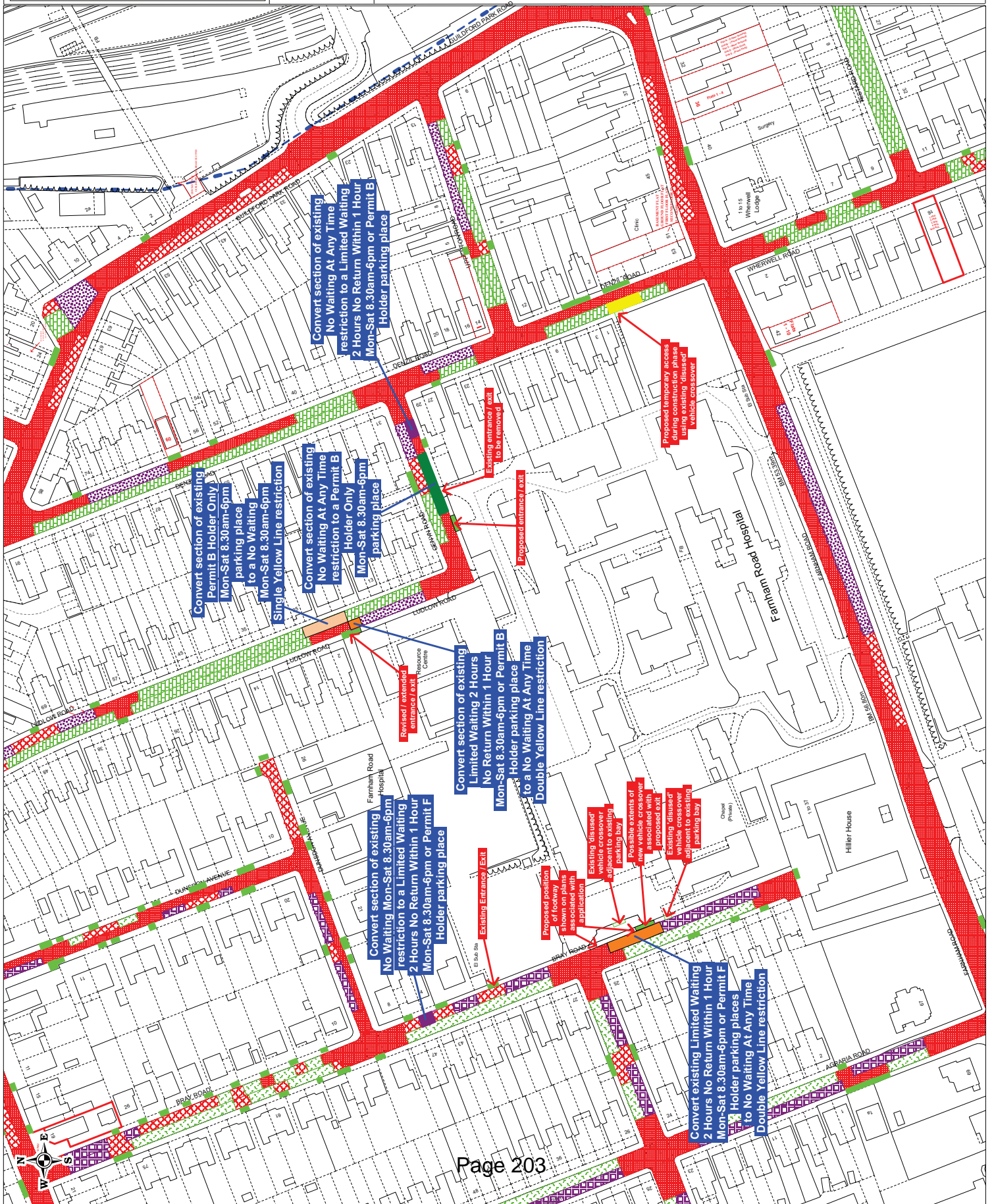
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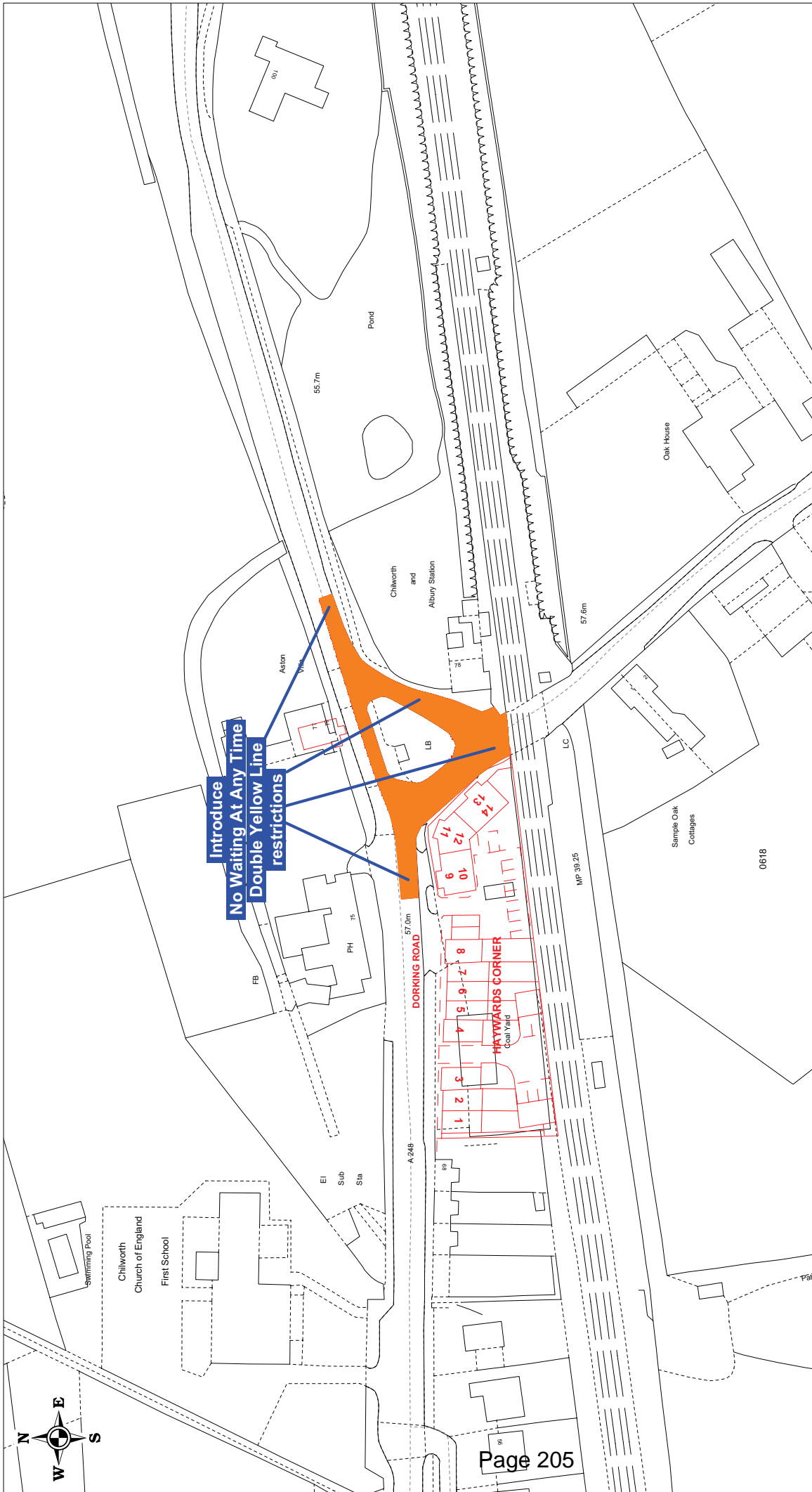
DATE 16/08/2013

DRAWING No. GBC/A/PH/FarmhamRdHospital

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SCALE	1 : 1250 at A4	ITEM 8
DATE	16/08/2013	
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Proposals in the vicinity of the  
 Level crossing at Chilworth railway station

ITEM 8, ANNEXE 8



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**SURREY COUNTY COUNCIL**

**LOCAL COMMITTEE (GUILDFORD)**

**DATE: WEDNESDAY 18 SEPTEMBER 2013**  
**LEAD DAVID CURL, PARKING STRATEGY & IMPLEMENTATION**  
**OFFICER: TEAM MANAGER**

**SUBJECT: ON-STREET PARKING CHARGES IN GUILDFORD**

**DIVISION: GUILDFORD SOUTH WEST**  
**GUILDFORD SOUTH EAST**

**SUMMARY OF ISSUE:**

In Guildford town centre on-street parking for visitors is controlled by pay and display. To ensure this control works to help reduce congestion the Committee is asked to consider increasing the charge for on-street pay and display parking by 10p per half hour.

**RECOMMENDATIONS:**

**The Local Committee (Guildford) is asked to agree that:**

- (i) the proposed on-street pay and display charging structure shown in Annexe 1 is advertised by notice and introduced

**REASONS FOR RECOMMENDATIONS:**

To encourage parking patterns that reduce congestion and ensure space is available for short stay visitors.

**1. INTRODUCTION AND BACKGROUND:**

- 1.1 In 2003-04 the Guildford Local Committee and the Guildford Borough Council's Executive agreed a parking strategy for Guildford Borough. The strategy set out to discourage long stay parking, normally workers, in the town centre so there is easily accessible space for short stay visitors, often shoppers.
- 1.2 Understandably most motorists wish to park as close to their destination as possible. In any town most workers arrive before shops and businesses open and without controls and charges would park in the most convenient spaces. This means when businesses and shops open there would be little or no convenient space for their customers.

## ITEM 9

- 1.3 Controls and charges are an effective way of supporting business so customers can gain ready access. A customer to a business or a shopper may park for a couple of hours in a town centre occasionally and the cost of parking is normally small in comparison to the transactions they are carrying out. Whereas someone working in an area and travelling by car is likely to attend regularly, often five days a week, and park for long periods, often more than eight hours a day. Tariffs are therefore used to create a situation where most workers will park away from the town centre and space is available for customers. Tariffs also encourage motorists to consider other modes of transport and this is particularly important with workers who are likely to travel during the morning and evening peaks.
- 1.4 When looking at parking for shoppers and visitors the on-street parking space is usually the most convenient. In Guildford there are around 490 on-street pay and display spaces and 313 of these are for use by permit holders or visitors using pay and display in “dual use” parking places. In addition, there are around 3,000 off-street parking spaces in various car parks.
- 1.5 Again, most users will seek out the most convenient spaces and if too many drivers look for on-street space it increases the amount of congestion on the streets. Off-street car parks take the traffic flow off the roads and the vehicles cause less congestion. It is again important to have a hierarchy of charges to encourage drivers to park quickly and not circle the streets looking for space. It therefore follows that on-street charges should be set higher than off-street charges.
- 1.6 The Institution of Highways and Transportation in their publication “Parking Strategies and Management” say “In central areas, it is best to charge most and have shortest parking durations on the most accessible on-street spaces, with longer stays at lower prices in less popular areas and off-street.”
- 1.7 When on-street charging was first introduced, the hourly rate for parking on – street was set at twice the hourly car park charge. Over time, the charges within the car parks been reviewed and increased to deter long stay users and so that the main centrally located car parks are prioritised for short-stay users. However the on-street charge has not been reviewed since 2008.
- 1.8 As a result, the differential between the on- and off-street parking charges has diminished. The on-street charge is 70p per half an hour, or £1.40 per hour except in some parking spaces around Harvey Road where it is 50p per half hour. The main short stay car park charge is £1.20 per hour and the major long stay car parks are 90p per hour.
- 1.9 The surplus generated by on-street parking charges has for many years contributed towards the transportation strategy for the town, subsidising the operation of the Guildford park and ride operation.

## **2. ANALYSIS:**

- 2.1 The on-street pay and display usage in the town appears to have remained constant for a number of years. The income from pay and display shows the total amount of time purchased and is the best measure of usage. The number of tickets sold helps indicate the number of visitors and the average

[www.surreycc.gov.uk/guildford](http://www.surreycc.gov.uk/guildford)

value of a ticket (income divided by tickets) show the average value of a transaction.

TABLE 1

Year	Income (£)	Change (compared to 2010-11)	No. of Tickets	Change (compared to 2010-11)	Average value per ticket
2010-11	692,868	-	532,111	-	£1.30
2011-12	701,734	+1.3%	533,031	+ 0.1%	£1.32
2012-13	687,677	-0.7%	524,046	-1.5%	£1.31

- 2.2 Small variations in usage occur due to weather conditions, road works and other localised factors. The figures in table 1 appear to show a steady situation despite a recession. However, this disguises patterns within the town centre. The car park for the old Civic Hall was shut for two years between 2009 and 2011. It reopened as G-live in 2011. During the time it was shut, there was far higher usage of on-street parking around the site than when the car park was open. Gradually users are returning to the car park and usage of the on-street pay and display is falling in this area.
- 2.3 If this one-off trend is discounted the usage of on-street pay and display is increasing particularly in areas most convenient to the town centre. When compared to 2010-11 the following roads are examples of those that have shown an increase in usage.

TABLE 2

Road	Income increase since 2010-11	Increase in number of tickets since 2010-11
Millmead	6.4%	8.3%
Tunsgate	4.9%	3.4%
Southhill	27.5%	25.4%
Chertsey Street	11%	11.8%
Castle Street	1.6%	0.8%

- 2.4 To ensure that the roads do not become more congested it is important to consider an adjustment to the tariff.

### **3. OPTIONS:**

- 3.1 The Committee could decide to retain the existing level of on-street charging. This has the risk that the trend that is seen in the centre continues and congestion gets worse.
- 3.2 To avoid this the Committee is recommended to increase the half-hourly fee from the present 70 pence (£1.40 per hour equivalent) to 80 pence (£1.60 per hour equivalent) and from 50 pence per half-hour to 60 pence per half-hour in the more distant 3-hour maximum stay pay and display spaces. This increases the differential between the on- and off-street parking charges and will help to reduce congestion caused by drivers looking for on-street parking. By encouraging drivers who are visiting for general purposes to use car parks

## ITEM 9

the on-street parking bays will be more available for those who have a specific location.

- 3.3 The Committee could ask officers to look further at differential pricing. Currently there is a single charge for most on street parking in the town centre. The only area where the charge differs is in the area around Harvey Road where there are parking places allowing a 3 hour maximum stay and the charge is 50p per half hour. The area where the lower charge applies is up a steep hill and this acts as a natural deterrent. The area covered by on-street charging is shown on the map attached as Annexe 2. To break it up further and have different tariffs could lead to more confusion amongst motorists about the correct charge and the change they will require. The areas, which receive less use, are also "dual use" parking spaces which can either be used by permit holders or by visitors paying the charge. To have a lower charge in these areas may reduce the space available for residents. We therefore do not recommend fragmenting the on-street charging areas any further and recommend increasing all the current charges by 10p per half hour.
- 3.4 To further try to reduce the impact of cars on the town we will promote park and ride options on the pay and display machines and on the pay and display tickets. The pay and display machines do not have much spare space for further information so we will produce a suitable sticker.

### **4. CONSULTATIONS:**

- 4.1 The introduction of and changes to formalised parking controls requires us to publish a notice of intent, inviting representations. We report any unresolved representations subsequently received, back to the Committee for its consideration. Only then, can we make the traffic regulation order and implement the changes.
- 4.2 In the case of changes to existing on-street pay and display parking charges, however, the process is different. In this case, the Committee merely has to agree the change, and then we can make and implement the change by the publication of a notice in a local newspaper.

### **5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

- 5.1 The cost of changing the pay and display machines and the tariff insets is £1,000. The cost of publishing a public notice would be in the region of £1,000. These amounts can be met from the Guildford On-street parking account. The change in tariff is aimed to encourage some of the users of on-street pay and display to opt for car parks to reduce congestion. This is also likely to have an effect on the amount of money taken from pay and display parking and we estimate that the change could result in £70,000 to £90,000 per annum depending on the sensitivity of users to the price change.

### **6. EQUALITIES AND DIVERSITY IMPLICATIONS:**

- 6.1 None. Blue badge holders can park without charge or time limit in on-street pay and display parking places and this will not change.

#### **7. LOCALISM:**

- 7.1 The proposal will primarily affect motorists, be they from Guildford, the surrounding Borough, throughout Surrey, or from elsewhere.

#### **8. OTHER IMPLICATIONS:**

8.1 Sustainability implications

Encouraging more motorists to use car parks rather than parking on-street reduces congestion particularly at busy times. Tariffs also influence motorists' choices to use more sustainable options like park and ride or public transport.

#### **9. CONCLUSION AND RECOMMENDATIONS:**

- 9.1 In order to reduce congestion in Guildford town centre, it is recommended that there is an increase in the on-street parking charges from 70 pence per half-hour to 80 pence per half-hour in the 30 minute and 2-hour maximum stay pay and display and pay display dual-use spaces. Furthermore, it is recommended that there is also an increase in the on-street parking charges from 50 pence per half-hour to 60 pence per half-hour in the 3-hour maximum stay pay and display dual-use spaces.

#### **10. WHAT HAPPENS NEXT:**

- 10.1 If the Committee agrees to implement the officer recommendation, officers arrange for the publication of the public notice and the implementation of the changes. We would aim to introduce the new charge on 6 January 2014.

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**Contact Officer:**

Kevin McKee, Parking Services, Manager (01483 444530)

**Consulted:**

GLC Transportation Task Group

**Annexes:**

- 1 – Proposed on-street parking charges  
2 – Map showing the charging area of Guildford town centre

**Sources/background papers:**

None

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**ITEM 9, ANNEXE 1**

**Proposed On-Street Parking Charges**

30-minute maximum stay Pay and Display and Pay and Display Dual Use spaces

- The charge for a motor vehicle left in any of the Pay and Display and the Dual Use parking places during the permitted hours shall be eighty pence for a period of thirty minutes.

2-hour maximum stay Pay and Display and Pay and Display Dual Use spaces

- The charge for a motor vehicle left in any of the Pay and Display and the Dual Use parking places during the permitted hours shall be eighty pence for a period of not more than thirty minutes up to a maximum of three pounds and twenty pence for a period of not more than two hours.

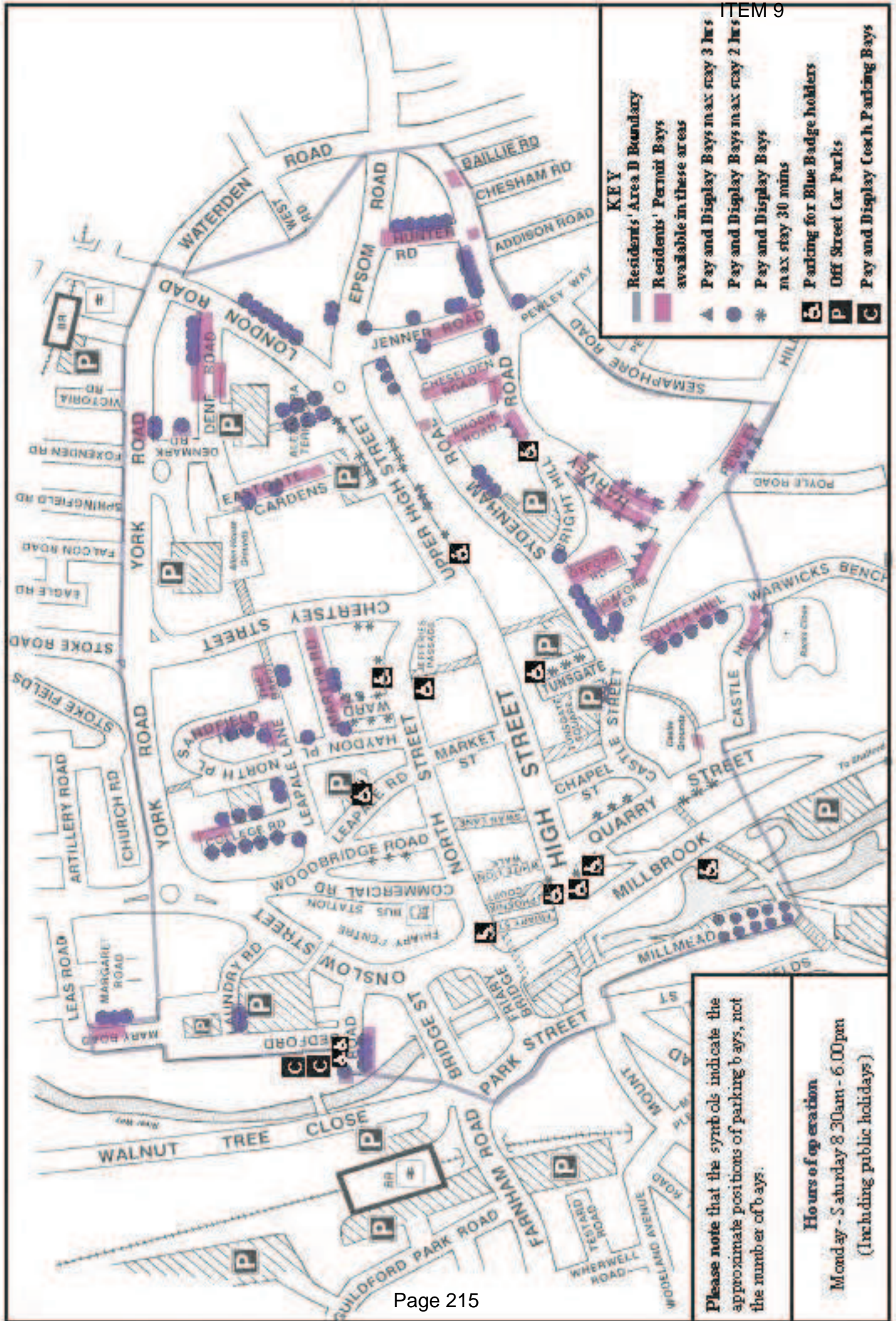
3-hour maximum stay Pay and Display Dual Use spaces

- The charge for a motor vehicle left in any of the Dual Use parking places during the permitted hours shall be sixty pence for a period of not more than thirty minutes up to a maximum of three pounds sixty pence for a period of not more than three hours.

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Guildford On-street Parking – Area D



ITEM 9

- KEY**
- Residents' Area D Boundary
  - Residents' Permit Bays available in these areas
  - Pay and Display Bays max stay 3 hrs
  - Pay and Display Bays max stay 2 hrs
  - Pay and Display Bays max stay 30 mins
  - Parking for Blue Badge holders
  - Off Street Car Parks
  - Pay and Display Coach Parking Bays

Please note that the symbols indicate the approximate positions of parking bays, not the number of bays.

**Hours of operation**  
 Monday - Saturday 8.30am - 6.00pm  
 (Including public holidays)

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**SURREY COUNTY COUNCIL**

**LOCAL COMMITTEE (GUILDFORD)**

**DATE: 18 SEPTEMBER 2013**

**LEAD OFFICER: DAVID LIGERTWOOD – LSTF PROGRAMME MANAGER**

**SUBJECT: LOCAL SUSTAINABLE TRANSPORT FUND UPDATE**

**DIVISION: ALL**



**SUMMARY OF ISSUE:**

In June 2012 Surrey County Council was successful in securing an award of £14.3 million in grant funding from the Department for Transport (DfT) Local Sustainable Transport Fund (LSTF). This was in addition to the award of £3.9 million LSTF Key Component secured in July 2011.

Both grants are for the period up to 31 March 2015 and jointly form the Surrey TravelSMART programme. As part of this programme a total of £10.789 million has been allocated for sustainable travel improvements in Guildford.

This report asks Members to note the LSTF Annual Report submitted to the Department for Transport (DfT) in July 2013 and the progress made with the programme to date.

There are no decisions to be made as part of this report.

**RECOMMENDATIONS:**

**The Local Committee (Guildford) is asked to note:**

- (i) The LSTF Annual Progress Report for 2012/13 as set out in Annex A
- (ii) Progress to date with Onslow Park & Ride and the wider Travel SMART programme

**REASONS FOR RECOMMENDATIONS:**

At the end of each financial year during the Travel SMART programme, SCC is required to submit an annual report to the DfT outlining progress on the programme to date.

## **1. INTRODUCTION AND BACKGROUND:**

- 1.1 Surrey County Council has been successful in securing £18.2 million from the Department for Transport's (DfT) Local Sustainable Transport Fund (LSTF) to deliver the Surrey Travel SMART programme. £3.9 million was awarded in July 2011 with a further £14.3 million awarded in June 2012 as part of the large bid of £16 million. The aim of the fund is to deliver sustainable travel measures that support economic growth and carbon reduction. A total of £8.743 million of the Large Bid funding is allocated for sustainable travel improvements in Guildford. This includes £4.5 million for Onslow Park & Ride.
- 1.2 This report is intended as an update for Guildford Local Committee and provides details of the 2012/13 LSTF Annual Report submitted to the DfT.

## **2. ANALYSIS:**

### **Summary of LSTF Annual Report 2012/13**

- 2.1 As part of the LSTF programme, at the end of each financial year Surrey County Council is responsible for submitting an annual report to the DfT detailing progress to date, the level of spend achieved, and any difficulties recognised during the year. A single report is produced covering each of the towns in which the LSTF programme is currently being delivered.
- 2.2 The full version of this report is available as **Annex A**. Below are some of the highlights included in the report that relate to the delivery of the programme in Guildford.
- 2.3 **Table 1** below is the financial outputs table for the programme for Guildford Key Component. **Table 2** details the financial outputs for the Large Bid. The tables provide a breakdown of costs for each financial year, including the actual spend in 2012/13.

2.4 Table 1 – Key Component Bid detailing original and revised breakdown of costs

Surrey Travel SMART - Key Component Finance Case Table							
Guildford							
£'000s	2012/13	2012/13	2013/14	2013/14	2014/15	2014/15	Bid Total
	Original Profile	Revised Profile	Original Profile	Revised Profile	Original Profile	Revised Profile	
<b>Bus priority and corridor improvements</b>							
DfT Revenue	£0	£0	£0	£0	£0	£0	£0
DfT Capital	£102	£115	£58	£45	£20	£20	£180
<b>Total</b>	<b>£102</b>	<b>£115</b>	<b>£58</b>	<b>£45</b>	<b>£20</b>	<b>£20</b>	<b>£180</b>
<b>Walking &amp; cycling</b>							
DfT Revenue	£0	£0	£0	£0	£0	£0	£0
DfT Capital	£133	£243	£632	£522	£15	£15	£780
<b>Total</b>	<b>£133</b>	<b>£243</b>	<b>£632</b>	<b>£522</b>	<b>£15</b>	<b>£15</b>	<b>£780</b>
<b>Information, travel planning &amp; marketing</b>							
DfT Revenue	£235	£271	£401	£365	£300	£300	£936
DfT Capital	£0	£0	£0	£0	£0	£0	£0
<b>Total</b>	<b>£235</b>	<b>£271</b>	<b>£401</b>	<b>£365</b>	<b>£300</b>	<b>£300</b>	<b>£936</b>
<b>Traffic</b>							
DfT Revenue	£15	£11	£70	£74	£40	£40	£125
DfT Capital	£0	£0	£25	£25	£0	£0	£25
<b>Total</b>	<b>£15</b>	<b>£11</b>	<b>£95</b>	<b>£99</b>	<b>£40</b>	<b>£40</b>	<b>£150</b>
<b>Total Revenue</b>							
	£250	£282	£471	£439	£340	£340	£1,061
<b>Total Capital</b>							
	£235	£358	£715	£592	£35	£35	£985
<b>Key Component Total</b>	<b>£485</b>	<b>£640</b>	<b>£1,186</b>	<b>£1,031</b>	<b>£375</b>	<b>£375</b>	<b>£2,046</b>

2.5 Table 2 Large Bid – detailing original and revised breakdown of costs

<b>Surrey Travel SMART - Large Bid Finance Case Table</b>							
<b>Guildford</b>							
<b>£'000s</b>	<b>2012/13</b>	<b>2012/13</b>	<b>2013/14</b>	<b>2013/14</b>	<b>2014/15</b>	<b>2014/15</b>	<b>Bid Total</b>
	<b>Original Profile</b>	<b>Revised Profile</b>	<b>Original Profile</b>	<b>Revised Profile</b>	<b>Original Profile</b>	<b>Revised Profile</b>	
<b>Park &amp; Ride</b>							
DfT Revenue	£0	£0	£250	£250	£250	£250	£500
DfT Capital	£2,000	£350	£2,000	£2,750	£0	£900	£4,000
<b>Total</b>	<b>£2,000</b>	<b>£350</b>	<b>£2,250</b>	<b>£3,000</b>	<b>£250</b>	<b>£1,150</b>	<b>£4,500</b>
<b>Bus priority and corridor improvements</b>							
DfT Revenue	£40	£0	£80	£120	£80	£80	£200
DfT Capital	£400	£242	£510	£568	£500	£600	£1,410
<b>Total</b>	<b>£440</b>	<b>£242</b>	<b>£590</b>	<b>£688</b>	<b>£580</b>	<b>£680</b>	<b>£1,610</b>
<b>Walking &amp; cycling</b>							
DfT Revenue	£0	£0	£0	£0	£0	£0	£0
DfT Capital	£72	£56	£135	£124	£366	£393	£573
<b>Total</b>	<b>£72</b>	<b>£56</b>	<b>£135</b>	<b>£124</b>	<b>£366</b>	<b>£393</b>	<b>£573</b>
<b>Information, travel planning &amp; marketing</b>							
DfT Revenue	£720	£345	£530	£686	£435	£654	£1,685
DfT Capital	£225	£0	£75	£125	£75	£250	£375
<b>Total</b>	<b>£945</b>	<b>£345</b>	<b>£605</b>	<b>£811</b>	<b>£510</b>	<b>£904</b>	<b>£2,060</b>
<b>Total Revenue</b>	<b>£760</b>	<b>£345</b>	<b>£860</b>	<b>£1,056</b>	<b>£765</b>	<b>£984</b>	<b>£2,385</b>
<b>Total Capital</b>	<b>£2,697</b>	<b>£648</b>	<b>£2,720</b>	<b>£3,567</b>	<b>£941</b>	<b>£2,143</b>	<b>£6,108</b>
<b>Large Bid Total</b>	<b>£3,457</b>	<b>£993</b>	<b>£3,580</b>	<b>£4,623</b>	<b>£1,706</b>	<b>£3,127</b>	<b>£8,743</b>

### Revised Guidance from Department for Transport

2.6 The DfT issued revised guidance during June 2013 simplifying the financial reporting processes for the LSTF programme. The main implication of the revised guidance for the Travel SMART programme is that there is now greater flexibility to be able to move funding from between 2013/14 and 2014/15.

2.7 This greater flexibility which removes the immediate urgency to ensure funds are spent to meet financial year end targets enables the programme to be delivered in a more effective manner ensuring that prioritised schemes are progressed.

### Highlights from the Guildford programme 2012/13

#### Onslow Park & Ride

2.8 Planning permission for the 550 space park & ride facility with passenger waiting facilities was granted by Guildford Borough Council Planning committee during November 2012. The contract was awarded to Skanska

and following a mobilisation period access to the site was granted in February 2013 and works were commenced.

### **Quality Bus Corridor Works**

- 2.9 A programme of improved bus stop infrastructure including new poles, flags and timetable cases, together with a range of bus stop accessibility works has commenced in Guildford. Feasibility and design work has also been progressing. The initial phase of Real Time Passenger Information upgrade work has been installed, which will lead to more accurate predictions of live journey times for passengers.

### **Walking and Cycling**

- 2.10 A further upgrade of 1.5km of shared pedestrian/cycle route between the A25 between London Road and Middleton Road has been constructed, together with initial design work of further scheme in the vicinity including the A25 Stoke Crossroads.

### **Traffic Management**

- 2.11 A review of the UTC/SCOOT traffic management systems in Guildford has been started with a view to improve the control and management of traffic.

### **Travel Planning and promotion**

- 2.12 Strong progress has been made developing the Community Funding programmes for Westborough and Stoke & Stoughton. Business Travel Forums have been established for the Town Centre and the Surrey Research Park. The Go Ride programme engaged with hundreds of children encouraging them to cycle more. The first Guildford Cycle festival was held in August 2012 with over a thousand people attending to find out more about cycling. Sustainable travel maps were produced for the Town Centre providing multi modal travel information. And the first phases of the new wayfinder mapping system in the Town Centre were completed, with the installation of signage planned for 2013/14.

### **Travel SMART - Guildford Progress update 2013/14**

#### **Onslow Park & Ride**

- 2.13 Good progress has been made over the spring/summer building the Onslow Park & Ride car park, largely due to the clement weather. It is anticipated that the park & ride car park will be complete sufficiently to allow the bus service to commence operation towards the end of October 2013. Landscaping works and the construction of the new waiting room will continue through the autumn until spring 2014. Temporary passenger waiting facilities will be provided in the meantime. Costs to date have been contained within the LSTF budget. Further works along the park & ride bus corridor will be undertaken as part of the wider LSTF programme.
- 2.14 Stagecoach (South) Ltd has been awarded the contract to operate the bus service until March 2015.

### **Quality Bus Corridor Works**

- 2.15 Bus stop improvements have been undertaken along the A322 Woodbridge Road, A323 Aldershot Road and the A31 Hogs Back. Detailed design work is ongoing to upgrade bus stops through Park Barn with construction planned for autumn 2013.

### **Walking and cycling**

- 2.16 Detailed design work is currently being undertaken on a number of schemes focussed on the A25 including Woodbridge Meadows/River Wey Bridge, footway widening at wooden Bridge and Ladymead/Woodbridge Road junction. An update will be provided to GLC 11 December 2013.

### **Travel Planning and promotion**

- 2.17 The new Travel SMART micro-site and journey planner was launched during July 2013. This provides information about travel in and around Surrey, and as a portal to access more about the Travel SMART programme. The all mode journey planner enables users to plan local, regional and national journeys and provides results for walking, cycling, public transport, car and car share. The planner will also advise about any disruptions to the journey. A second phase of development will begin during autumn 2013.

- 2.18 Eleven applications have been received for the Westborough Large Bid Community Funding programme with the community event being held on 28 September 2013. The Stoke and Stoughton Large Bid Funding programme is ongoing with the community event scheduled for 9 November 2013

- 2.19 Paralympics hand cyclist Rachel Morris opened the Guildford Cycle Festival on 18 August 2013 which was held at Stoke Park. The event was well attended with approximately 2,500 visitors, together with over 30 exhibitors, watching stunt display teams and enjoying guided cycle rides around the local area. The event was an excellent opportunity for people to find out more about cycling, how they can get started with a bike, plus cycling safety and opportunities to take part in events for more experienced cyclists.

- 2.20 Good progress is being made with the schemes identified through the BusinessForum programme including the bus promotion activity, sustainable travel maps for the Surrey Research Park and the provision of cycle parking in Guildford town centre.

### **3. OPTIONS:**

- 3.1 As this report forms a progress update for the Local Committee there are no options to consider at this stage.

### **4. CONSULTATIONS:**



- 4.1 Guildford Local Committee Transportation Task Group has been consulted throughout the development of the LSTF Programme. In addition, more recently, stakeholder workshops for the Wayfinder mapping element of the programme have been undertaken with representatives from Guildford Borough Council, local businesses and the wider community.

## **5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

- 5.1 The business case for the Travel SMART included a financial section that does not form part of this report and was approved by the DfT.

## **6. EQUALITIES AND DIVERSITY IMPLICATIONS:**

- 6.1 The major elements of the LSTF programme have been subject to Equality Impact Assessments. These documents are published on the Surrey County Council website and can be found by clicking [here](#).

## **7. LOCALISM:**

- 7.1 The Travel SMART programme was designed with Localism in mind. Guildford Local Committee has decision making powers relating to the programme. Furthermore, elements of the programme such as the Community funding and Business engagement use Localism tools to encourage localised decision making, and seek to increase local participation in the programme.

## **8. OTHER IMPLICATIONS:**

### 8.1 Sustainability implications

The central aims of the Travel SMART Programme are to encourage the uptake of sustainable transport, enabling economic growth and reducing carbon emissions. The measures included in the Travel SMART programme therefore have positive sustainability outcomes.

### 8.2 Public Health implications

The Travel SMART programme is making significant investment in providing new infrastructure and promoting active travel such as walking and cycling. Evidence suggests that investment in these schemes have a proportionate benefit in overall public health. Walking promotions in particular are being linked with the Surrey CC Public Health team's 'Walk for Life' campaign.

## **9. CONCLUSION AND RECOMMENDATIONS:**

- 9.1 This report provides an update to the Local Committee on the progress made to date with the Travel SMART programme for Guildford. The report asks

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members to note the LSTF Annual Report 2012/13 submission to DfT, and to note progress made to date on the Travel SMART programme for Guildford.

### **10. WHAT HAPPENS NEXT:**

10.1 The Guildford Local Committee Task Group will meet to review the schemes within the LSTF programme. The programme will be continue to be developed and delivered with further reports presented to Guildford Local Committee.

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**Contact Officer:**

David Ligertwood  
LSTF Programme Manager  
020 8541 9323

**Consulted:**

GLC Task Group

**Annexes:**

Annex A – LSTF Annual Report 2012/13

**Sources/background papers:**

- Surrey County Council LSTF Large bid document. [Click here](#) to access this document.



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## LSTF ANNUAL OUTPUTS REPORT 2012/13

This word document is provided to enable you to complete your report in draft, if you wish to do so. However, **all final outputs reports must be submitted through the online survey form**. If you use this document, please copy your answers into the online survey before 19<sup>th</sup> July 2013.

The survey is comprised of three sections – you will need to complete a separate copy of the third section (Section C) for every scheme element. There is a guidance document which accompanies this survey form. This can be downloaded from the front page of the online survey, at: <https://www.smart-survey.co.uk/s/LSTFAnnualOutputsReport>

### SECTION A: BACKGROUND AND CONTACTS

**Q1. What is your Local Transport Authority name?**

Surrey County Council

**Q2. What is your LSTF project name?**

Surrey Travel SMART

**Q3. Which geographical region are you in?**  
*(Please tick all that apply.)* ✓

<input type="checkbox"/>	North East England
<input type="checkbox"/>	North West England
<input type="checkbox"/>	Yorkshire and the Humber
<input type="checkbox"/>	West Midlands
<input type="checkbox"/>	East Midlands
<input type="checkbox"/>	East of England
<input checked="" type="checkbox"/>	South East England
<input type="checkbox"/>	South West England
<input type="checkbox"/>	London

<b>Q4. What type of authority are you?</b> <i>(Please tick all that apply.)</i> ✓	
	Borough Council
	City Council
✓	County Council
	Integrated Transport Authority
	Unitary Authority
	Partnership of different authorities
	Other – please specify below if you feel you do not fit into one of the categories given:

<b>Q5. What type of area does your LSTF project cover?</b> <i>(Please tick all that apply.)</i> ✓	
	City (100,000 people+)
✓	Urban (less than 100,000 people) (3 towns with <100,000 people per town)
	Rural
	Please provide more details if you do not feel that any of the categories given above apply
LSTF focused on 3 towns (Guildford, Woking, Redhill-Reigate)	

### Senior Responsible Owner

<b>Q6. Name of the Senior Responsible Owner:</b>
Iain Reeve

<b>Q7. Position of the Senior Responsible Owner:</b>
Assistant Director (Strategy, Transport and Planning)

<b>Q8. Contact phone number of the Senior Responsible Owner:</b>
020 8541 9375

<b>Q9. Email address of the Senior Responsible Owner:</b>
iain.reeve@surreycc.gov.uk

**Official/Day to Day Project Manager****Q10. Name of Project Manager:**

David Ligertwood

**Q11. Contact landline phone number of the Project Manager:**

020 8541 9323

**Q12. Mobile contact phone number of Project Manager (if available)?**

07971 663327

**Q13. Email address of the Project Manager:**

David.ligertwood@surreycc.gov.uk

**Q14. Postal address for project correspondence:**Building number and road name:  
County Hall, Surrey County Council, Penrhyn RoadTown  
Kingston – upon - ThamesCounty  
SurreyPostcode  
KT1 2DY**Q15. If you have one, what is the website address for the project?**[www.surreycc.gov.uk/travelsmart](http://www.surreycc.gov.uk/travelsmart)**Q16. If you have web-published an annual outputs report, what is the website address?**

n/a

## SECTION B: PROJECT INFORMATION

**Q17. Please provide an overall brief project description in no more than 100 words  
(This can be taken from section A2 of your bid document if unchanged.)**

The Travel SMART programme is designed to stimulate economic development and provide people with more sustainable travel options. It focuses on delivering transport infrastructure improvements and associated positive behaviour change initiatives in Woking, Guildford & Redhill and Reigate. These towns were chosen for their economic contribution to Surrey and because they currently have significant congestion and transport issues. Travel SMART works collaboratively with Borough Councils, elected members, residents, community groups and businesses to deliver schemes in the programme. It also builds on existing initiatives such as “*Cycle Woking*”, “*Drive SMART*”, our quality bus partnerships and the Transport for Surrey Partnership.

Q18. Is your team keeping a project diary? ( ✓ )	
✓	Yes
	No
Any comments:	

Q19. As part of your LSTF project, are you working in partnership with any of the following organisations (Please tick all that apply.) ✓	
✓	NHS Trusts/Clinical Commissioning Groups
✓	Police
✓	Schools/Colleges/Universities
✓	Job Centre Plus
✓	Employers
✓	Chamber of Commerce
	Local tourist board, or other tourism organisations
	Energy providers
✓	Bus or rail companies, or public transport providers
✓	Bike hire shops or other cycling organisations
✓	Car rental companies or car clubs
✓	Charities, such as Sustrans or Living Streets
✓	Local community groups
	Others (please specify)

**Q20i. Did your original bid contain more than 7 Scheme Elements, OR have you changed the definition of the Scheme Elements from that given in your bid?**

Yes (more elements or changed definitions)

✓ No (neither of these)

**IF YOU ANSWERED YES TO QUESTION 20i, PLEASE COMPLETE THE NEXT QUESTION. OTHERWISE, PLEASE SKIP IT.**

**Q20ii. Please provide details here about how any scheme elements in the original bid have been changed or combined.**

*(In order to complete this form, you must limit your reporting to 7 scheme elements. If you need to do this, please agree how this will be done with DfT before proceeding.)*

**Q21. Please list your Scheme Elements below**

*(Please refer to the guidance if you do not have pre-existing scheme element names, or have more than 7 scheme elements.)*

**i. Scheme Element 1**

Bus priority and corridor improvements

**ii. Scheme Element 2**

Walking and cycling

**iii. Scheme Element 3**

Car club

**iv. Scheme Element 4**

Electric vehicles

**v. Scheme Element 5**

Traffic management

**vi. Scheme Element 6**

Travel planning and promotion

**vii. Scheme Element 7**



Large schemes
---------------

**Q22. Please complete the actual spend profile for each Scheme Elements named above, £000s, for the period 1<sup>st</sup> April 2012 to 31<sup>st</sup> March 2013**

*(Please note this question is compulsory)*

	DfT-Funded revenue (as claimed, £k)	DfT-Funded capital (as claimed, £k)	Local Contribution Revenue (£k)	Local Contribution Capital (£k)	Total (£k)
<b>Scheme Element 1</b> Bus priority and corridor improvements	0	677	0	0	677
<b>Scheme Element 2</b> Walking and cycling	0	495	0	33	528
<b>Scheme Element 3</b> Car club	0	0	0	0	0
<b>Scheme Element 4</b> Electric vehicles	0	0	0	0	0
<b>Scheme Element 5</b> Traffic management	34	0	0	0	34
<b>Scheme Element 6</b> Travel planning and promotion	1526	0	0	0	1526
<b>Scheme Element 7</b> Large schemes	0	350	0	0	350
<i>Please check these totals equal the sum of all schemes listed above</i>					
<b>TOTAL</b>	1560	1522	0	33	3115

**Q23i. Were there any variations in the amount you claimed from DfT in 2012/13 for any Scheme Element, which were more or less than 10% of the original amount set out in your bid document?**

Yes	✓
No	

**IF YOU ANSWERED YES TO QUESTION 23i, PLEASE COMPLETE THE NEXT TWO QUESTIONS. OTHERWISE, PLEASE SKIP THEM.**

**Q23ii. Which of the following Scheme Elements had variations in DfT- funded claims of more or less than 10% of the original amount set out in the bid? (Please tick all that apply.) ✓**

✓	Scheme Element 1
✓	Scheme Element 2
	Scheme Element 3
	Scheme Element 4
✓	Scheme Element 5
✓	Scheme Element 6
✓	Scheme Element 7

**Q23iii. For every box that you have ticked above, please provide a brief description explaining why the Scheme Element Claim for 2012/13 varied by more or less than 10% of the original amount set out in the bid**

Elements 1, 2, 5, 6 and 7 above.	Surrey County Council took up the opportunity to re-profile DfT funding twice this year, in September 2012 and January 2013. This measure was taken to avoid any under spends against our DfT funds. The tables below outline where funding was re-profiled, and therefore moved into subsequent years of the programme			
<b>Scheme Element: Bus Priority and Corridor Improvements</b>	<b>£000s</b>	<b>Original Bid (£k)</b>	<b>Revised Profile (£k)</b>	<b>Difference carried forward into 2013/14 – 2014/15 (£k)</b>
	DfT Funded Revenue	60	0	+60
	DfT Funded Capital	755	677	+78
	Local Contribution Capital	25	0	+25
<b>Scheme Element: Walking and Cycling</b>	<b>£000s</b>	<b>Original Bid (£k)</b>	<b>Revised Profile (£k)</b>	<b>Difference carried forward into 2013/14 – 2014/15 (£k)</b>

	DfT Funded Capital	861	495	+366
	Local Contribution Capital	350	33	+317
<b>Scheme Element: Traffic Management</b>	<b>£000s</b>	<b>Original Bid (£k)</b>	<b>Revised Profile (£k)</b>	<b>Difference carried forward into 2013/14 – 2014/15 (£k)</b>
	DfT Funded Revenue	96	34	+62
	DfT Funded Capital	50	0	+50
<b>Scheme Element: Travel Planning and Promotion</b>	<b>£000s</b>	<b>Original Bid (£k)</b>	<b>Revised Profile (£k)</b>	<b>Difference carried forward into 2013/14 – 2014/15 (£k)</b>
	DfT Funded Revenue	2619	1526	+1093
	DfT Funded Capital	600	0	+600
<b>Scheme Element: Large Schemes (Onslow Park &amp; Ride Guildford and Sheerwater Link Road Woking)</b>	<b>£000s</b>	<b>Original Bid (£k)</b>	<b>Revised Profile (£k)</b>	<b>Difference carried forward into 2013/14 – 2014/15 (£k)</b>
	DfT Funded Capital	2000	350	+1650
	Local Contribution Capital	500	0	+500

**SECTION C: SCHEME ELEMENT 1****Bus priority and corridor improvements**

**YOU WILL NEED TO COPY AND PASTE THIS SECTION, IN ORDER TO CREATE ONE FOR EVERY SCHEME ELEMENT THAT YOU HAVE.**

**Q24i. Please can you provide an estimate of the average amount of staff time spent on this scheme element between 1<sup>st</sup> April 2012 and 31<sup>st</sup> March 2013 (in full-time equivalents?)**

1.2 FTE – SCC Staff Time Only

**Q24ii. Is the scheme element purely about project management (including monitoring and evaluation)?**

✓

No

Yes, and I have more Scheme Elements to add

Yes, and I have no more Scheme Elements to add

**IF YOU ANSWER ‘YES’ TO QUESTION 24ii, YOU DO NOT NEED TO PROVIDE ANY FURTHER INFORMATION ABOUT THIS PARTICULAR SCHEME ELEMENT. IF YOU ANSWER NO, YOU NEED TO COMPLETE THE FOLLOWING QUESTIONS.**

**Q24iii. Please indicate which of the following modes this scheme element has focused on.**

*(You must answer for each row.)*

	Primary focus of scheme element	Not primary focus, but directly affected by scheme element	Not directly affected by scheme element
Walking		✓	
Cycling		✓	
Buses	✓		
Rail		✓	
General Traffic		✓	
Cars			✓
Freight			✓
Other, (please specify in the box)			

Q24iv. Did this scheme element primarily require:	
	Revenue funding (70% or more of the 2012/13 scheme element spend)
✓	Capital funding (70% or more of the 2012/13 scheme element spend)
	Neither of the above

Q24v. Which of the following objectives is this scheme element intended to achieve? (Please tick all that apply.) ✓			
✓	Reduce congestion	✓	Reduce carbon emissions
✓	Reduce local air pollution	✓	Increase physical activity
✓	Improve road safety	✓	Encourage modal shift
✓	Improve access to jobs	✓	Support retail initiatives
	Support sustainable tourism		Support other enterprise initiatives
	Reduced the need to travel	✓	Improve social inclusion
	Other (please specify)		

Q24 vi. What type of people/community is the scheme for? (Please tick all that apply.) ✓	
✓	Commuters
✓	Job seekers
	Tourists/visitors
✓	Rail station users
✓	All local residents
✓	Schools and school users
	Other (Please specify in the box)

Q24 vii. What is the geographical area that this scheme element will cover (i.e. name of area, and size if known)?
Guildford Woking Redhill - Reigate

**Q24 viii. How many people is this scheme element aiming to reach in total?**

The resident population that this scheme element is targeting is estimated as:  
 Guildford: 140,000  
 Woking: 100,000  
 Redhill – Reigate: 140,000

**Q24 ix. How many people did this scheme element reach in 2012/13?**

Project element still ongoing.

**Q24 x. Please provide a SUMMARY OF ACHIEVEMENT for this scheme element in 2012/13**

*Please note that this is a particularly important question on this form. You are strongly advised to consult the guidance document before completing it.*

**Real Time Passenger Information (RTPI) system upgrades in Guildford and Woking**

A major upgrade to the RTPI system for Guildford and Woking was undertaken during the year. The upgrade improves the performance and reliability of RTPI by using a general packet radio service (GPRS) based system, to replace the outdated Private Mobile Radio (PMR) system. This provides more accurate predictions of live bus times for passengers, and provides the bus operators with a more user-friendly web-based control and reporting system, in order to monitor bus service reliability.

A content management system along with ten RTPI multi-media displays have been purchased and will be installed during 2013/14. These will enable real-time bus information to be displayed alongside other relevant travel, traffic and local information.

**Intelligent Bus Priority in Woking**

Planning and evaluation of intelligent bus priority has been carried out at signal controlled junctions in Woking Town Centre to give priority to late running buses. Installation is scheduled to happen during 2013/14.

**Guildford to Woking Bus Stop Improvements**

Improvements have been implemented at 45 bus stops on inter-urban routes servicing communities between Guildford and Woking. The stops are served by buses on routes 437, 462/463 and 557. The work carried out included upgrading of bus stop poles, flags and timetable cases to provide bus route information and encourage the use of sustainable transport. Additional works were targeted at 25 stops, comprising new footway/hard standings to provide suitable waiting areas, and raised kerbing to assist level access to buses for those with mobility issues or with child buggies.

**Guildford Bus Corridor Improvements**

Feasibility and design work was undertaken during the year in preparation for six bus corridors in North and West Guildford. These consist of: A322 Woodbridge Rd; A323 Aldershot Road; A322 Worplesdon Road, A320 Woking Road; Guildford Park Road/The Chase and Park Barn Estate Circular Route. The works are designed to enhance accessibility at bus stops, provide step-free access, improve bus reliability and encourage passenger usage. The full package of measures will include raised kerbing, improvements to footways, bus stop infrastructure upgrades, and better facilities at stops, complimentary traffic management, as well as improved bus service information and RTPI. At the end of the year bus stop improvement works were undertaken on the A323 Aldershot Road, served by bus routes 4, 5 and 20.

**Woking Bus Corridor Improvements**

Feasibility and design work for two bus corridors in North and North-West Woking was undertaken during the year. The two corridors comprise Sythwood-Knaphill and St Johns Road, served by bus routes 34/35 and 91. The feasibility work considers accessibility at bus stops and improvements to bus service reliability to encourage passenger usage. The package of measures will include raised kerbing, improvements to footways, bus stop infrastructure upgrades, complimentary traffic management to assist bus service reliability, and improved bus service information.

**Redhill-Reigate Bus Priority and Corridor Improvements**

Planning work has begun for bus priority and corridor improvements in Redhill-Reigate in preparation for implementation during 2013/14 and 2014/15.

**Q24 xi. Please provide any further relevant information about your scheme element delivery (e.g. challenges faced, lessons learned, etc..)**

The programme of bus improvements was based upon a realistic level of activity. Projects such as bus stop and real-time passenger information upgrades require little procedural approvals and therefore suit better the short term delivery horizon set by the LSTF funding.

**Q24 xii. What evidence are you collecting and/or do you plan to collect about the outcomes or impacts of the activity?**

Project outcomes will be measured against bus patronage, bus journey time reliability statistics, bus user questionnaires and satisfaction surveys. These will be collected by bus operators and supplied to Surrey County Council on a regular basis.

**Q24 xiii. Do you have any supporting documentation to upload for this scheme element?**

*(Details of appropriate files are given in the Guidance document.)*

Yes	
No	✓

If you answer 'Yes' in Q24 xiii, the online form will then enable you to upload the relevant files.

**SECTION C: SCHEME ELEMENT 2****Walking and cycling**

**YOU WILL NEED TO COPY AND PASTE THIS SECTION, IN ORDER TO CREATE ONE FOR EVERY SCHEME ELEMENT THAT YOU HAVE.**

**Q24i. Please can you provide an estimate of the average amount of staff time spent on this scheme element between 1<sup>st</sup> April 2012 and 31<sup>st</sup> March 2013 (in full-time equivalents?)**

2.5 FTE – SCC Staff Time Only

**Q24ii. Is the scheme element purely about project management (including monitoring and evaluation)?**

✓

No

Yes, and I have more Scheme Elements to add

Yes, and I have no more Scheme Elements to add

**IF YOU ANSWER ‘YES’ TO QUESTION 24ii, YOU DO NOT NEED TO PROVIDE ANY FURTHER INFORMATION ABOUT THIS PARTICULAR SCHEME ELEMENT. IF YOU ANSWER NO, YOU NEED TO COMPLETE THE FOLLOWING QUESTIONS.**

**Q24iii. Please indicate which of the following modes this scheme element has focused on.**

*(You must answer for each row.)*

	Primary focus of scheme element	Not primary focus, but directly affected by scheme element	Not directly affected by scheme element
Walking	✓		
Cycling	✓		
Buses		✓	
Rail		✓	
General Traffic			✓
Cars			✓
Freight			✓
Other, (please specify in the box)			



Q24iv. Did this scheme element primarily require:	
	Revenue funding (70% or more of the 2012/13 scheme element spend)
✓	Capital funding (70% or more of the 2012/13 scheme element spend)
	Neither of the above

Q24v. Which of the following objectives is this scheme element intended to achieve? (Please tick all that apply.) ✓			
✓	Reduce congestion	✓	Reduce carbon emissions
✓	Reduce local air pollution	✓	Increase physical activity
✓	Improve road safety	✓	Encourage modal shift
✓	Improve access to jobs	✓	Support retail initiatives
	Support sustainable tourism		Support other enterprise initiatives
	Reduced the need to travel	✓	Improve social inclusion
	Other (please specify)		

Q24 vi. What type of people/community is the scheme for? (Please tick all that apply.) ✓	
✓	Commuters
✓	Job seekers
	Tourists/visitors
✓	Rail station users
✓	All local residents
✓	Schools and school users
	Other (Please specify in the box)

Q24 vii. What is the geographical area that this scheme element will cover (i.e. name of area, and size if known)?
Guildford Woking Redhill - Reigate

**Q24 viii. How many people is this scheme element aiming to reach in total?**

The resident population that this scheme element is targeting is estimated as:

Guildford: 140,000

Woking: 100,000

Redhill – Reigate: 140,000

**Q24 ix. How many people did this scheme element reach in 2012/13?**

Project element still ongoing

**Q24 x. Please provide a SUMMARY OF ACHIEVEMENT for this scheme element in 2012/13**

**Please note that this is a particularly important question on this form. You are strongly advised to consult the guidance document before completing it.**

A network of shared pedestrian and cycle routes are being delivered in the three Travel SMART towns.

**Woking**

Works were undertaken on 3 new routes that will be part of the rebranded Woking Cycle network, known as *"The Planet Trails"*. The aim is to improve the existing network and increase cycle links throughout the Borough of Woking.

Progress has been made on the new *"Earth Trail"*, which will link Woking Town Centre to Worplesdon Station, using quiet streets and off road shared cycle/footway facilities.

Planning and detailed design of the complex junction elements of this route will be completed in early 2013/14.

The first phase of the *"Mercury Trail"* route was completed, which involved the widening of footways (in places up to 2.5m where highway land was available). This new route will link the main residential area of West Byfleet with the industrial area of Byfleet, some 3kms to the east. The second phase of the works is currently under consideration.

The *"Dione Trail"* was started as part of the Cycle Woking Project and was the subject of a Cycle Tracks Order, which attracted objections. Following a protracted process, these objections were withdrawn and the order has been confirmed, which will now enable cyclists to use the shared facility with pedestrians. Signing for this route is planned to be installed during June 2013.

Also in Woking, works were started to implement a new puffin crossing outside Marist school. Due to an unforeseen technical issue the completion for this was delayed and will now be completed in May 2013. To support the development of cycling in Woking, plans were progressed with South West Trains to install a bicycle hub at the railway station.

**Guildford**

In Guildford a further upgrade to the shared pedestrian and cycle route between A25 Parkway and Middleton Road was completed. In 2012/13 a further 1.5km of the route was constructed and upgraded, adding to the 1km provided in the previous year. This includes the remaining section on Parkway and a section on the north side of Ladymead Road.

A network of 15 cycle routes in Guildford formed part of the Surrey County Council LSTF bid. Since the bid was submitted, greater emphasis in the County is now placed on providing cycle routes that vulnerable, young and less confident cyclists can use in safety. This has resulted in a re-prioritisation of the infrastructure improvements planned for the 15 routes, placing greater emphasis on off-road facilities. Design work last year followed this

revised thinking.

The River Wey cycle path upgrade has been cancelled, as investigative work found the high cost of associated tow path restoration rendered the scheme uneconomic. The funding for this was re-allocated to an alternative high priority scheme which is referred to as the "A25 Stoke Crossroads Cycle Safety and Traffic Congestion Reduction scheme". This will be designed and delivered over the next two years of the programme.

#### **Redhill-Reigate**

The Alpine Road cycle route that was planned for implementation in Redhill-Reigate was delayed until 2013/14 to allow for public consultation. This consultation has now taken place and construction will be completed in summer 2013. Design for the other cycle infrastructure improvements in Redhill-Reigate has commenced and some good progress has been made.

#### **Q24 xi. Please provide any further relevant information about your scheme element delivery (e.g. challenges faced, lessons learned, etc..)**

The programme of improvements set out in our LSTF bid had to be reviewed following a change in the County Council's approach to cycle improvements during the past 12 months. Market research in advance of SCC 's bidding for the DfT's Cycle Safety Fund concluded that the main barrier to encouraging more cycling and new cyclists was the fear of sharing road space with busy and heavy traffic. Consequently, the County is now focused on providing cycle routes that are segregated from busy, heavy main road traffic. As a result LSTF funded cycle scheme priorities and programme needed to change, although the funded schemes remain consistent with the original bid. The DfT's decision to allow re-profiling of spend during the year was particularly helpful in so far as the timing of implementation of schemes could be revised.

#### **Q24 xii. What evidence are you collecting and/or do you plan to collect about the outcomes or impacts of the activity?**

The success of new cycle route infrastructure will be assessed by a range of monitoring and evaluation activities. This includes cordon counts, cycle parking counts at key locations, automatic cycle counts on key routes and cycle accessibility before and after assessments.

#### **Q24 xiii. Do you have any supporting documentation to upload for this scheme element?**

*(Details of appropriate files are given in the Guidance document.)*

Yes	
No	✓

If you answer 'Yes' in Q24 xiii, the online form will then enable you to upload the relevant files.

**SECTION C: SCHEME ELEMENT 5****Traffic management**

**YOU WILL NEED TO COPY AND PASTE THIS SECTION, IN ORDER TO CREATE ONE FOR EVERY SCHEME ELEMENT THAT YOU HAVE.**

**Q24i. Please can you provide an estimate of the average amount of staff time spent on this scheme element between 1<sup>st</sup> April 2012 and 31<sup>st</sup> March 2013 (in full-time equivalents?)**

0.3 FTE –SCC Staff Time Only

**Q24ii. Is the scheme element purely about project management (including monitoring and evaluation)?**

✓

No

Yes, and I have more Scheme Elements to add

Yes, and I have no more Scheme Elements to add

**IF YOU ANSWER ‘YES’ TO QUESTION 24ii, YOU DO NOT NEED TO PROVIDE ANY FURTHER INFORMATION ABOUT THIS PARTICULAR SCHEME ELEMENT. IF YOU ANSWER NO, YOU NEED TO COMPLETE THE FOLLOWING QUESTIONS.**

**Q24iii. Please indicate which of the following modes this scheme element has focused on.**

*(You must answer for each row.)*

	Primary focus of scheme element	Not primary focus, but directly affected by scheme element	Not directly affected by scheme element
Walking			✓
Cycling			✓
Buses		✓	
Rail			✓
General Traffic	✓		
Cars		✓	
Freight		✓	
Other, (please specify in the box)			

Q24iv. Did this scheme element primarily require:	
<input checked="" type="checkbox"/>	Revenue funding (70% or more of the 2012/13 scheme element spend)
<input type="checkbox"/>	Capital funding (70% or more of the 2012/13 scheme element spend)
<input type="checkbox"/>	Neither of the above

Q24v. Which of the following objectives is this scheme element intended to achieve? (Please tick all that apply.) ✓			
<input checked="" type="checkbox"/>	Reduce congestion	<input checked="" type="checkbox"/>	Reduce carbon emissions
<input checked="" type="checkbox"/>	Reduce local air pollution	<input type="checkbox"/>	Increase physical activity
<input checked="" type="checkbox"/>	Improve road safety	<input type="checkbox"/>	Encourage modal shift
<input checked="" type="checkbox"/>	Improve access to jobs	<input type="checkbox"/>	Support retail initiatives
<input type="checkbox"/>	Support sustainable tourism	<input type="checkbox"/>	Support other enterprise initiatives
<input type="checkbox"/>	Reduced the need to travel	<input type="checkbox"/>	Improve social inclusion
<input type="checkbox"/>	Other (please specify)		

Q24 vi. What type of people/community is the scheme for? (Please tick all that apply.) ✓	
<input checked="" type="checkbox"/>	Commuters
<input checked="" type="checkbox"/>	Job seekers
<input type="checkbox"/>	Tourists/visitors
<input type="checkbox"/>	Rail station users
<input checked="" type="checkbox"/>	All local residents
<input type="checkbox"/>	Schools and school users
<input type="checkbox"/>	Other (Please specify in the box)

Q24 vii. What is the geographical area that this scheme element will cover (i.e. name of area, and size if known)?
Guildford Woking Redhill - Reigate

**Q24 viii. How many people is this scheme element aiming to reach in total?**

The resident population that this scheme element is targeting is estimated as:

Guildford: 140,000

Woking: 100,000

Redhill – Reigate: 140,000

**Q24 ix. How many people did this scheme element reach in 2012/13?**

Project still ongoing.

**Q24 x. Please provide a SUMMARY OF ACHIEVEMENT for this scheme element in 2012/13**

*Please note that this is a particularly important question on this form. You are strongly advised to consult the guidance document before completing it.*

**Review and Update of UTC / SCOOT**

A review is being carried out of the UTC / SCOOT system, including the common single database and an audit of the on-site signals infrastructure. Certain key signals operated under Microprocessor Optimised Vehicle Actuation (MOVA) outside of the UTC regions were also included in review. The work involves re-building and validating the database and developing strategies that can be implemented to improve the management and control of traffic.

The on-street audit is nearing completion, and will result in a report detailing recommendations for on-street works and equipment upgrades. This work will be progressed during the autumn. The review into the UTC database is also nearing completion so that a re-build can commence. Following this work, alternative strategies can start to be developed.

**On-street Infrastructure**

An extension and upgrading of the existing car parking guidance systems has been identified as a key requirement in Woking, including a review of communications. Preliminary work is about to commence to assess the requirements.

**Internal Processes**

Good progress is being made on the work stream to improve internal processes, with a review of Surrey's network management capability underway. This will result in options on the best way to operate and develop network management in Surrey, including internal processes.

**Redhill Parking Guidance**

The one area that has not been progressed to date is the development of a new on-street parking guidance system for Redhill. This is due to the imminent construction of the Redhill Balanced Network, a scheme that has recently received funding through the DfT's local pinch-point programme. Design of the parking guidance scheme can now progress alongside the Balanced Network Scheme.

**Q24 xi. Please provide any further relevant information about your scheme element delivery (e.g. challenges faced, lessons learned, etc..)**

At this stage it is too early to comment for this work element.

**Q24 xii. What evidence are you collecting and/or do you plan to collect about the outcomes or impacts of the activity?**

The Traffic Management element will be assessed by a range of monitoring and evaluation activities. This includes automatic traffic counts, journey times and journey reliability data extracted from the DfT supplier Trafficmaster and carbon reduction assessments using the DfT carbon tool.

**Q24 xiii. Do you have any supporting documentation to upload for this scheme element?**

*(Details of appropriate files are given in the Guidance document.)*

Yes	
No	✓

If you answer 'Yes' in Q24 xiii, the online form will then enable you to upload the relevant files.

**SECTION C: SCHEME ELEMENT 6****Travel planning and promotion**

**YOU WILL NEED TO COPY AND PASTE THIS SECTION, IN ORDER TO CREATE ONE FOR EVERY SCHEME ELEMENT THAT YOU HAVE.**

**Q24i. Please can you provide an estimate of the average amount of staff time spent on this scheme element between 1<sup>st</sup> April 2012 and 31<sup>st</sup> March 2013 (in full-time equivalents?)**

7.7 FTE – SCC Staff Time Only

**Q24ii. Is the scheme element purely about project management (including monitoring and evaluation)?**

✓

No

Yes, and I have more Scheme Elements to add

Yes, and I have no more Scheme Elements to add

**IF YOU ANSWER ‘YES’ TO QUESTION 24ii, YOU DO NOT NEED TO PROVIDE ANY FURTHER INFORMATION ABOUT THIS PARTICULAR SCHEME ELEMENT. IF YOU ANSWER NO, YOU NEED TO COMPLETE THE FOLLOWING QUESTIONS.**

**Q24iii. Please indicate which of the following modes this scheme element has focused on.**

*(You must answer for each row.)*

	Primary focus of scheme element	Not primary focus, but directly affected by scheme element	Not directly affected by scheme element
Walking		✓	
Cycling		✓	
Buses		✓	
Rail		✓	
General Traffic		✓	
Cars		✓	
Freight			✓
Other, (please specify in the box)			



Q24iv. Did this scheme element primarily require:	
<input checked="" type="checkbox"/>	Revenue funding (70% or more of the 2012/13 scheme element spend)
<input type="checkbox"/>	Capital funding (70% or more of the 2012/13 scheme element spend)
<input type="checkbox"/>	Neither of the above

Q24v. Which of the following objectives is this scheme element intended to achieve? (Please tick all that apply.) ✓			
<input checked="" type="checkbox"/>	Reduce congestion	<input checked="" type="checkbox"/>	Reduce carbon emissions
<input checked="" type="checkbox"/>	Reduce local air pollution	<input checked="" type="checkbox"/>	Increase physical activity
<input checked="" type="checkbox"/>	Improve road safety	<input checked="" type="checkbox"/>	Encourage modal shift
<input checked="" type="checkbox"/>	Improve access to jobs	<input checked="" type="checkbox"/>	Support retail initiatives
<input type="checkbox"/>	Support sustainable tourism	<input type="checkbox"/>	Support other enterprise initiatives
<input checked="" type="checkbox"/>	Reduced the need to travel	<input checked="" type="checkbox"/>	Improve social inclusion
<input type="checkbox"/>	Other (please specify)		

Q24 vi. What type of people/community is the scheme for? (Please tick all that apply.) ✓	
<input checked="" type="checkbox"/>	Commuters
<input checked="" type="checkbox"/>	Job seekers
<input type="checkbox"/>	Tourists/visitors
<input checked="" type="checkbox"/>	Rail station users
<input checked="" type="checkbox"/>	All local residents
<input checked="" type="checkbox"/>	Schools and school users
<input type="checkbox"/>	Other (Please specify in the box)

Q24 vii. What is the geographical area that this scheme element will cover (i.e. name of area, and size if known)?
Guildford Woking Redhill - Reigate

**Q24 viii. How many people is this scheme element aiming to reach in total?**

The resident population that this scheme element is targeting is estimated as:

Guildford: 140,000

Woking: 100,000

Redhill – Reigate: 140,000

The business population that this scheme element is targeting is estimated as:

Guildford: 70,000

Woking: 40,000

Redhill – Reigate: 60,000

**Q24 ix. How many people did this scheme element reach in 2012/13?**

The Go-Ride programme, Bike It scheme and Guildford cycle festival engaged with over 20,000 people during 2012/13.

The community funding programme engaged with up to a 1,000 people with the delivery of 5 funding events.

The other schemes of this element are still ongoing and therefore it is difficult to quantify at this stage.

The Business engagement programme has engaged with 25 different organisations so far, and over 300 employees at roadshow events.

**Q24 x. Please provide a SUMMARY OF ACHIEVEMENT for this scheme element in 2012/13**

***Please note that this is a particularly important question on this form. You are strongly advised to consult the guidance document before completing it.***

The travel planning and promotion element designed and delivered a variety of measures across the three Travel SMART towns during 2012/13.

**Journey Planner**

A new journey planning and travel information website was planned and developed. This website will enable users to access information on travel and plan journeys using real time information. This is due to be launched in July 2013.

**Wayfinder Mapping**

The first two phases of a new system of pedestrian wayfinding in each of the Travel SMART town centres was completed. This system will provide better information throughout town centres for pedestrians and will support and enhance their understanding to enable better walking choices. The signage for this is due to be installed in each town centre between April 2013 and October 2014.

**Sustainable Travel Maps**

Sustainable travel maps were produced for Guildford and Woking town centres and distributed to all major attractions. These maps provide multi modal travel information in an easily accessible format, including cycling, walking, public transport, car clubs and car sharing. Second revisions of these are planned for 2013/14.

**Cycle Training, Go-Ride and Bike It**

Subsidised cycle training was offered to the three Travel SMART towns, and the Go-ride

programme and the Bike It scheme were delivered in 2012/13. The Go-ride programme operating in Guildford and Woking engaged with over 350 children encouraging them to cycle more. The Bike It scheme, which aims to get school children into cycling in the Redhill-Reigate area, enjoyed another successful year (reported upon in last year's Annual Report). With 17,461 children, 932 parents and 2,152 staff attending a total of 262 events during 2012/13.

### **Guildford Cycling Festival**

Capitalising on the success of cycling during the Olympics, the first Guildford Cycle Festival was held in August 2012. This event was designed to provide a positive environment where residents could find out more about cycling, including where to buy a new bike, cycle training and safety, and how to insure your bikes. Led Rides in conjunction with British Cycling gave people the opportunity to try cycling in a safe environment. In total over 1,200 people attended the event.

### **Business Travel Forums**

Business travel forums were set up in all three Travel SMART towns with the aim of identifying local transport improvement projects with businesses. Projects were approved and funding was allocated to initiatives such as electric vehicle charging points, cycle parking, car share/bicycle road shows, localised sustainable travel guides and other projects.

### **Community funding programme**

A community funding programme was undertaken in each of the three Travel SMART towns. In Guildford events were held in Westborough and Stoke & Stoughton. In Woking events were staged in Sheerwater & Maybury. Whilst in Redhill events were held in the Redhill West and Merstham areas. In each case, local communities are invited to apply for funding for local projects and then to vote on those projects that they want to be funded. In total about 500 residents attended the voting events. In total 65 projects were funded including travel accessibility schemes for people with disabilities, cycle parking/shelters for schools and many other transport/economic development related projects. This programme will be repeated in 2013/14.

### **Travel SMART Community Hub**

A Travel SMART community hub was implemented in Merstham, under the "Bikes Revived" project. This will offer bicycle refurbishment and servicing for the local area as well as providing affordable second hand bicycles for the local community. It also creates opportunities for local people who are not in work, education or training, to gain new skills and qualifications by volunteering to work at the hub. With initial funding from Travel SMART, it is anticipated that this project will be running on a sustainable footing by the end of the Travel SMART programme in 2015.

### **Q24 xi. Please provide any further relevant information about your scheme element delivery (e.g. challenges faced, lessons learned, etc..)**

This element faced a few challenges to the delivery of schemes during 2012/13. The development of the new journey planner and travel information website was delayed due to limitation in the existing technological infrastructure in place. A key lesson learnt from this was the value of looking at other local authorities who already had high quality travel websites/journey planners, and then working with the suppliers that had built those websites.

A number of challenges were faced in setting up the Travel SMART community hubs. These were difficult to fit into traditional procurement procedures and finding delivery partners proved complicated.

The Business Travel Forum scheme approval process involved various levels of appraisal

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before funding was agreed. Timescales are bound by existing local committee dates which have been restrictive at times. Occasionally a scheme arising from participating businesses might appear to conflict with priorities of the Local Committee. To deal with such cases a business champion has been appointed from the Local Committee, who acts as a conduit between the Business Travel Forum and the Local Committee to resolve possible conflicts.

Working with established organisations in our towns has helped promote Travel SMART and increase awareness. There are a number of existing business groups or individuals that have a keen interest in every element of Travel SMART, and working with these organisations has given our work greater visibility with the local business community, for example, Experience Guildford, and the Reigate Business Guild.

In running a participatory budgeting programme, the processes used must be transparent and easy to understand. Partnership working with other community groups and authorities is vital for stimulating bids and helping to monitor impacts.

To maximise the impact of community level behaviour change measures, close working with local members and stakeholders already active in the community opens the door to new opportunities and helps create local 'buy-in' and acceptance for measures. Promotional campaigns targeted too generally have a limited effect. Demographic and attitudinal research, for example utilising focus groups, can help to target marketing campaigns.

**Q24 xii. What evidence are you collecting and/or do you plan to collect about the outcomes or impacts of the activity?**

The travel planning and promotion element will be assessed using a variety of monitoring and evaluation techniques. On the new journey planning and travel information website, Google Analytics will record the number of page hits and the number of journeys planned to/from the Travel SMART towns.

Local projects that received funds from the community funding programme must submit a six-monthly output report to Surrey County Council (SCC), with larger projects visited once a year by SCC officers.

Mode split counts are being conducted at key business parks and travel to work questionnaires are being distributed to employees of key businesses. Also the business travel planning package will collect data before and after training is delivered, to calculate any shift in single occupancy vehicle usage in the Travel SMART towns.

Feedback is being collated from community forums on the topics of accessibility, access to town centres for the mobility impaired, and participation in transport decision making.

Finally, anecdotal evidence is being gathered from the organisations we collaborate with, and from our sustainable travel road shows.

**Q24 xiii. Do you have any supporting documentation to upload for this scheme element?**

*(Details of appropriate files are given in the Guidance document.)*

Yes	
No	✓

If you answer 'Yes' in Q24 xiii, the online form will then enable you to upload the relevant files.

**SECTION C: SCHEME ELEMENT 7a****Large scheme – Guildford Park & Ride**

**YOU WILL NEED TO COPY AND PASTE THIS SECTION, IN ORDER TO CREATE ONE FOR EVERY SCHEME ELEMENT THAT YOU HAVE.**

**Q24i. Please can you provide an estimate of the average amount of staff time spent on this scheme element between 1<sup>st</sup> April 2012 and 31<sup>st</sup> March 2013 (in full-time equivalents?)**

1.2 FTE –SCC Staff Time Only

**Q24ii. Is the scheme element purely about project management (including monitoring and evaluation)?**

✓	No
	Yes, and I have more Scheme Elements to add
	Yes, and I have no more Scheme Elements to add

**IF YOU ANSWER 'YES' TO QUESTION 24ii, YOU DO NOT NEED TO PROVIDE ANY FURTHER INFORMATION ABOUT THIS PARTICULAR SCHEME ELEMENT. IF YOU ANSWER NO, YOU NEED TO COMPLETE THE FOLLOWING QUESTIONS.**

**Q24iii. Please indicate which of the following modes this scheme element has focused on.**

*(You must answer for each row.)*

	Primary focus of scheme element	Not primary focus, but directly affected by scheme element	Not directly affected by scheme element
Walking		✓	
Cycling		✓	
Buses	✓		
Rail			✓
General Traffic		✓	
Cars		✓	
Freight		✓	

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<b>Other, (please specify in the box)</b>	<b>Park &amp; Ride</b>
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<b>Q24iv. Did this scheme element primarily require:</b>	
	Revenue funding (70% or more of the 2012/13 scheme element spend)
✓	Capital funding (70% or more of the 2012/13 scheme element spend)
	Neither of the above

<b>Q24v. Which of the following objectives is this scheme element intended to achieve? (Please tick all that apply.) ✓</b>			
✓	Reduce congestion	✓	Reduce carbon emissions
✓	Reduce local air pollution		Increase physical activity
✓	Improve road safety	✓	Encourage modal shift
✓	Improve access to jobs	✓	Support retail initiatives
	Support sustainable tourism		Support other enterprise initiatives
	Reduced the need to travel	✓	Improve social inclusion
	Other (please specify)		

<b>Q24 vi. What type of people/community is the scheme for? (Please tick all that apply.) ✓</b>	
✓	Commuters
✓	Job seekers
✓	Tourists/visitors
✓	Rail station users
✓	All local residents
✓	Schools and school users
	Other (Please specify in the box)

**Q24 vii. What is the geographical area that this scheme element will cover (i.e. name**

**of area, and size if known)?**

People travelling to/from Guildford town centre

**Q24 viii. How many people is this scheme element aiming to reach in total?**

This scheme will target people that want to access Guildford town centre, travelling from the:

- North West, West and South West wards of Guildford.
- North West, West and South West Surrey.
- Hampshire.

**Q24 ix. How many people did this scheme element reach in 2012/13?**

Zero, scheme still under construction

**Q24 x. Please provide a SUMMARY OF ACHIEVEMENT for this scheme element in 2012/13**

*Please note that this is a particularly important question on this form. You are strongly advised to consult the guidance document before completing it.*

**Onslow Park & Ride Preparatory Works**

Planning permission for the 550 space Onslow park & ride facility with passenger waiting facilities was granted by Guildford Borough Council Planning Committee during November 2012.

The contract for the construction of the access roads and car park was awarded to Skanska in December 2012. Following a mobilisation period, access to the site was secured in February 2013.

**Construction of the Onslow Park & Ride Facility**

Initial works have commenced including site accommodation works, a haul road, formation of a bund, fencing, grassland enhancements and site levelling.

The car park is planned for completion during autumn 2013 and the passenger waiting facility in spring 2014. The majority of onsite works fall within the 2013/14 financial year and progress for this will be reflected in the 2013/14 Annual Outputs Report.

**Q24 xi. Please provide any further relevant information about your scheme element delivery (e.g. challenges faced, lessons learned, etc..)**

A major challenge for the team delivering the new Park & Ride site was completing the legal procedures between land owners. These negotiations were completed in time to permit the contractor to start on site in February 2013. The opportunity to re-profile LSTF spend ensured sufficient funds could be allocated at the right time to support the project.

**Q24 xii. What evidence are you collecting and/or do you plan to collect about the outcomes or impacts of the activity?**

The success of the Park & Ride scheme will be measured against car park usage and bus patronage data on the service. Also, user questionnaires will be conducted to gather data to

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measure the success of the scheme.

**Q24 xiii. Do you have any supporting documentation to upload for this scheme element?**

*(Details of appropriate files are given in the Guidance document.)*

Yes	
No	✓

If you answer 'Yes' in Q24 xiii, the online form will then enable you to upload the relevant files.



**SECTION C: SCHEME ELEMENT 7b****Large scheme – Sheerwater Link Road**

**YOU WILL NEED TO COPY AND PASTE THIS SECTION, IN ORDER TO CREATE ONE FOR EVERY SCHEME ELEMENT THAT YOU HAVE.**

**Q24i. Please can you provide an estimate of the average amount of staff time spent on this scheme element between 1<sup>st</sup> April 2012 and 31<sup>st</sup> March 2013 (in full-time equivalents?)**

0.2 FTE – SCC Staff Time Only

**Q24ii. Is the scheme element purely about project management (including monitoring and evaluation)?**

✓	No
	Yes, and I have more Scheme Elements to add
	Yes, and I have no more Scheme Elements to add

**IF YOU ANSWER ‘YES’ TO QUESTION 24ii, YOU DO NOT NEED TO PROVIDE ANY FURTHER INFORMATION ABOUT THIS PARTICULAR SCHEME ELEMENT. IF YOU ANSWER NO, YOU NEED TO COMPLETE THE FOLLOWING QUESTIONS.**

**Q24iii. Please indicate which of the following modes this scheme element has focused on.**

*(You must answer for each row.)*

	Primary focus of scheme element	Not primary focus, but directly affected by scheme element	Not directly affected by scheme element
Walking	✓		
Cycling	✓		
Buses	✓		
Rail			✓
General Traffic	✓		
Cars	✓		
Freight	✓		

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<b>Other, (please specify in the box)</b>	
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<b>Q24iv. Did this scheme element primarily require:</b>	
	Revenue funding (70% or more of the 2012/13 scheme element spend)
✓	Capital funding (70% or more of the 2012/13 scheme element spend)
	Neither of the above

<b>Q24v. Which of the following objectives is this scheme element intended to achieve? (Please tick all that apply.) ✓</b>			
✓	Reduce congestion	✓	Reduce carbon emissions
✓	Reduce local air pollution	✓	Increase physical activity
✓	Improve road safety	✓	Encourage modal shift
✓	Improve access to jobs	✓	Support retail initiatives
	Support sustainable tourism	✓	Support other enterprise initiatives
	Reduced the need to travel	✓	Improve social inclusion
	Other (please specify)		

<b>Q24 vi. What type of people/community is the scheme for? (Please tick all that apply.) ✓</b>	
✓	Commuters
✓	Job seekers
	Tourists/visitors
✓	Rail station users
✓	All local residents
✓	Schools and school users
	Other (Please specify in the box)

**Q24 vii. What is the geographical area that this scheme element will cover (i.e. name**

**of area, and size if known)?**

Woking

**Q24 viii. How many people is this scheme element aiming to reach in total?**

The resident population that this scheme element is targeting is estimated as:  
Woking: 100,000 + those travelling to/from Woking town centre.

**Q24 ix. How many people did this scheme element reach in 2012/13?**

Zero, scheme still under construction

**Q24 x. Please provide a SUMMARY OF ACHIEVEMENT for this scheme element in 2012/13**

*Please note that this is a particularly important question on this form. You are strongly advised to consult the guidance document before completing it.*

**Preparatory work on the New Access Road**

The planning application for the implementation of a new access road for Sheerwater (Woking) to the area's business parks was made and confirmed prior to the Large Bid being awarded. Funding for this project has been obtained through a £1 million grant funded contribution through the LSTF, £2 million awarded from the Enterprise M3 (EM3) Growing Places scheme and the remainder from Woking Borough Council.

Woking Borough Council was appointed as the 'developer' for this project and work under a Section 278 and S38 agreement with the County Council.

Design works commenced during the autumn of 2012, together with the tendering process for the civils contractor.

**Construction of the New Access Road**

Breheny Civil Engineering Limited was awarded the road and associated works contract and commenced construction February 2013. The majority of the onsite works fall within the 2013/14 financial year and progress will be reported in the 2013/14 Annual Outputs Report.

**Q24 xi. Please provide any further relevant information about your scheme element delivery (e.g. challenges faced, lessons learned, etc..)**

A key aspect in the delivery of this scheme is the requirement of utility companies to carry out their diversions and protection works within the programme. At the time of writing this report, the utility works are creating significant pressures on the overall plan to complete the new road by 31 October 2013.

**Q24 xii. What evidence are you collecting and/or do you plan to collect about the outcomes or impacts of the activity?**

Project outcomes will be measured against traffic flow counts and journey times and journey reliability data extracted from the DfT supplier Trafficmaster.

**Q24 xiii. Do you have any supporting documentation to upload for this scheme element?**

*(Details of appropriate files are given in the Guidance document.)*

Yes	
No	✓

If you answer 'Yes' in Q24 xiii, the online form will then enable you to upload the relevant files.

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**SURREY COUNTY COUNCIL****LOCAL COMMITTEE (GUILDFORD)****DATE: 18 SEPTEMBER 2013****LEAD OFFICER: DAVID LIGERTWOOD  
PASSENGER TRANSPORT PROJECTS TEAM MANAGER****SUBJECT: GUILDFORD PARK & RIDE****DIVISION: ALL DIVISIONS****SUMMARY OF ISSUE:**

This report updates Guildford Local Committee on the contract arrangements for the Guildford Park & Ride bus services. The report also considers the rationalisation of the season ticket offer and recommends the introductory fare structure for the new Onslow Park & Ride service.

**RECOMMENDATIONS:****The Local Committee (Guildford) is asked to:**

- (i) Note the award of the contracts for the operation of Park & Ride Services 100, 200, 300 and 400 to Stagecoach (South) Ltd
- (ii) Agree the revised four weekly season ticket charge
- (iii) Agree the fares for the Onslow Park & Ride service 400

**REASONS FOR RECOMMENDATIONS:**

The award of the Park & Ride bus service contracts to Stagecoach (South) Ltd on the basis of their alternative package bid was the most cost-effective option for Guildford Borough Council and Surrey County Council. The proposed fares amendments to the season ticket will enhance the flexibility for regular users, while the introductory fares for Onslow will assist with encouraging demand for this site.

**1. INTRODUCTION AND BACKGROUND:**

- 1.1 Guildford Borough Council (GBC) and Surrey County Council (SCC) currently operate three Park and Ride services in Guildford. GBC are responsible for the operation and management of the car parks at Artington, Mellow and Spectrum. SCC manage the bus service contracts to the three permanent car parks at Artington, Mellow and Spectrum. Park & Ride in Guildford is funded through the CPZ on-street surplus.

- 1.2 A new car park at Onslow is scheduled to open late October 2013. The construction costs of the car park, associated bus corridor works and the bus service/car park operational costs up until March 2015 have been funded through a Local Sustainable Transport Fund (LSTF) grant secured from the Department for Transport

## **2. ANALYSIS:**

### **Results of Park & Ride Bus Service Contract Tenders**

- 1.3 As reported to Guildford Local Committee 28 November 2012 the contracts for services 100 Spectrum and 200 Artington were due to expire on 31 March 2013. The contract for Service 300 to Merrow expired 1 September 2013. These contracts have been subject to competitive tender to secure replacement services, led by SCC Procurement & Commissioning Team. Tenders were also invited for the Service 400 Onslow contract.
- 1.4 To meet the timelines of the SCC Contract Standing Orders for the competitive tender process, and pragmatically, to enable the successful tenderer(s) to mobilise it was agreed that the contracts for services 100 and 200 should be extended with the incumbent supplier (Arriva) from 31 March 2013 to expire 1 September 2013. This also had the advantage to enable contracts to change on the same date.
- 1.5 A Tender Evaluation Panel, comprising officers from Procurement & Commissioning and Travel and Transport Group developed evaluation criteria to identify the supplier offering the most cost-effective service to the required quality. Tenders were evaluated using a price/quality ratio of 60/40.
- 1.6 Compliant tenders were received from four bus operators. A range of alternative bids were also submitted and assessed, including options which offered a degree of commercial operation. While the longer term strategy for Park & Ride in Guildford aims to secure a fully commercial operation the Tender Evaluation Panel did not feel that these bids were advantageous to SCC and GBC at this stage, and they did not fully meet the existing service criteria.
- 1.7 The evaluation panel considered that an alternative package bid from Stagecoach (South) Ltd for all four contracts had the capability to deliver the service at the best value to GBC and SCC. Overall contract costs increased by approximately 2%.
- 1.8 Stagecoach (South) Ltd has extensive experience operating park & Ride services, including the Winchester Park & Ride network.
- 2.1 Stagecoach South Ltd has been awarded the contracts for the operation of service 100, 200 and 300 with effect from 1 September 2013. The contract for service 400 is scheduled to start Monday 21 October 2013, subject to the Onslow Park & Ride car park being completed.

2.2 It should be noted that Arriva has operated Park & Ride in Guildford on behalf of GBC and SCC for some 20 years, while Safeguard has provided the 300 Merrow service since 2010. Both bus companies have given excellent service and the change of supplier is not a reflection on the quality of work provided. A number of positive comments from passengers have been received about both operators.

### **Park & Ride Monthly Season Tickets**

2.3 Park & Ride users are offered a range of ticket options; daily, weekly and monthly. The price of each varies according to attractiveness of site and bus service offered. Spectrum 100 operates 5 buses/hour, a journey time to the Friary Bus Station of 9 minutes, an adult return fare of £2.40. Merrow 300 service operates 3 to 4 buses/hour with a journey time of 13 minutes and an adult return fare of £1.80.

2.4 At the three existing sites the cost of the monthly season ticket varies; Spectrum is £33, Artington is £31 and Merrow is £27. Currently these monthly tickets are not interchangeable for example if you buy a ticket for the Spectrum site you cannot park/travel on the Merrow service if Spectrum was full/busy.

2.5 Stagecoach (South) Ltd propose to offer Park & Ride customers the opportunity to purchase monthly season tickets online, as a smartcard. Using the commercial knowledge gained developing their online smartcard model Stagecoach advise that a four-weekly pass be issued rather than a calendar month, and that the four-weekly charge for the sites be standardised. The standard price also removes any confusion for users purchasing online. The pass could then be made more flexible and enable users to use all sites. Period tickets will still be available for purchase on bus from the driver.

2.6 A smartcard ticket has long been an aspiration for the Guildford Park & Ride network and will bring positive benefits to users. This new initiative should be introduced to coincide with the start of the Onslow Service 400 during October 2013.

2.7 It is recommended that a new four weekly ticket be offered to replace the current monthly season ticket. A standard charge of £30 for on bus purchase and £28 for tickets purchased online be introduced and usage monitored.

### **Onslow Park & Ride Fares**

2.8 Guildford Local Committee on 28 November 2012 approved a revised fares and pricing strategy to reduce the pressure on the Central Parking Zone surplus. It is anticipated that when the Onslow service has been established the fares will be consistent with this revised fares and pricing strategy, and will be in line with the longer term aspiration that the Onslow service may be operated on a commercial basis.

2.9 LSTF revenue funding has been secured to assist with the initial bus service operation costs, and the charges associated with running the car park. This revenue funding is available until March 2015.

2.10 To assist with generating usage of the new Onslow Park & Ride service it is recommended that the introductory fares are set at a lower rate to encourage

patronage. It is proposed that the initial Onslow fares will be set as follows: adult day return £1.50 and weekly £6.00. Specific targeted fares initiatives aimed to attract customers will also be considered. Comparable fares at the three existing sites are Artington £2.20/£8.80, Merrow £1.80/£7.20, Spectrum £2.40/£9.60.

- 2.11 Usage and performance of the Onslow site/service will be monitored with a further report to Guildford Local Committee during 2014.

#### **4. CONSULTATIONS:**

- 4.1 The Guildford Local Committee Task Group has been consulted on these proposals.

#### **5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

- 5.1 The slight increase to the contract costs for services 100, 200 and 300 will add pressure to the CPZ on-street account. This could be mitigated by additional fares revenue generated through the two phase fares revision agreed by GLC 28 November 2013. The initial phase was implemented January 2013 and a report will be presented to Guildford Local Committee 11 December 2013 to provide a revenue/patronage update.
- 5.2 The bus service running costs for service 400 and the car park operational costs for Onslow are funded through the LSTF grant until March 2015.

#### **6. EQUALITIES AND DIVERSITY IMPLICATIONS:**

- 6.1 There are no direct Equalities and Diversity implications as a result of this report.

#### **7. LOCALISM:**

- 7.1 Park & Ride is a sustainable transport choice, reducing congestion and enhancing the environment to the benefit of the wider Guildford community.

#### **8. OTHER IMPLICATIONS:**

##### 8.1 Sustainability implications

The provision and promotion of bus-based park & ride services encourages the use of sustainable transport, assists with reducing traffic congestion in Guildford town centre and reducing carbon emissions. Park and ride has positive sustainability outcomes.

#### **9. CONCLUSION AND RECOMMENDATIONS:**



- 9.1 The proposed fares amendments to the monthly season ticket will enhance the flexibility for regular users across all park & ride sites in Guildford, while the introductory fares for Onslow are designed to encourage use of this site.

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**10. WHAT HAPPENS NEXT:**

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- 10.1 The new contracts for the Guildford Park & Ride bus services started on 1 September 2013.
- 10.2 Subject to Committee approval the revised four weekly tickets, with smartcard option will be introduced to coincide with the start of the Onslow Service 400. Fares information will be included in all marketing and promotional material used for the Park & Ride services.

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**Contact Officer:**

David Ligertwood  
Passenger Transport Projects Team Manager  
020 8541 9323

**Consulted:**

GLC Task Group

**Annexes:**

N/A

**Sources/background papers:**

- Item 11 Review of Guildford Park & Ride Service Guildford Local Committee 28 November 2012
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## SURREY COUNTY COUNCIL

## LOCAL COMMITTEE FOR GUILDFORD

**DATE:** WEDNESDAY 18 SEPTEMBER 2013  
**LEAD OFFICER:** JOHN HILDER, SCC AREA HIGHWAY MANAGER SW  
**SUBJECT:** HIGHWAYS UPDATE  
**DIVISION:** ALL

**SUMMARY OF ISSUE:**

This report provides an update on the 2013/14 programme of minor highway works funded by this committee as well as Section 106 (developer funded) and Casualty Reduction Group (CRG) schemes.

**RECOMMENDATIONS:****The Local Committee is asked to:**

- (i) Note progress.
- (ii) Agree that an the allocation for the Lengsthman scheme be increased from £15,000 to £25,000.
- (iii) Agree to extend the 30mph speed limit in Send Barns Lane from its existing location, near the entrance to the medical centre, to a point near the junction with Kevan Drive, a distance of approximately 240m.
- (iv) Agree that a 30mph speed limit is introduced in Gole Road (currently 40mph) from the junction with the A243 Dawney Hill to a point approximately 1/2km to the west.

**REASONS FOR RECOMMENDATIONS:**

The committee is asked to allocate additional funding to the Lengsthman initiative in view of the ongoing interest expressed by several parish councils in addition to those who have already made bids.

<b>1. INTRODUCTION AND BACKGROUND:</b>
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1.1 Budgets available to this committee in 2013/14 are as follows.

	£
Capital ITS (Improvement) Schemes	263,000
Capital Maintenance	263,000
Revenue Maintenance	317,000
<b>Total</b>	<b>843,000</b>
And in addition	
<b>Community Enhancement Fund</b>	<b>50,000</b>

1.2 At the meeting of 13 March 2013 the committee agreed that this funding should be allocated as follows:-

**General Revenue Works**

New signs, bollards etc by Guildford team	£20,000
'Community Gang' for 48 weeks	£96,000
Jetter for 5 weeks	£25,000
Ad-hoc maintenance work by the Guildford team	£20,000
Reserve funding for the Lengthsman scheme	£15,000
<b>Sub total</b>	<b>£176,000</b>
ITS (improvement ) schemes	£424,000
Market Street Refurbishment	£120,000
<b>Total</b>	<b>£720,000</b>

1.3 The committee agreed the residual **£123,000** (843k – 720k) should be held in reserve against potential increases in costs since estimates made before design has commenced are indicative at best. Any surplus could be directed to LSR (surfacing) work later in the year.

## **2. SCHEME PROGRESS:**

### **LENGSTHMAN INITIATIVE**

2.1 The committee agreed to fund the following Lengthsman (or localism) bids from the £15,000 set aside for this initiative:-

Ash Parish Council	£4,800
Pirbright Parish Council	£864
Shere Parish Council	£3,500
Worplesdon Parish Council	<u>£5,000</u>
	£14,164

2.2 Following lengthy discussion with the area highways team Ash, Pirbright and Shere are expected to sign the formal agreements in the near future, releasing funding.

2.3 Worplesdon PC has now withdrawn its bid.

2.4 'The Horsleys' (up to six parishes to the east of Guildford town) had expressed interest in the initiative back in March, though they made no formal bid at that time. These parishes have been in discussion with the local member and area team, and intend to make a bid should additional funding be allocated by the committee.

2.5 With the withdrawal of Worplesdon approximately £6,000 Lengthsman funding is now unallocated. The Area Manager recommends that a further £10,000 is allocated from the £123,000 held in reserve and that he agrees or otherwise any further bids up to a total value of £16,000 in consultation with the Chairman and/or Vice Chairman of the committee.

### **MARKET STREET REFURBISHMENT**

2.6 Market Street refurbishment in block paving had been included in the 2012/13 LSR programme funded by this committee. However it was agreed it should be substituted with 'blacktop' surfacing schemes in view of the risk that the complexity of the scheme would mean that it would not be delivered by the end of that financial year, and funding has been allocated in 2013/14.

2.7 Market Street has been combined with North Street refurbishment Phase 2, which will see the steps and market/parking areas in North Street remodelled. Work started on site in August and is expected to complete by December.

### **CONSTRUCT 3 SCHEMES DEFERRED FROM 2012/13**

2.8 The estimated cost for all three schemes is **£180,000**.

**2.9 Pirbright Village Safety scheme**

- Final design to be agreed with PC in September, install Nov/Dec.

**2.10 Gole Road in Pirbright**

- The local committee meeting in June considered a petition from residents of Gole Road in Pirbright for measures to reduce vehicle speeds, and agreed this should be included as part of the village safety scheme. The design team recommend that a 30 speed limit is introduced in Gole Road (currently 40mph) from the junction with the A243 Dawney Hill to a point approximately 1/2km to the west, and that village gateways are installed at this location.

**2.11 Shere Village Safety Scheme**

- Exhibition in Shere first week of September, install Feb/March. Making Upper Street one-way or no-entry at one end is under consideration and may feature in 2014/15 programme.

**2.12 Pedestrian refuge in Portsmouth Road, Ripley**

- Parish Council has agreed preferred location at the village hall. Design being refined to accommodate lorries turning for access, install Oct/Nov.

**CONSTRUCT FURTHER SCHEMES AGREED AT 13 MARCH LC MEETING**

**2.13 Road table at Warren Road, Charlotteville**

- Design complete, install Oct/Nov. Estimated cost £15,000.

**2.14 Safer pedestrian crossing at rail bridge, Salt Box Road, Whitmoor Common**

- Design being developed by area team in consultation with countryside officers since located on common land. Install Feb/March. Estimated cost £20,000.

**2.15 Bus stop platform at The Street, Albury**

- Design complete, SCC structures team checking. Install Feb/March. Estimated cost £10,000.

**2.16 Anti-skid and bollards Queen Eleanor's Road, Dennisville**

- This road will be re-surfaced in 2014/15 under the project Horizon programme so anti-skid not necessary, focus on safety in the vicinity of the school. Install Feb/March. Estimated cost £15,000.

**2.17 Traffic calming Wodeland Avenue, Guildford**

- Design by SCC project team underway. Install Feb/March. Estimated cost £45,000.

#### **2.18 Zebra crossing Kings Road, Shalford**

- Design complete, install Sept/Oct. Estimated cost £50,000.

#### **2.19 Feasibility only, Hill Road level crossing, Brook**

- Design brief issued to project team. Estimated cost £2,000.

#### **2.20 Feasibility only safer pedestrian crossing points BVR/Aldershot Road Interchange slip roads**

- Design brief issued to project team. Estimated cost £2,000.

#### **2.21 Zebra crossing serving schools, Aldershot Road Westborough**

- Design complete. Estimated cost £50,000.

### **DESIGN ONLY 3 SCHEMES (FOR CONSTRUCTION IN 2014/15)**

#### **2.22 Woking Road j/w Jacobs Well Road junction improvement**

- The estimated cost for designing all three schemes is £35,000

#### **2.23 Jacobs Well Road j/w Clay Lane, junction improvement**

- Design brief issued to project team.

#### **2.24 Chertsey Rd j/w North Street, pedestrian amenity/environmental enhancement scheme**

- Design brief issued to project team.

### **SECTION 106 SCHEMES**

#### **2.25 Zebra crossing New Inn Lane**

- Complete.

#### **2.26 Pedestrian safety improvements A25 Epsom Road, Merrow**

- Upgrade pedestrian refuge and introduce road table at Horseshoe Lane West. Design brief issued to project team.

#### **2.27 Upgrade pedestrian refuge and introduce road table at Horseshoe Lane West.**

- Design brief issued to project team.

### **CASUALTY REDUCTION GROUP SCHEMES**

The central Road Safety Team fund low cost schemes at sites with clusters of accidents.

#### **2.28 Signs & anti-skid Ash Road j/w Guildford Road, Fox Corner**

- Design complete, install Nov/Dec.

#### **2.29 Dropped kerbs in Dorking Road in the vicinity of Chilworth Infants School, Chilworth**

- Design by project team in progress.

### **HIGH STREET SETTS**

2.30 In June the committee agreed a strategy for the future maintenance of Guildford High Street setts, which is to re-lay them in their entirety with work commencing in 2014/15.

2.31 A Steering Group has been established and met at the beginning of August. The meeting focussed on funding streams and opportunities, possible construction techniques and whether work should be carried out continuously or in stages. A more detailed update will be brought to the December committee meeting.

### **OTHER: EXTEND 30 MPH SPEED LIMIT A247 SEND BARNES LANE, SEND**

2.32 Send Parish Council requested the extension of the 30mph speed limit in Send Barnes Lane from its existing location, near the entrance to the medical centre, up to near Kevan Drive, a distance of approximately 240m.

2.33 Currently, the terminal signs are situated near the entrance to the medical centre and Send First School. Motorists travelling in a northerly direction in Send Barnes Lane towards the medical centre do not have adequate distance visibility to see the terminal signs as there is a bend. One personal injury collision has been recorded in the vicinity over the last three years.

2.34 The area manager and police support the requested extension of the 30mph limit and consider it will improve road safety along this section of road. The estimated installation cost is £3000.

### **3. OPTIONS:**

3.1 As discussed with members.



**4. CONSULTATIONS:**

4.1 Appropriate consultation will be carried out for all schemes.

**5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

5.1 Works will be carried out by SCC's term highways contractor, May Gurney, who won the term contract in a competitive tender process.

**6. EQUALITIES AND DIVERSITY IMPLICATIONS:**

6.1 None

**7. LOCALISM:**

7.1 Works and schemes are designed to improve and make safer the facilities for local communities in the borough.

7.2 The Lengsthman initiative allows parish councils to undertake enhanced maintenance of the public highway.

**8. OTHER IMPLICATIONS:**

8.1 None

**9. CONCLUSION AND RECOMMENDATIONS:**

9.1 As set out in the body of the report.

**10. WHAT HAPPENS NEXT:**

10.1 Officers will continue to progress the programme of schemes agreed by the committee.

**Contact Officer:**

SCC Area Highway Manager SW  
Tel 0300 200 1003

**Consulted:**

As described within the report

**Annexes:**

None

**Sources/background papers:**

Local Committee for Guildford Wednesday 13 March 2013 Item 10: 'Highways Update & Budget Allocations for 2013 2014'  
Local Committee for Guildford Wednesday 13 March 2013 Item 11: 'Localism in Highways: An Update on Devolved Highways Delivery'

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## SURREY COUNTY COUNCIL

## LOCAL COMMITTEE (GUILDFORD)

DATE: 18 SEPTEMBER 2013

LEAD OFFICER: ALAN CLARK, AREA COMMANDER, SURREY FIRE AND RESCUE SERVICE

SUBJECT: ANNUAL REPORT 2012-13

DIVISION: ALL GUILDFORD DIVISIONS



<p><b><u>SUMMARY OF ISSUE:</u></b></p> <p>The report appended as <b>Annex 1</b> outlines the major strands of activity being undertaken within the Guildford area by the Surrey Fire and Rescue Service (SFRS) teams based at Guildford and Gomshall Fire Stations.</p>
<p><b><u>RECOMMENDATIONS:</u></b></p> <p><b>The Local Committee (Guildford) is asked to:</b></p> <ul style="list-style-type: none"> <li>(i) Recognise the achievements of the borough teams within the Guildford Borough and support their commitment to improve initiatives to reduce risk and make the Guildford Borough safer through the delivery of the borough/station plan.</li> <li>(ii) Note the targets and initiatives set within the Guildford borough plan for 2012/13 and support the Fire and Rescue Service in the delivery of this plan.</li> </ul>
<p><b><u>REASONS FOR RECOMMENDATIONS:</u></b></p> <p>To update the Local Committee (Guildford) on the work of Surrey Fire and Rescue Service teams within the borough.</p>
<p><b>Please refer to the annual report appended as Annex 1.</b></p>

**Contact Officer:** Assistant Group Commander Alan Grant

**Consulted:** SFRS officers

**Annexes:** Annex 1 – Annual Report

**Sources/background papers:**

- SFRS Public Safety Plan
- [www.surrey-fire.gov.uk](http://www.surrey-fire.gov.uk)

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MISSION

**To provide a professional and well supported Fire and Rescue Service which reduces community risk in order to save lives, relieve suffering, protect property and the environment**

*Surrey Fire and Rescue  
Local Committee Report*

*April 2012 – March 2013*

*Completed by*

*Station Manager Alan Grant*

*Community Impact Officer West Area*

*Guildford Borough*

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## KEY ISSUE

- 1.1 This report outlines the major strands of activity being undertaken within Guildford area by the Surrey Fire and Rescue Service (SFRS) teams based at Guildford and Gomshall Fire Stations.

## SUMMARY

- 1.2 The report contains information on the various activities undertaken by the Borough team to reduce the risk from fire, water and road traffic incidents to the residents of Guildford Borough, including direct contact, public education programmes and campaigns.

## OFFICER RECOMMENDATIONS

### **The Local Committee is asked to:**

- 1.3 Recognise the achievements of the borough teams within Guildford Borough and support their commitment to improve initiatives to reduce risk and make Guildford Borough safer through the delivery of the borough/station plan.
- 1.4 Note the targets and initiatives set within the Guildford borough plan for 2012/13 and support the Fire and Rescue Service in the delivery of this plan.
- 1.5 Support the achievements of the retained duty personnel at Guildford and Gomshall and acknowledge the availability offered by employers who release staff, and those who are self-employed.

## GUILDFORD STATISTICS

Within Service/Borough Target	
Close to Service/Borough Target	
Above Service/Borough Target - Action Required	
<b>Key Performance Indicators for 2012/13</b>	
	<b>2012/2013</b>
	<b>2011/2012</b>
Percentage of Fires attended in dwellings with no smoke detection fitted	Service Target < 38%
	Service Target < 38%
	17%
	33%
No of fatalities due to primary fires	Service Target 7
	Service Target 7
	3
	1
No of injuries arising from accidental dwelling fires	Borough Target 4
	Borough Target 4
	2
	8
No of false alarms caused by AFA's (automatic fire alarms)	Borough Target 251
	Borough Target 327
	348
	338
No of calls to malicious false alarms attended	Borough Target 10
	Borough Target 16
	17
	16
No of deliberate Primary & Secondary Fires (excluding vehicles)	Borough Target 90
	Borough Target 104
	85
	112
No of deliberate & Secondary vehicle fires	Borough Target 26
	Borough Target 33
	15
	12
No of calls to fires attended - primary	Borough Target 140
	Borough Target 190
	156
	153
No of calls to fires attended - Accidental fires in dwellings	Borough Target 45
	Borough Target 64
	51
	55
Percentage of accidental dwelling fires confined to room of origin	Borough Target >91%
	Borough Target >91%
	90%
	87%
No of fires in non domestic premises	Borough Target 20
	Borough Target 33
	22
	27
No of HFSVs (Home Fire Safety Visits)	Service Target % at Risk >60%
Visits to Risk Households	Service Target % at Risk >60%
Total Visits	143 (67%)
	281 (59%)
	212
	476



## REPORTING AGAINST TARGETS NOT ACHIEVED

### 1.6 Automatic Fire Alarms (AFAs)

2012/2013	2011/2012
Borough Target 251	Borough Target 337
348	338

- 1.7 Although Guildford has a high level of AFAs in the Guildford area, most of the repeat offenders are down to the boroughs hospitals. This does not mean that we are not doing anything about this. Our protection teams are working closely with Farnham Road and Royal Surrey Hospitals to see if improving procedures in relation to AFAs can reduce the amount of calls that require a fire service appliance from attending.

### 1.8 Number of Malicious False Alarms attended.

2012/2013	2011/2012
Borough Target 10	Borough Target 16
17	16

- 1.9 No repeat offenders or patterns have been identified within the borough. The Community Impact (CI) team will continue to monitor this and will report any findings to the JAG or CIAG meetings as appropriate and will continue to work closely with partners to reduce malicious calls within the Guildford Borough

## COMMUNITY FIRE PROTECTION

## 1.10

Figures for 2012	
Prosecutions	<b>0</b>
Prohibition Notice - Formal	<b>0</b>
Enforcement Notice - Formal	<b>2</b>
Deficiencies Notice - Informal	<b>37</b>
Licensing Consultations	<b>46</b>
Building Regulation Consultations	<b>222</b>

## COMMUNITY FIRE PREVENTION

1.11 We will undertake intelligence-based Home Fire Safety Visits (HFSV), in the areas most in need of this service, using the provided data and local knowledge to target this work. Currently a target of 60% is expected for our crews to reach vulnerable people and the most at risk from fire in our communities. SFRS will work closely with Adult and Social Care teams to ensure the following are targeted.

- Adults over the age of 65 (Worse at 75)
- Individuals who live alone
- Individuals with Mental Health illnesses, including Dementia & Memory Loss
- Individuals with disability and mobility difficulties
- Individuals who are either Alcohol or Drug dependant
- Individuals who smoke (The above will be compounded if coupled with smoking)

## 1.12

2012/2013	2011/2012
Service Target % at Risk >60%	Service Target % at Risk >60%
143 (67%)	281 (59%)
<b>212</b>	<b>476</b>

## SAFEGUARDING REFERRALS

1.13 The Service works in collaboration with Social Services to ensure vulnerable adults/children are identified and care action plan is formulated.

2012/2013	2011/2012
Totals	Totals
26	15

## VOLUNTEERS SERVICE

- 1.14 Our Volunteers assist firefighters in prevention and education activities. The volunteers work alongside the firefighters delivering crucial safety information to the general public at a wide variety of events, from Open Days to Public Events, and also delivering Home Fire Safety visits to the general public. Our volunteering scheme has proved to be highly successful and we have a high number of volunteers out in the community assisting our firefighters in delivering safety information, as a result we have managed to reach more households and importantly, more vulnerable people.
- 1.15 If you know of anyone who would be interested in becoming a volunteer for the service please can you provide this link for them which gives you all the information you need to know about being a [Surrey Fire Volunteer](http://www.surreyfirevolunteer.org). ([www.surreyfirevolunteer.org](http://www.surreyfirevolunteer.org))

## COMMUNITY RISK REDUCTION

### 1.16 Community Fire Protection

(Add commentary here)

### 1.17 Community Fire Prevention

- 1.18 Due to the particularly wet weather throughout 2012 very little action has been required from Guildford crews to attend wildfire incidents. During April wildfire patrols took place in areas that required a fire service presence. Although outwardly crews have not been highly visible in relation to wildfires and lot of internal work has been carried out to update fire plans of commons, identify tracks suitable for certain fire service vehicles. Additional work is being carried out for the entire service with a dedicated wildfire officer to improve wildfire procedures, policies and training, which is reflected through other Fire services and national guidance.
- 1.19 Guildford crews have attended various mini targeted campaigns identifying streets where people are at a higher risk of fires. A large campaign was completed in stoke during the early part of 2012 and a joint campaign with Guildford university which targeted senior citizens was carried out by white watch.

### 1.20 Volunteers Service

- 1.21 Within the Guildford borough volunteers have supported the fire station open day which raised nearly £700 for the firefighter's charity. They have played a supportive role with the targeted HFSVs ensuring that the most vulnerable individuals are approached to ensure they are safe in their homes from fire related issues.

## COMMUNITY ENGAGEMENT

### Education

- 1.22 The Services education team currently attends Special Educational Needs schools to deliver fire safety advice.

Number of Schools	Number of Pupils
6	80

### Junior Citizens

- 1.23 In June the service supported Guildford Boroughs highly successful Junior Citizens scheme aimed at children aged between 10-11 years (Year 6)

Number of Days	Number of Pupils
10	1063

### Firewise Scheme

- 1.24 The Service has a successful referral scheme aimed at young people, who have shown an interest in fire setting.

Guildford Borough	
Number of Referrals	6

### Youth Engagement Scheme

- 1.25 Youth Engagement Scheme is an innovative scheme run by the Service with support from partners such as the youth support service, Brooklands College. (Public service tutors) The aim of the scheme is to divert young people from anti-social behavior and youth crime.

Guildford Borough	
Total Number of Referrals	9
Total Number Offered Taster Session	3
Total Number Started	1
Total Number Graduated	1

### Safe Drive Stay Alive

- 1.26 The Services main aim has always been to reduce the injuries and deaths of young people aged 16-25. This is achieving through various activities, mainly Safe Drive Stay Alive.

Guildford Borough	
Number of Pupils	1540

## WHAT HAPPENS NEXT

- 1.27 Members asked to support the Station(s) plan for 2013/2014  
 Members asked to recognise good performance by Guildford personnel in 2012/2013

**LEAD OFFICER:** Alan Clark, Area Manager

**TELEPHONE NUMBER:** 01737 242444

**E-MAIL:** alan.clark@surreycc.gov.uk

**CONTACT OFFICER:** Alan Grant Station Manager – Community Impact – West

**TELEPHONE NUMBER:** 01737 242444

**E-MAIL:** alan.grant@surreycc.gov.uk

**BACKGROUND PAPERS:** Guildford Borough Plan 2012/2013  
 SFRS Public Safety Plan.  
 Web: [www.surrey-fire.gov.uk](http://www.surrey-fire.gov.uk)

<b>File Ref:</b> Guildford Borough Report April 2012-March 2013	<b>Owner:</b> SM Alan Grant Community Impact West Area
<b>Date of Issue:</b> 24/08/2012	<b>Version Number:</b> 5
<b>Consulted:</b> Yes	

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**SURREY COUNTY COUNCIL**

**LOCAL COMMITTEE (GUILDFORD)**

**DATE:** 18 SEPTEMBER 2013  
**LEAD OFFICER:** CAROLYN ANDERSON  
**COMMUNITY PARTNERSHIPS & COMMITTEE OFFICER**

**SUBJECT:** LOCAL COMMITTEE FORWARD PROGRAMME

**DIVISION:** ALL

**SUMMARY OF ISSUE:**

The Forward Programme of reports for the Local Committee for 2013/14.

**RECOMMENDATIONS:**

**The Local Committee (Guildford) is asked to**

- a) Agree the Forward Programme 2013/14, as outlined in **Annexe 1**, indicating any further preferences for inclusion.
- b) Consider any further themes for Member briefings during 2013/14.

**REASONS FOR RECOMMENDATIONS:**

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

**1. INTRODUCTION AND BACKGROUND:**

- 1.1 The Forward Programme of the Local Committee is revised at each Committee meeting. Members are requested to propose any additional items for inclusion on the Programme.

**2. ANALYSIS:**

- 2.1 Officers are required to investigate and consult with the appropriate services, partners or other agencies on the purpose, content and timing of future reports. As these negotiations are concluded then items are added to the Programme.

**3. OPTIONS:**

- 3.1 It is prudent and practical for the Local Committee to produce and maintain a business forward plan.

**4. CONSULTATIONS:**

4.1 Local Committee members are consulted.

**5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

5.1 None

**6. EQUALITIES AND DIVERSITY IMPLICATIONS:**

6.1 None

**7. LOCALISM:**

7.1 The Local Committee will receive reports relating to communities within the borough.

**8. OTHER IMPLICATIONS:**

8.1 None

**9. CONCLUSION AND RECOMMENDATIONS:**

9.1 Members are asked to agree the Forward Programme

**10. WHAT HAPPENS NEXT:**

10.1 Officers will progress any member request and schedule reports for future meetings

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**Contact Officer:**

Carolyn Anderson                      01483 517336  
Carolyn.anderson@surreycc.gov.uk

**Consulted:**

Guildford Local Committee members

**Annexes:**

Annexe 1 Forward Programme

**Sources/background papers:**

- None
-



## Surrey County Council Local Committee (Guildford) Forward Programme 2013/14

Details of future meetings			
	11 December 2013	7pm	Guildford Borough Council Chamber
	12 March 2014	7pm	Pirbright Village Hall

Topic	Purpose	Contact Officers	Proposed date
General Items			
Youth Services	Youth Small Grants report	Jenny Smith	11 Dec 2013

Topic	Purpose	Contact Officers	Proposed date
Transportation Items			
Highways	Local Sustainable Transport Fund 2013/14	David Ligertwood	11 Dec 2013
Highways	Highways Update & Budget 2014/15	John Hilder	11 Dec 2013
Highways	Operation Horizon update	Mark Borland	14 March 2014
Highways	Borough Drainage Plan	Mark Borland	TBC
Parking	Out of town review update	Guildford Borough Council	11 Dec 2013

Please note the Forward Programme may be subject to change.

**ANNEXE 1**

<b>Topic</b>	<b>Purpose</b>	<b>Contact Officers</b>	<b>Proposed date</b>
Parking	New parking enforcement arrangements	David Curl	11 Dec 2014

ITEM 14