

Agenda

Guildford
Local Committee

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

Discussion

Starting at 7pm, there will be up to 30 minutes for members of the public to ask questions on Surrey County Council matters.

In addition the key items on this agenda are:

- Proposed amendments to the access to Byway Open To All Traffic No 518
- Proposed parking amendments
- Highways update on 2016/17 and 2017/18 schemes



Venue

Location: Council Chamber,
Guildford Borough
Council, Millmead House,
Millmead, Guildford,
Surrey, GU2 4BB

Date: Thursday, 6 July 2017

Time: 7.00 pm



SURREY

Get involved

You can get involved in the following ways

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.



Attending the Local Committee meeting

Your committee officer is here to help.

Email: michelle.collins@surreycc.gov.uk

Tel: 01483 518093 (text or phone)

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



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This is a meeting in public.

Please contact **Michelle Collins** using the above contact details:

- If you would like a copy of this agenda or the attached papers in another format, e.g. large print, Braille, or another language
- If you would like to attend and you have any **additional needs, e.g. access or hearing loop**
- If you would like to talk about something in today's meeting or have a local initiative or concern.

MOBILE TECHNOLOGY AND FILMING – ACCEPTABLE USE

Those attending for the purpose of reporting on the meeting may use social media or mobile devices in silent mode to send electronic messages about the progress of the public parts of the meeting. **To support this, County Hall has wifi available for visitors – please ask at reception for details.**

Anyone is permitted to film, record or take photographs at council meetings. Please liaise with the council officer listed in the agenda prior to the start of the meeting so that those attending the meeting can be made aware of any filming taking place.

Use of mobile devices, including for the purpose of recording or filming a meeting, is subject to no interruptions, distractions or interference being caused to the PA or Induction Loop systems, or any general disturbance to proceedings. The Chairman may ask for mobile devices to be switched off in these circumstances.

It is requested that if you are not using your mobile device for any of the activities outlined above, it be switched off or placed in silent mode during the meeting to prevent interruptions and interference with PA and Induction Loop systems.

Thank you for your co-operation

Note: This meeting may be filmed for live or subsequent broadcast via the Council's internet site - at the start of the meeting the Chairman will confirm if all or part of the meeting is being filmed. The images and sound recording may be used for training purposes within the Council.

Generally the public seating areas are not filmed. However by entering the meeting room and using the public seating area, you are consenting to being filmed and to the possible use of those images and sound recordings for webcasting and/or training purposes.

*If you have any queries regarding this, please contact the representative of **Legal and Democratic Services** at the meeting.*



Surrey County Council Appointed Members

Mr Keith Taylor, Shere (Chairman)
Mr Mark Brett-Warburton, Guildford South East
Mr Graham Ellwood, Guildford East
Mrs Angela Goodwin, Guildford North
Mr David Goodwin, Guildford South West
Mr Matt Furniss, Shalford
Mrs Julie Iles, Horsleys
Mrs Marsha Moseley, Ash
Mrs Fiona White, Guildford West
Mr Keith Witham, Worplesdon

Borough Council Appointed Members

Cllr Paul Spooner, Ash South and Tongham (Vice-Chairman)
Cllr David Bilbe, Normandy
Cllr Nils Christiansen, Holy Trinity
Cllr Nigel Kearse, Ash South and Tongham
Cllr Julia McShane, Westborough
Cllr Tony Philips, Onslow
Cllr Mike Piper, Burpham
Cllr David Reeve, Clandon and Horsley
Cllr Matthew Sarti, Clandon and Horsley
Cllr David Wright, Tillingbourne

Chief Executive
David McNulty

Guildford Borough Council Reserve Members

Cllr Mike Parsons
Cllr Jo Randall
Cllr Tony Rooth
Cllr Gillian Harwood
Cllr Caroline Reeves
Cllr Pauline Searle
Cllr Mike Hurdle
Cllr Susan Parker

1 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS

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

2 MINUTES OF PREVIOUS MEETING

(Pages 1 - 6)

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

3 DECISION TRACKER

(Pages 7 - 12)

The report updates the committee on the progress on decisions that have been made at previous meetings.

4 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.

5 CHAIRMAN'S ANNOUNCEMENTS

To receive any Chairman's announcements.

6 PETITIONS & LETTERS OF REPRESENTATION

To receive any petitions in accordance with Standing Order 65 or letters of representation in accordance with the Local Protocol. An officer response will be provided to each petition / letter of representation. No petitions have been received to be considered at this meeting.

7 PUBLIC QUESTION TIME

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

8 MEMBER QUESTION TIME

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

9 PROPOSED PROHIBITION OF ALL VEHICLES ON PART OF BYWAYS OPEN TO ALL TRAFFIC NOS. 518 & 519 AMENDMENT ORDER (Pages 13 - 22)

The Local Committee is asked to approve the publication of a Notice of Intention to make a Traffic Regulation Order Amendment Order and to delegate the decision on whether to proceed with the making of an Order.

10 GUILDFORD ON-STREET PARKING REVIEW - CONSIDERATION OF REPRESENTATIONS AND AUTHORITY TO IMPLEMENT PROPOSALS (Pages 23 - 102)

This report presents the representations resulting from the formal advertisement of proposals for new or changed parking restrictions in Annandale Road, Duncan Drive, the Millmead area, The Oval and Vicarage Gate. The Committee is asked to consider the comments received and decide whether or not to make traffic regulation orders needed to introduce the proposals.

11 HIGHWAYS UPDATE (Pages 103 - 120)

This report provides an update on the 2016/17 programmes of highway improvement and maintenance works funded by this committee. The report also details the 2017/18 highways budget devolved to this committee, which was confirmed by Cabinet on the 28th March 2018.

12 COMMUNITY SAFETY FUNDING (Pages 121 - 124)

The local committee has a delegated budget of £3,000 for community safety projects in 2017/18. This report sets out the process by which this funding should be allocated to the Community Safety Partnership and/or other local community organisations that promote the safety and wellbeing of residents.

13 LOCAL COMMITTEE TASK GROUPS - NOMINATIONS (Pages 125 - 130)

This report seeks the approval of local committee task group members and the appointment of representatives to external bodies.

14 FORWARD PROGRAMME

The Guildford Local Committee is due to meet formally on the following dates:

- Tuesday 19 September 2017
- Wednesday 6 December 2017
- Wednesday 21 March 2018

Members are asked to consider what items they would like to see on the agenda for these meetings.

DRAFT

Minutes of the meeting of the
Guildford Local Committee
 Held at 7.00pm on 22 March 2017
 at Guildford Borough Council, Millmead, Guildford GU2 4BB

Surrey County Council Members:

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

Borough/District Members

- * Cllr Matt Furniss, Christchurch (Vice-Chairman)
- * Cllr David Bilbe, Normandy
- Cllr Nigel Manning, Ash Vale
- * Cllr Julia McShane, Westborough
- Cllr Tony Phillips, Onslow
- Cllr Tony Rooth, Pilgrims
- * Cllr David Wright, Tillingbourne
- * Cllr Illman, Shalford
- * Cllr Reeve, Clandon & Horsley
- Cllr Sarti, Clandon & Horsley

* In attendance

01/17 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS

Apologies were received from Marsha Moseley, Michael Illman, Nigel Manning, Tony Rooth and Matthew Sarti. Jo Randall substituted for Matthew Sarti.

02/17 MINUTES OF PREVIOUS MEETING

The minutes of the meeting held on 13 December 2016 were agreed as a true and accurate record of the meeting and were duly signed by the Chairman.

03/17 DECLARATIONS OF INTEREST

There were no declarations of pecuniary interest.

04/17 CHAIRMAN'S ANNOUNCEMENTS

The Chairman reported that John Hilder was currently recovering after

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surgery and his role would be covered by Frank Apicella until he returned. The Committee extended their best wishes to John for a speedy recovery.

It was also noted that this would be the last meeting for County Councillors Bill Barker and Pauline Searle who would not be standing in the May elections. They were both thanked for their contributions to the work of the Committee.

05/17 PETITIONS & LETTERS OF REPRESENTATION

There were two petitions presented to the Committee.

The first petition was presented by Mrs Candace Brooks:

Following yet another serious car crash at the intersection between the A25 Shere Road and A248 Albury Road, we the residents of Shere, Albury and the surrounding villages ask that the council put this junction under immediate review and put in place some sort of solution to this treacherous piece of road. As residents of the area, we are all too familiar with the sight of an air ambulance parked on the road, air lifting someone to the nearest trauma hospital. Today, we witnessed yet another accident which has resulted in 3 people being seriously injured, one of which life threatening. It is time to put a halt to these unnecessary and deadly accidents. The junction needs to be reconfigured and with speed calming measurements to ensure the safety of all motorists and cyclist alike.”

The following written response was provided:

Whilst we recognise that there have been collisions occurring at the junction, it is hoped that the reduction of 20mph on the approaching speed limit will have a beneficial influence and reduce the occurrences of these collisions. The scheme has only recently been completed and whilst it generally takes about 6 months for these changes to settle down and take effect, we will continue to monitor the location. If it is deemed that further works are required then this will be investigated further by the Casualty Reduction Working Group, and an integrated Transport Plan scheme may be the solution.

It was noted that at their meeting in June 2016 the Committee agreed to introduce a 40 mph speed limit on the A25 Shere Road between Clandon Crossroads and a point approximately 50 metres to the east of Sherbourne Road. This new speed limit had recently been implemented.

The new limit leaves Sherbourne Road unrestricted (subject to the 60 mph national speed limit) between the A25 and the existing 30 mph limit on the approach to the village. The proposal under agenda Item 10 was to introduce a 40 mph limit in the interest of consistency and road safety. This measure is supported by the police and Albury Parish Council.

It was noted that detailed statistics of accidents on the road needed to be brought to the Committee when being further considered.

In the second, Mr Simon Slater presented a petition to insist that Surrey County Council must reinstate Byrefield Road as part of ‘Project Horizon’ to replace the crumbling concrete sub-layer and resurface the whole road. Originally scheduled under this project, the

road was suddenly dropped from the list despite its appalling condition. Currently used by approximately 70 buses a day, together with considerable through traffic, we contend the road's current state is causing long term damage to houses, vehicles and other traffic, together with issues over safety. We urge SCC to reinstate Byrefield Road, Stoughton Ward on the Project Horizon list as a matter of urgency.

Mr Slater also passed the Chairman a letter from Aviva supporting resurfacing due to the negative impact that the current road surface had on their vehicles.

The following written response was given to Mr Slater:

We are currently in year 4 of Operation Horizon, our innovative 5 year road resurfacing programme. To date the programme has achieved a 30% reduction in the length of roads that are in a poor condition, a 15% reduction in cost, and improved quality, with 95% of schemes having a 10-year warranty.

However, we have more schemes on the list than we can afford to do in the five years. We are also facing further challenges from reduced budgets and increased pressure from other roads that have deteriorated since the original Horizon lists was published.

Over the last 18 months we have been assessing existing schemes from the original Horizon list along with recently identified potential schemes generated from condition surveys, which we carry out in accordance with best practice guidance, for inclusion on Surrey's Horizon 2 programme.

All roads on the Horizon programme have been prioritised in accordance with best practice guidance on asset management and in accordance with the cabinet approved prioritisation process. The process does not take account of customer complaints as you have inferred but criteria including: condition; network priority; risk and network management.

The full prioritisation process is published on our website:

<https://www.surreycc.gov.uk/roads-and-transport/road-maintenance-and-cleaning/maintaining-our-roads-and-pavements/how-we-prioritise-road-maintenance>

All the schemes have been prioritised against others countywide into a new list and unfortunately Byrefield Road did not score enough to feature in our planned works programme. The number of schemes involved (some 800+) means not all the schemes on prior Horizon lists or newly identified schemes from condition surveys will now appear on the new version.

I realise that this information will be disappointing for you. It will continue to be inspected and any defects at intervention level will be repaired under routine maintenance.

The Divisional County Councillor thanked Mr Slater for bringing the petition to the attention of the Committee. It was noted that upto 8 buses per hour used the road and had been on a priority list for some considerable time.

It was agreed that the issue would be taken back to the Horizon Team and ask them to check that it had been accurately assessed and also

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include the letter from Aviva.

07/17 MEMBER QUESTION TIME

One written question was received from County Councillor David Goodwin asking how many, and what were the locations of publicly available electric vehicle recharging points in the Borough of Guildford? What plans were there for further installations?

It was noted that Guildford Borough Council operate a green permit scheme in their car parks. Electric car owners can get a permit which allows them to use free parking bays in Bedford Road Multi Storey or three hours free in addition to any time they purchase in any of the council's pay and display car parks. The number of users has increased rapidly over the last few years and there are now 70 registered with the scheme.

There are a number of existing electric vehicle charging points in the borough: Waitrose, York Road (4), Philips Electronics, Guildford Business Park (2), Vines BMW (5) and Toyota Guildford (2), Slyfield Industrial Estate, Earth Station, Normandy Business Park (2), Little Chef (2) Wisley South, RHS Gradens (4), Wisley North, White Hart Meadows (4) and Talbot Hotel (2), Ripley

In addition, there were electric charging points to support car club cars in: Dapdune Road, Walnut Tree Close and Poltimore Road. Further charging points were planned for: Millmead Car Park, G Live, Millbrook and the new Guildford Park Car Park.

08/17 TUNSGATE PUBLIC REALM SCHEME

This item was introduced by Gaurav Choksi, Development Project Officer with Guildford Borough Council. It was noted that this area fell within the Guildford South East Division, not Guildford South West as stated in the report.

It was noted that this area contained a high proportion of Guildford's heritage and cultural assets and institutions. It is anticipated that there would be a significant increase in footfall when the shopping area is opened in October 2017.

It was noted that the intention of the scheme was to provide enhanced public realm in the area, with improved connections between the castle and its grounds with the rest of the town centre through enhancements of Tunsgate.

Members were extremely complimentary about the scheme and in particular passed positive comments about the level of local consultation that had taken place in relation to adequate provision for disabled parking.

It was noted that care would need to be taken during the construction phase to ensure that large delivery vehicles did not block Castle Hill.

The Local Committee (Guildford) agreed:

- (i) The following principles for the Tunsgate Public Realm Scheme :
 - a. That Tunsgate becomes a pedestrianised road from the

junction with Castle Street. Access restrictions for vehicles will be similar to those in the High Street but extend later into the evening.

- b. That the existing pay & display and disabled parking spaces in Tunsgate are removed, with alternative disabled spaces introduced in the near locality.
- (ii) That decisions regarding details of the scheme are delegated to Area Highways Manager in consultation with the Chairman and Vice Chairman of the Committee and local councillors.
 - (iii) To delegate authority to the Area Highways Manager to take necessary steps to implement the scheme and advertise any formal orders needed to create the changes agreed. Should any objections be received to proposed orders delegate determination of those objections to the Area Highway Manager in consultation with the Chairman and Vice Chairman of the Committee.
 - (iv) That Surrey County Council work in partnership with Guildford Borough Council on this project and in delivery of the scheme.

09/17 GUILDFORD ON-STREET PARKING REVIEW - DEVELOPED PROPOSALS REPORT

This item was introduced by Kevin McKee, Parking Services Manager for Guildford Borough Council and presented recommendations for proposed changes to the formalised parking controls, to address various 'local' issues raised, primarily within the Guildford town centre controlled parking zone.

The following addendum was circulated to Members:

Additional proposed changes to disabled only parking places

- Alresford Road, Guildford – outside No.15 – introduce a new formalised disabled parking place, converting part of the existing 2-hour limited waiting or Permit J shared-use parking place,
- Spiceall, Compton – outside No.36 – revoke and remove the existing disabled parking place,
- The Oval, Wood Street Village – outside Nos.17&19 - revoke and remove the existing disabled parking place.

It was noted that Blue badge holders could park in disabled parking bays without time limit or on yellow lines, not subject to loading restrictions, for up to three hours and were exempt from charges for parking on-street. They could also park for an unlimited period in residents only, shared-use or limited waiting parking places.

The Local Committee (Guildford) agreed:

- (i) to formally advertise Surrey County Council's intention to make an order to give effect to the proposals shown in ANNEXE 2, and also those included in the ADDENDUM, which propose to amend the provision of disabled parking places in Alresford Road (Guildford), Spiceall (Compton) and The Oval (Wood Street Village). If any representations are received they be reported to a future meeting of the Committee for consideration,

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or if no representations are received, the Traffic Regulation Order (TRO) will be made.

10/17 HIGHWAYS UPDATE

This item was introduced by Frank Apicella, Acting Highways Area Engineer (SW). It was noted that five ITS schemes would not be completed in the current financial year and that some cluster fund work would also be outstanding. This amounted to about £137,000 in total.

It was noted that the 2017/18 budget had not been determined and it was felt sensible to convene a further meeting of the Transportation Task Group when the budget was announced if appropriate.

The Local Committee (Guildford) agreed:

- (i) To note progress of the 2016/17 programme of highway works and operations detailed at **Annex 1**.
- (ii) That the first call on the budget for 2017/18 is the cost of completing 2016/17 schemes, estimated at 137k
- (iii) That once the available budget for 2017/18 is known the Transportation Task Group meets to review the allocations made at the December meeting with their recommendations coming to the committee meeting in June.
- (iv) To promote a 40mph speed limit in Sherbourne Road, Albury between the newly introduced 40mph limit on the 25 Shere Road and the existing 30mph limit on the approach to the village.
- (v) To note the responses to the formal consultation on proposed parking restrictions in the Boxgrove area at **Annex 2** and to proceed with their introduction.

11/17 DECISION TRACKER (FOR INFORMATION)

Members noted progress on the decision tracker.

Local Committee Guildford Decision Tracker

This Tracker monitors progress against the decisions that the local committee has made. It is updated after each committee using the 'RAG' (red, amber, green) ratings below.

Green: Actions are on track and progressing as expected towards the agreed deadline.

Amber: Action is off track but corrective measures are in place to meet the original or updated deadline.

Red: Action has not been progressed and is off track. Deadline will not be met.

NB. Once actions have been reported to the committee as complete, they are removed from the tracker.

Meeting Date	Item	Decision	Due By	RAG	Officer	Comment or Update
22 March 2017	9	Parking Proposals - The Local Committee (Guildford) agreed: (i) to formally advertise Surrey County Council's intention to make an order to give effect to the proposals shown in ANNEXE 2, and also those included in the ADDENDUM, which propose to amend the provision of disabled parking places in Alresford Road (Guildford), Spiceall (Compton) and The Oval (Wood Street Village). If any representations are received they be reported to a future meeting of the Committee for consideration, or if no representations are received, the Traffic Regulation Order (TRO) will be made.	July 2017	A	Kevin McKee / Andy Harkin	Advertisement due to commence 7 July 2017, with representations reported back to either the September or December 2017 meeting
22 March 2017		Tunsgate Realm Scheme - (i) the following principles for the Tunsgate Public Realm Scheme : a. That Tunsgate becomes a gated pedestrianised road from the junction with Castle Street. Access restrictions for vehicles	September 2017	G		

		<p>will be similar to those in the High Street but extend later into the evening.</p> <p>b. That the existing pay & display and disabled parking spaces in Tunsgate are removed, with alternative disabled spaces introduced in the near locality.</p> <p>(ii) That decisions regarding details of the scheme are delegated to Area Highways Manager in consultation with the Chairman and Vice Chairman of the Committee and local councillors.</p> <p>(iii) To delegate authority to the Area Highways Manager to take necessary steps to implement the scheme and advertise any formal orders needed to create the changes agreed. Should any objections be received to proposed orders delegate determination of those objections to the Area Highway Manager in consultation with the Chairman and Vice Chairman of the Committee.</p> <p>(iv) that Surrey County Council work in partnership with Guildford Borough Council on this project and in delivery of the scheme.</p>				
22 March 2017	7	Question – The trial for a one-way street along Walnut Tree Close to start in August 2017	August 2017	G	Rob Curtis	
22 March 2017	7	Question – It was agreed that the Area Highways Manager would report back to GBUG on the work linking in with the cycling officer	July 2017	A	Frank Apicella	
22 March 2017	5	Petition – It was agreed that the Area Highways Manager would ask the Project Horizon team to check whether Byrefield Road had been	July 2017	A	Frank Apicella	

		accurately assessed and also include the letter from Aviva.				
13 Dec 2016	9	<p>The Local Committee (Guildford) agreed:</p> <p>(i) that reviews are combined and deal with issues both in the CPZ and non-CPZs areas,</p> <p>(ii) that reviews are limited in scope to deal with around 50 items/locations, and prioritisation is given to safety issues,</p> <p>(iii) that permit schemes or changes to them are considered if residents can demonstrate a groundswell of opinion clearly in support of such amendments,</p> <p>(iv) that disabled bay, vehicle crossover and less controversial is</p> <p>(v) to formally advertise Surrey County Council's intention to make an order to give effect to the proposals for Annandale Road, Duncan Drive, the Millmead Terrace area, The Oval and Vicarage Gate, shown in ANNEXE 5. If any representations are received they be reported to a future meeting of the Committee for consideration, or if no representations are received, the Traffic Regulation Order (TRO) will be made.</p> <p>(vi) to develop and formally advertise Surrey County Council's intention to make an order to give effect to the proposals for, Alresford Road, Maori Road, St Omer Road, Sycamore Road, Upperton Road, Warren Road and Woodbridge Road, listed in Paragraph 2.15, If any</p>	March 2017	G	Kevin McKee / Andy Harkin	<p>In respect to (v) & (vi), the representations resulting from the formal advertisement are being reported to the 7 July 2017 meeting, and if the officer recommendation is agreed, implementation is expect by the end of 2017.</p> <p>In respect to (vii), see Item 9, 22 March 2017</p>

		representations are received they be reported to a future meeting of the Committee for consideration, or if no representations are received, the Traffic Regulation Order (TRO) will be made. (vii) That officers discuss further with local borough and county councillors the possibility of making changes in respect to the 40 or so 'Local' issues shown in ANNEXE 4, and develop proposals in a number of these locations, to be reported back to the Committee in March 2017, with sues are fast-tracked, and formally advertised as early in the review process as possible,				
13 Dec 2016	6	Cllr Ellwood to liaise with Mr White regarding raising issues with Aldi	July 2017	A	Cllr Ellwood	
8 Dec 2015	5	Jacobs Well resurfacing of pavements petition		A	John Hilder	Further spending decisions will happen at 23 March 2016 Committee which may include funding to maintenance works.

Items on the decision tracker for consideration by the Transportation Task Group when it meets next:

13 Dec 2016	5	Wodeland Avenue (petition) – Speed limit cushions to be considered by the TTG	Nov 2017	A	John Hilder	
8 Dec 2015	5	St Joseph's School to upgrade the crossing petition		A	John Hilder	Following investigation by the Highways team parents at the school have set up a voluntary crossing patrol. 3

						volunteers have already been trained by the County Road Safety Team. The TTG will look at this issue in the again in the future.
30 Sept 2015	5	Newark Lane in Ripley, Petition.		A	John Hilder	Scheme was considered alongside other requests at the Transportation Task Group (TTG) on 19/10/15; however the feasibility work for other schemes already committed for 2015/16 (for implementation in 2016/17) will use up the available Highways budget. The TTG will look at this issue in the again in the future.
30 Sept 2015	5	Harpers Recreation Ground, Petition.	As above	A	John Hilder	

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



DATE: 6 JULY 2017

**LEAD OFFICER: STEVE MITCHELL
COUNTRYSIDE ACCESS MANAGER**

**SUBJECT: PROPOSED PROHIBITION OF ALL VEHICLES ON PART OF
BYWAYS OPEN TO ALL TRAFFIC Nos. 518 & 519
AMENDMENT ORDER**

DIVISION: SHALFORD

SUMMARY OF ISSUE:

A Traffic Regulation Order (TRO) was made in 1994 to prohibit all vehicle and horse drawn vehicles from proceeding along parts of Ash Green Lane West and Spoil Lane Byways Open to All Traffic (BOATs) Nos. 518 & 519 (Ash, Normandy and Tongham).

A request has been received from Bewley Homes Plc to amend the Order to reduce the length of the restriction on BOAT No. 518 to allow vehicular access to a new housing development, which has recently received planning permission on land to the south of the BOAT. They would surface the route and relocate the barrier and signs as part of the development. Ash Parish Council has objected to the proposal.

The Local Committee is asked to approve the publication of a Notice of Intention to make a TRO Amendment Order and to delegate the decision on whether to proceed with the making of an Order.

RECOMMENDATIONS:

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

- (i) A Notice of Intention to make a Traffic Regulation Amendment Order, as shown on Drawing. No. 3/1/54/H22, is published. Where significant (and relevant) objections are received, to delegate to the Countryside Access Manager the ability to agree whether an Order may be made, in consultation with the Divisional Member, and the Local Committee Chairman and Vice-Chairman.
- (ii) To delegate to the Countryside Access Manager the ability to accede to any unresolved objections and decide whether the TRO may be made.
- (iii) Where substantial (and relevant) objections are received, or significant modifications proposed, the Countryside Access Manager in consultation with the Divisional Member and the Local Committee Chairman, may refer the decision on whether the TRO be made back to the Committee.

REASONS FOR RECOMMENDATIONS:

Officers do not have delegated powers to make or advertise TROs. Officers support the application to make an Amendment Order to allow public vehicular access to the new housing development on the basis that the BOAT will be surfaced to withstand traffic.

1. INTRODUCTION AND BACKGROUND:

- 1.1 A Traffic Regulation Order (TRO) was made in 1994 to prohibit all motor vehicles and horse drawn vehicles from proceeding along those sections of Ash Green Lane West (BOAT 518) and Spoil Lane (BOAT 519) in the parishes of Ash, Normandy and Tongham as shown on Drawing. No. 3/1/54/H1A, attached at **Annex A**. The TRO was made because the BOATs were almost continually waterlogged during the winter months and vehicular use had damaged the surface to an unacceptable degree.
- 1.2 Planning permission has been received on appeal on the site known as Minley Nurseries for the erection of 55 dwellings with associated vehicular and pedestrian access via Ash Green Lane West from Manor Lane, emergency access from Spoil Lane, car parking and secure cycle storage.
- 1.3 The TRO has exceptions to the prohibition of motor vehicles, which include a provision allowing a vehicle “if it cannot be conveniently be used for such purposes in any other road to be used in connection with any of the following operations namely: building, industrial or demolition operation.” This allows the BOAT to be used for such operations but not for vehicular access to the dwellings once they are constructed.
- 1.4 One of the planning permission conditions states that “The development hereby approved shall not be commenced until the proposed improvements to Ash Green Lane West, including raised tables and tactile paving, have been constructed in accordance with the approved plans, Drawing No. 14-145/SK04A, and thereafter shall be permanently maintained. The above improvements will first require the alteration of the Traffic Regulation Order prior to commencement of the development.”
- 1.5 The developer, Bewley Homes Plc has applied to amend the TRO to move its commencement 200m further to the East to allow for access to the new housing development. The rest of the TRO prohibiting vehicular use on the remaining section of BOAT 518 and BOAT 519 would remain. They have agreed to pay the County Council’s costs of processing and making a TRO Amendment Order, surfacing the section of the BOAT affected and relocating the barrier and signs for the remaining sections of the TRO.
- 1.6 The proposed amendment is shown on Drawing. No. 3/1/54/H22 attached at **Annex B**. The Order would state that the prohibition to vehicles would run from point ‘E’ to point ‘F’ where it affects BOAT 518.

2. ANALYSIS:

- 2.1 The amendments to the TRO would allow public vehicular access along the BOAT to the new housing development.

3. OPTIONS:

- 3.1 It is the Officer's recommendation that a Notice of Intention to make a TRO Amendment Order be made. This Amendment Order would allow public vehicular use of the BOAT to the new housing development.
- 3.2 If the Committee decide not to agree with the recommendation then the TRO restricting vehicular use on the BOAT will remain with the result that there would be no motorised vehicular access to the new housing development.

4. CONSULTATIONS:

- 4.1 The following have been consulted: Guildford Borough Council, Ash Parish Council, The Ramblers, Open Spaces Society, Cycling UK, British Horse Society, Mr Matt Furniss County Councillor, statutory utilities and Legal Services.
- 4.2 Guildford Borough Council's Engineer (Operational Services) has responded saying that the section of BOAT is extremely wet and will need to be properly drained otherwise the road construction will be compromised. The Borough Council as land drainage authority will wish to see and approve details of the developer's proposals for drainage at this location.
- 4.3 Ash Parish Council has objected to the proposal. They say that experience of vehicular use will lead to the deterioration of the track.
- 4.4 The developer has confirmed that the drainage strategy was a planning condition imposed by Guildford Borough Council, which has now been discharged. The Countryside Access Team has requested detailed specifications of the surfacing works to be undertaken. These will be supplied to Ash Parish Council. The TRO would not be made until these have been approved.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The cost of processing and making a TRO will be in the region of £2,500 – £3,000 including administrative and advertising charges. These will be met by Bewley Homes Plc. They will also meet the costs of surfacing the route and re-locating the barrier and signs.
- 5.2 There will be no cost to the County Council.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 The surface improvement will make it more suitable and safer for all users

7. LOCALISM:

- 7.1 The amendment of the TRO would allow vehicular access to the new housing development.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report
Sustainability (including Climate Change and Carbon Emissions)	No significant implications arising from this report
Corporate Parenting/Looked After Children	No significant implications arising from this report
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report
Public Health	No significant implications arising from this report

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 Officers do not have delegated powers to advertise or make TROs. Officers support the decision to make an amendment to the TRO because it would allow vehicular access to a new housing development.

10. WHAT HAPPENS NEXT:

- 10.1 Power for the Council to make TROs is contained in section 1, and subsequent sections, of the Road Traffic Regulation Act 1984. Should Members decide to proceed with the TRO Amendment Order; a Notice of Intention to make an Order will be published in a local newspaper, on site and on the County Council's website. All interested parties and user groups will be notified in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 10.2 The Officer with delegated authority in consultation with the Divisional Member and the Local Committee Chairman/ Vice Chairman may decide whether to accede to any unresolved objections and decide whether the TRO may be made, with due regard to the provisions of the 1996 Regulations.
- 10.3 Where substantial (and relevant) objections are received or significant modifications proposed, the Officer with delegated authority in consultation with the Divisional Member and the Local Committee Chairman/ Vice Chairman, may refer the decision on whether the TRO should be made back to the Local Committee. Alternatively, they could decide that a Public Inquiry be held by an independent inspector to decide the matter. The costs of this would be in the region of £2-3,000.

Contact Officer:

Debbie Prismall, Senior Countryside Access Officer
Tel. 020 85419343 email: debbie.prismall@surreycc.gov.uk

Consulted:

Guildford Borough Council, Ash Parish Council, The Ramblers, Open Spaces Society, Cycling UK, British Horse Society, Mr Matt Furniss County Councillor, statutory utilities and Legal Services.

Annexes:

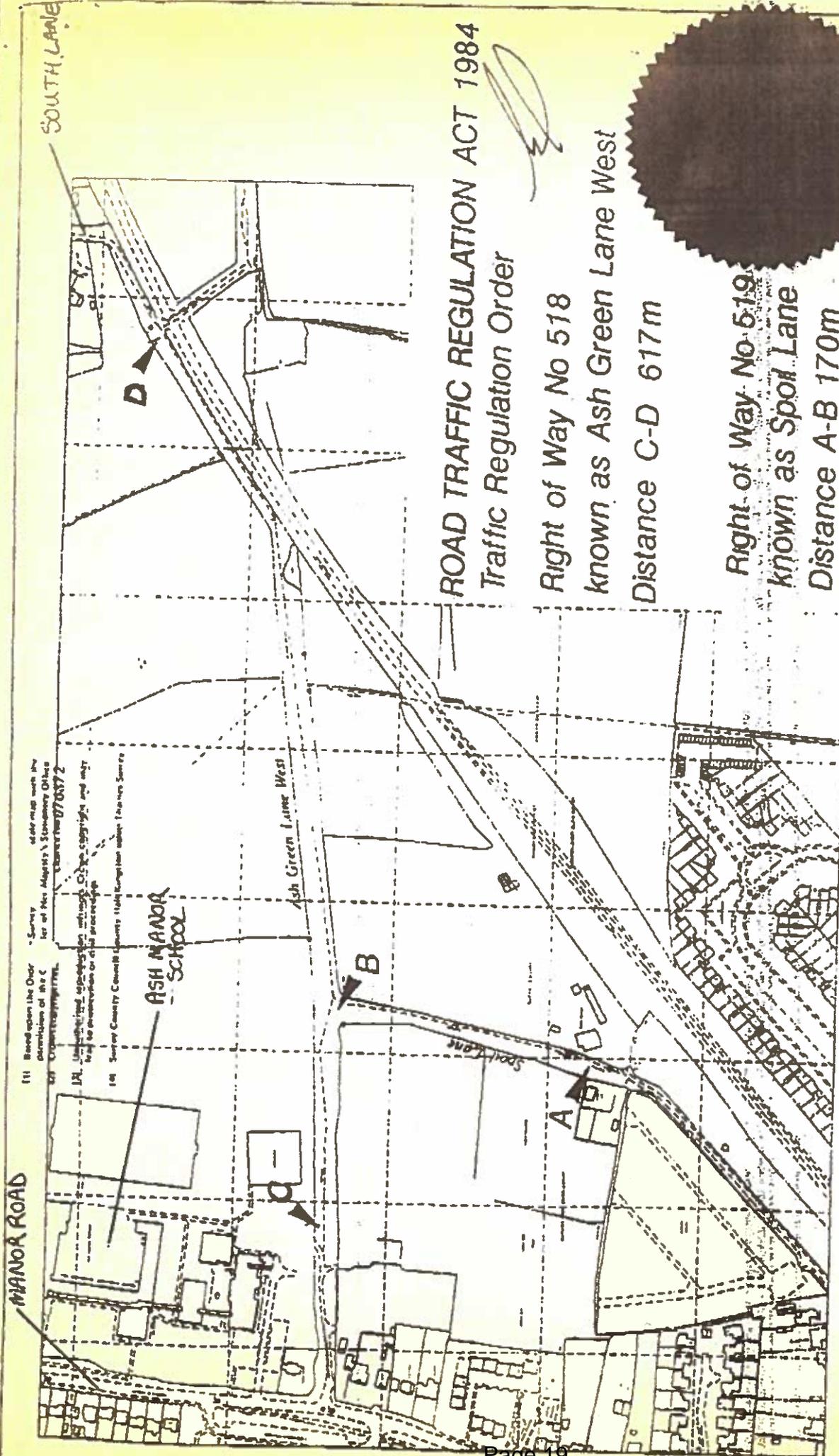
A - Drg. No. 3/1/54/H1A

B – Drg. No. 3/1/54/H22

Sources/background papers:

File for BOAT No. 518 – Proposed TRO Amendment Order

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ROAD TRAFFIC REGULATION ACT 1984
Traffic Regulation Order

Right of Way No 518
 known as Ash Green Lane West
 Distance C-D 617m

Right of Way No 519
 known as Spot Lane
 Distance A-B 170m



<p>O.S. Sheet No SU88-8949</p>	<p>Scales Scale 1:2500 N </p>	<p>BOROUGH OF GUILDFORD Parishes of Ash Normandy and Tongham Rights of Way Nos 518 and 519 Traffic Regulation Order</p>
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SURREY
 COUNTY COUNCIL
 Highways and Transportation Department
 Directors: G.M. Lamb, M.Sc., C. Enty, F.I.C.E.

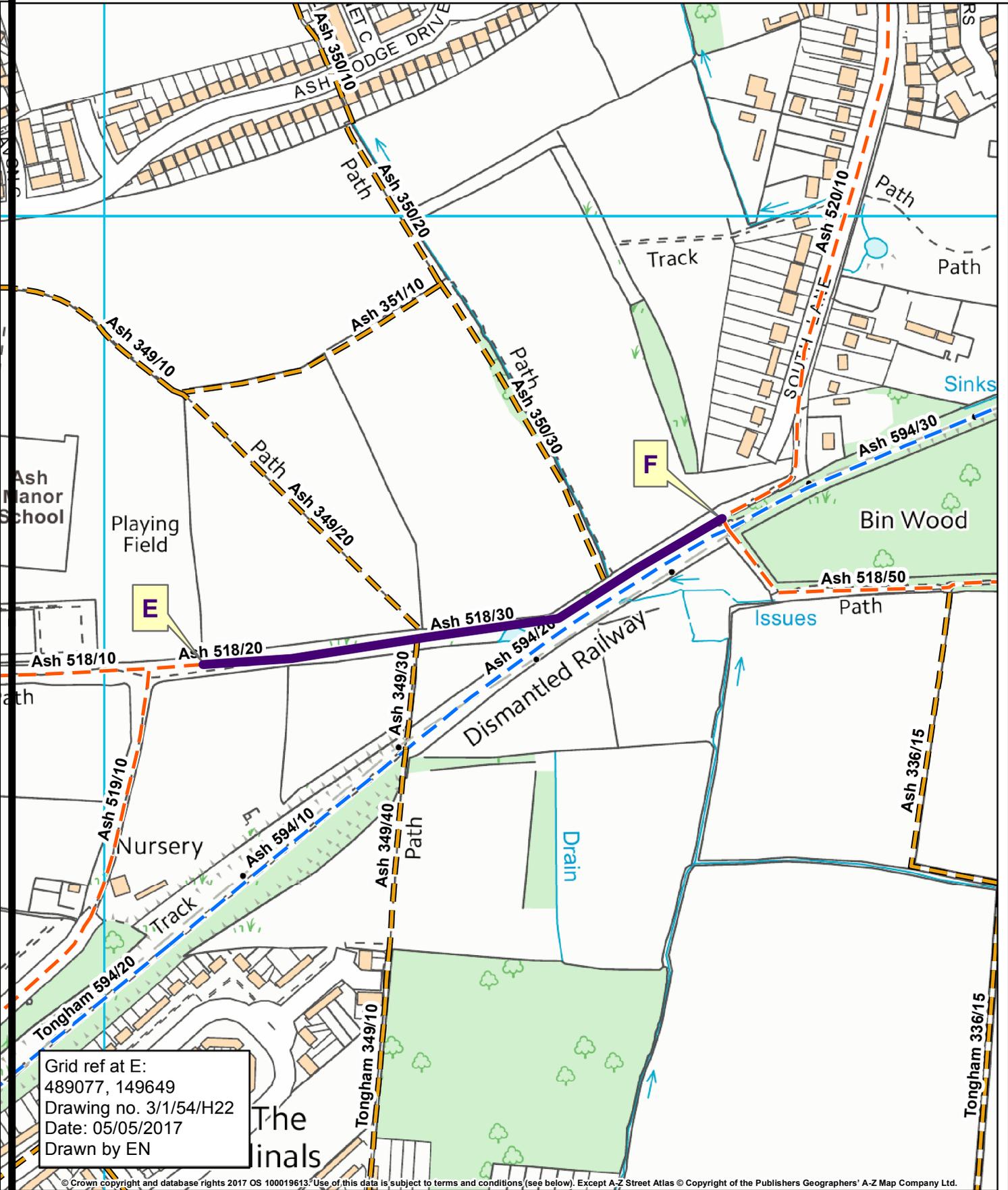
3/1/54/H1A

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Byway Open to All Traffic 518 Ash

Borough of Guildford

ITEM 9



Grid ref at E:
489077, 149649
Drawing no. 3/1/54/H22
Date: 05/05/2017
Drawn by EN

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E - F:
Distance 430m
Motorised and horse drawn
vehicular use prohibited
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RIGHTS OF WAY	
	Footpath
	Bridleway
	BOAT
	Restricted byway

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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (GUILDFORD).

DATE: THURSDAY 6 JULY 2017



LEAD OFFICER: ANDREW HARKIN, ON STREET PARKING CO-ORDINATOR

**SUBJECT: GUILDFORD ON-STREET PARKING REVIEW –
CONSIDERATION OF REPRESENTATIONS AND AUTHORITY
TO IMPLEMENT PROPOSALS**

**DIVISION(S): GUILDFORD SOUTHEAST
GUILDFORD SOUTHWEST**

SUMMARY OF ISSUE:

This report presents the representations resulting from the formal advertisement of proposals for new or changed parking restrictions in Annandale Road, Duncan Drive, the Millmead area, The Oval and Vicarage Gate. The Committee is asked to consider the comments received and decide whether or not to make traffic regulation orders needed to introduce the proposals.

RECOMMENDATIONS:

The Local Committee (Guildford) is asked to agree:

- (i) That, having considered the comments made during the formal notice period, Traffic Regulation Orders (TROs) are made under the relevant parts of the Road Traffic Regulation Act 1984 to implement new controls and changes to the existing as shown in ANNEXE 3, but that the proposals in Vicarage Gate are not progressed at the present time.

REASONS FOR RECOMMENDATIONS:

To assist with safety, access, traffic movements, increase the availability of space and its prioritisation for various user-groups in various localities, and to make local improvements.

1. INTRODUCTION AND BACKGROUND:

- 1.1 At its meeting held on 13 December 2016 the Committee agreed to amend the way that Parking Services conducts its reviews and streamline the process. It also agreed the scope of the present review and that there should be two streams of work. The first were includes proposals where there appeared to be strong support for change or necessary change. These areas are listed

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below and are the subject of this report.

- Alresford Road, Annandale Road, Duncan Drive, Maori Road, Millmead area (including Bury Fields, Bury Street, Lawn Road and Millmead Terrace), St Omer Road, Sycamore Road, The Oval, Upperton Road, Vicarage Gate, Woodbridge Road,
- 1.2 The report presents the representations resulting from the advertisement of proposals in the locations highlighted in 1.1.
- 1.3 The Committee also agreed to develop proposals in a number of other locations, in consultation with the local borough and county councillors. These proposals were subsequently developed, agreed at the Committees's 22 March 2017 meeting, and the formal advertisement is imminent. The locations involved are:
- Alresford Road, Artillery Terrace, Brodie Road, Chantry View Road, Chapel Street, Cline Road, Downside Road, Elmside, Epsom Road, Jenner Road, Josephs Road, Linden Road, Lower Edgeborough Road, Mountside, One Tree Hill Road, Pewley Hill, Quarry Street, Queens Road, South Hill, Spiceall (Compton), Stocton Close, Stoke Road, The Oval (Wood Street Village), Tormead Road and Warren Road.

2. ANALYSIS:

- 2.1 The formal advertisement of proposals for the areas listed in 1.1 took place between 10 and 31 March 2017. The proposals encompassed one geographic area (Millmead area), and 10 other locations. A number of these locations are associated with accommodating disabled bays, vehicle crossovers and improving access arrangements for new and existing developments.
- 2.2 We wrote directly to over 600 addresses. A public notice was also published in the Surrey Advertiser newspaper. Additionally, over 100 street notices were erected in and around the proposed locations. The legal notices and supporting documentation were made available to view at all four deposit centres within the borough (Millmead House, Guildford Library, Ash Library and Horsley Library). The letter and street notices provided a link to the Borough Councils' website. This gave those that were unable to visit the deposit centres an opportunity to view the proposals, supporting documentation and submit comments online.
- 2.3 The page on Guildford Borough Council's website received around 250 'hits'. Overall, 72 representations were received. Over 90% of the representations were submitted online. The majority of the proposals received representations. Indeed, only those in Sycamore Road and Woodbridge Road did not.
- Alresford Road, Guildford (1 representation)
 - Annandale Road, Guildford (5 representations)
 - Duncan Drive, Guildford (10 representations)
 - Maori Road, Guildford (3 representations)
 - Millmead area, Guildford (40 representations)
 - Bury Fields

- Bury Street
- Lawn Road
- Millmead Terrace
- St Omer Road, Guildford (1 representation)
- Sycamore Road, Guildford (No representations)
- The Oval, Guildford (2 representations, including a 14-signature petition)
- Upperton Road, Guildford (1 representation)
- Vicarage Gate, Guildford (10 representations)
- Woodbridge Road, Guildford (No representations)

2.4 A table summarising the representations appears in ANNEXE 1. To help gain an overall impression of the feedback we have analysed the comments. Therefore, ANNEXE 1 also details our view of whether the comments were supportive or opposed to the proposals. We have also categorised those comments generally supportive and generally opposed, and where changes were suggested, described their general nature. This analysis is presented to provide a general impression of the feedback received, but it is important that each representation is considered.

2.5 The full representations, with officer comments, are shown in ANNEXE 2.

Alresford Road (convert limited waiting shared-use parking place outside No.9 to disabled badge holders only parking place)

2.6 We wrote directly to 12 addresses in and around Alresford Road.

2.7 We received 1 representation. This was from a resident of Alresford Road and offered support of the proposal.

2.8 The representation was distributed to local borough and county councillors. They expressed support for the officer recommendation to implement the proposal as advertised.

2.9 Therefore, it is recommended that the Committee agrees to implement the proposal as advertised.

Annandale Road (convert limited waiting shared-use parking bays on the east side of the road to permit only parking bays)

2.10 Prior to the review, a request from the 7 properties on the east side of the road asked for the bays on their side of the road to be converted to permit-holders only. All the permit holders within the road reside on its east side.

2.11 As part of the formal consultation, we wrote directly to all 11 addresses in Annandale Road, as well as a further 18 addresses in nearby roads.

2.12 We received 5 representations. All were either residents of Annandale Road or the surrounding area. There were 3 comments stating support for the proposals, 1 offering general support, and 1 which suggested that any changes would have minimal effect on the parking situation. There were no representations objecting to the proposal.

2.13 The proposal involves converting the limited waiting shared-use spaces on the east side of the road to permit only. The generally supportive representation

wanted more restrictive controls to be introduced on the west side of the road. However, the demand on space by permit holders would not warrant greater restriction at the present time. Furthermore, increasing the level of restriction on both sides of the road would reduce the flexibility of residents and their visitors. It would also invariably lead to greater displacement by non-residents into the adjacent area.

2.14 The representations were distributed to local borough and county councillors. All of those that responded expressed support for the officer recommendation to implement the proposal as advertised.

2.15 Therefore, it is recommended that the Committee agrees to implement the proposal as advertised.

Duncan Drive (introduce various lengths of double yellow line, no waiting at any time restriction on both sides of the road)

2.16 Prior to the review, residents held a meeting. A local councillor and the Parking Manager attended. At the meeting, residents reiterated their widely held concerns about parking close to the junction with Boxgrove Road, and on both sides of the road elsewhere within Duncan Drive. Particular concerns were raised about parking in the evening and at weekends.

2.17 As part of the formal consultation, we wrote directly to all 21 addresses in Duncan Drive.

2.18 We received 10 representations. There were 5 comments stating support for the proposals, 3 offering general support, and 2 stated opposition. The 8 offering varying degrees of support were all from Duncan Drive. Of the 2 stating opposition, one came from a nearby road and the other came from a parent of a pupil that attends Boxgrove Primary School.

2.19 The proposal involves introducing double yellow lines in Duncan Drive close to its junctions with Boxgrove Road and Collingwood Crescent, and along one side of the road throughout its length, to prevent issues caused by parking on both sides. Of the 3 representations that were generally supportive, all wanted more restrictive controls. The proposed restrictions have been developed to take into account the fact that the road is a bus route. Consequently, the proposed restrictions already extend further than would normally be the case.

2.20 Of the 2 representations opposed, both questioned the need for any restrictions, and the potential impact that controls might have on the availability of space for motorists and the possible impact on neighbouring roads. Ongoing concerns have been raised about the parking situation in Duncan Drive, particularly in the evenings and at weekends. The proposals aim to address these, whilst also attempting to maintain sufficient parking in the vicinity to help minimise the potential for displacement.

2.21 The representations were distributed to local borough and county councillors.

2.22 Therefore, it is recommended that the Committee agrees to implement the proposal as advertised.

Maori Road (amend parking bays and introduce single yellow line waiting restrictions to accommodate changes to the access arrangements at Lanesborough School associated with its redevelopment)

- 2.23 We wrote directly to 17 addresses in Maori Road.
- 2.24 We received 3 representations. There was 1 comment of general opposition and 2 stated opposition.
- 2.25 The proposals are intended to amend the controls to accommodate newly created points of access associated with a recent redevelopment of Lanesborough School. Therefore, the changes are primarily limited to facilitating these. Additionally, minor changes are proposed within the bays to help maintain the number of short-stay spaces. These assist with the school run. The generally opposed comment came from a resident of Maori Road who wanted more restrictive controls to be introduced to prevent all long-stay parking by non-permit-holders and to better protect driveways. The 2 representations stating opposition came from non-residents concerned about the loss of facility for those parking all-day.
- 2.26 The representations were distributed to local borough and county councillors.
- 2.27 Therefore, it is recommended that the Committee agrees to implement the proposal as advertised.

Millmead area (increase prioritisation of space for permit holders through increasing the number of permit only spaces [Millmead Terrace] and extending the operational hours of the controls to include evenings and Sundays)

- 2.28 Prior to the review, local residents conducted a survey of opinions amongst those living in Bury Street, Bury Fields, Lawn Road and Millmead Terrace. This demonstrated support for greater prioritisation of space for permit holders, including extended operational hours to include evenings and Sundays. There was overwhelming support within Millmead Terrace. A majority of respondents in Bury Fields and Bury Street were also supportive of some change, albeit not a clear majority of addresses. The proposals aim to create a distinct 'zone' within Bury Fields, Bury Street, Lawn Road and Millmead Terrace. This would be similar to the one previously introduced in the area around G-Live.
- 2.29 As part of the formal consultation, we wrote directly to 340 addresses in Bury Fields, Bury Street, Lawn Road, Millmead Terrace and Portsmouth Road.
- 2.30 We received 40 representations. There were 8 comments stating support for the proposals, 9 offering general support, 7 generally opposed and 16 stated opposition.
- 2.31 Of the 9 that were generally supportive, 5 wanted more restrictive controls, whilst 4 wanted less restrictive controls. Of the 7 generally opposed, all wanted less restrictive controls. Although some residents stated opposition, the majority of those that did were non-residents that attend the local churches, evening classes and school parents.
- 2.32 Because the proposal involved a number of potential changes, the feedback for the area was broken down into more detail. This information also appears in ANNEXE 1. There were four main themes regarding the detailed comments. These were evening controls, Sunday controls, more permit only parking and the proposals for double yellow lines opposite the garages below Condor Court.

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- 2.33 In respect to evening controls, a similar number of respondents were supportive (17) / opposed (17). Residents of Bury Fields (7) and Millmead Terrace (7) were supportive. Non-residents, such as those attending the local churches / evening classes were opposed (12). Additionally, there were two households in Lawn Road opposed to evening controls. These both came from Chaucer Court. This development has a number of garages and a forecourt. However, there is some 'overspill' parking onto the highway from those that may not be eligible for permits. The evening restrictions would reduce the flexibility of the scheme for them, albeit that the limited waiting shared-use spaces would still be available for their use.
- 2.34 With regard to Sunday controls, a similar number of respondents were supportive (16) / opposed (18). Again, residents of Bury Fields (6) and Millmead Terrace (7) were supportive. Non-residents, particularly those attending the local churches, were opposed (12). Nevertheless, the limited waiting shared-use spaces would still be available for their use.
- 2.35 The proposals intend to make all the bays within Millmead Terrace permit only. All the existing limited waiting shared-use bays around the Bury Fields surgery, outside the Almshouses in Bury Street, and within Lawn Road are to remain limited waiting shared-use, albeit that it is proposed that they will be restricted over a longer period. Again, residents of Bury Fields (8) and Millmead Terrace (6) were supportive. Indeed, some residents of Bury Fields wanted a number of the bays closer to the Bury Fields Clinic to be made permit only. Clearly, there is still a need to accommodate the needs of its visitors. Non-residents, particularly school parents, those attending the local churches and evening classes were opposed to the proposal. The proposals will still retain a significant number limited waiting shared-use spaces, albeit that their number will reduce from 50 to 35. Conversely, the number of permit only spaces will increase from 33 to 48. There are currently 84 residents' permit holders within the locality.
- 2.36 Parking currently takes place on the single yellow line in Millmead Terrace, opposite the garages below Condor Court, outside the present restriction's hours of operation. Because of the width of the road, this broadly renders the garages impractical to use. This may not have been the case in the late 1960s when the smaller size of cars combined with the current single yellow line, still allowed the garages to be used.
- 2.37 11 of the 14 garages are now associated with the Bellairs development. Their acquisition led to the Borough Council removing the planning condition for the developer to provide a car club for those residing at the development. Nevertheless, Surrey County Council, in partnership with City Car and Guildford Borough Council, has subsequently provided a car club space independently. This initiative aims to reduce residents' reliance on private vehicles.
- 2.38 7 of the 11 garage owners currently hold permits for their first vehicles, due to the garages being impractical to use. The intention is to make the garages more accessible. Whilst this would potentially remove the ability for around 10 vehicles to park on-street opposite the garages, it will allow up to 14 garage owners to use their garages. In turn, this will allow us to remove the temporary permit eligibility that we have offered the garage owners, reducing the number of permit holders, which currently stands at 84, to 77. The increased

prioritisation of space elsewhere, should further free up space for permit-holders, particularly in the evenings and on Sundays.

- 2.39 Although, concerns have been raised that the double yellow lines will be broadly ignored and the garage-owners will still require permits, enforcement of the parking bay restrictions over an extended period will result in greater enforcement at the times when the double yellow lines are in operation. This should improve compliance with the proposed restriction.
- 2.40 Whilst the 3 garages opposite No.4-6 Millmead Terrace are not associated with the Bellairs development, they could be used by vehicles were accessibility improved. Therefore, given the proposed protection opposite the other garages, it would also be appropriate to prevent parking opposite these ones too.
- 2.41 The household at No.7 Millmead Terrace opposes the conversion of the single yellow lines to double yellow lines, including the change proposed to the single yellow line outside their property on the basis that evening parking is usually by residents. Whilst the particular section of carriageway outside their house is not situated opposite a garage, the 8-metre length of single yellow line along the property's frontage protects the access to No.7's off-street parking facilities. This length also provides access to the on-street parking bay situated on the bend 90-degree bend within the road. Therefore, parking on the single yellow line adjacent to this parking bay could restrict its use. Furthermore, if this particular section were to remain as a single yellow line, it may encourage other motorists to park there, potentially causing accessibility issues for the household at No.7.
- 2.42 The representations were distributed to local borough and county councillors. All of those that responded expressed support for the officer recommendation to implement the proposal as advertised.
- 2.43 Therefore, it is recommended that the Committee agrees to implement the proposal as advertised.

St Omer Road (curtail parking bay slightly to accommodate extended vehicle crossover at No.17)

- 2.44 We wrote directly to 7 addresses in St Omer Road.
- 2.45 We received 1 representation. Although the person making the representation queried why there are parking bays on both sides of the road in this particular section of St Omer Road, they were supportive of the proposal.
- 2.46 The representation was distributed to local borough and county councillors.
- 2.47 Therefore, it is recommended that the Committee agrees to implement the proposal as advertised.

The Oval (convert two bays outside Nos.87-101 from limited waiting shared-use to permit only)

- 2.48 Prior to the review, a 35-signature petition was received from 23 households within the area. 18 of these signatories were from 11 households within The Oval. The others predominantly came from residents of Dray Court and Palmers Lodge. The request asked for the first two parking spaces outside Nos.87-101 to be converted to permit-holders only.

ITEM 10

- 2.49 As part of the formal consultation, we wrote directly to 24 addresses within The Oval and a further 10 in The Chase, nearest the proposed amendments.
- 2.50 We received 2 representations. This included a 14-signature petition from 12 households. Both representations came from those living in and around The Oval and both offered full support for the proposals.
- 2.51 The representations were distributed to local borough and county councillors. They expressed support for the officer recommendation to implement the proposal as advertised.
- 2.52 Therefore, it is recommended that the Committee agrees to implement the proposal as advertised.

Upperton Road (convert part of limited waiting shared-use parking bay to a disabled holders only parking place)

- 2.53 We wrote directly to 37 addresses in and around Upperton Road.
- 2.54 We received 1 representation. This was from a resident of Upperton Road. Although the representee had various queries about the parking scheme and made a number of suggestions about how it should operate in their area, they were supportive of the proposal.
- 2.55 The representation was distributed to local borough and county councillors. All of those that responded expressed support for the officer recommendation to implement the proposal as advertised.
- 2.56 Therefore, it is recommended that the Committee agrees to implement the proposal as advertised.

Vicarage Gate (convert free unrestricted parking places to limited waiting share-use parking places)

- 2.57 Prior to the review Cllr Phillips received a petition from a number of residents of Vicarage Gate. They expressed a wish for all the unrestricted parking bays within Vicarage Gate to be converted to limited waiting shared-use. This was reported to the December 2016 meeting of the Committee.
- 2.58 As part of the formal consultation, we wrote directly to all 18 addresses within Vicarage Gate and a similar number of addresses in nearby Litchfield Way.
- 2.59 Overall, we received 9 representations. There were 3 comments stating support for the proposals and 6 stated opposition.
- 2.60 All 3 of the representees stating support were from Vicarage Gate. Of those that stated opposition, 1 was from a resident of Vicarage Gate and the other 5 were from residents of Litchfield Way.
- 2.61 All properties within Vicarage Gate have off-street parking facilities. Indeed, only one household within the road currently holds a residents' permit. Therefore, there would appear to be little demand for on-street parking from the residents themselves. By contrast, households within Litchfield Way are more reliant on on-street parking. Indeed, within the section closest to Vicarage Gate, there are a number of households that have no off-street parking facilities. Presently, they can use the unrestricted on-street spaces within the area without having to acquire a permit. Whilst the removal of the

unrestricted bays within Vicarage Gate would eliminate a risk of all-day parking associated with non-residents, it would also reduce the flexibility of the scheme for local residents and their visitors.

- 2.62 Therefore, officers recommend that this particular proposal is not progressed at the present time, so local residents without off-street parking can continue to use the parking bays with a greater degree of flexibility.
- 2.63 The representations were distributed to local borough and county councillors. They expressed support for the officer recommendation not to implement the proposal.
- 2.64 Therefore, it is recommended that the Committee agrees not to implement the proposal. Nevertheless, future reviews may provide the opportunity to revisit the situation.

Other locations

- 2.65 We wrote directly to 41 addresses in and around Sycamore Road and 44 addresses in Woodbridge Road.
- 2.66 No representations were received. Nevertheless, local borough and county councillors were made aware of this fact.
- 2.67 Therefore, it is recommended that the Committee agrees to implement the proposal as advertised in Sycamore Road and Woodbridge Road.

3. OPTIONS:

- 3.1 The Committee needs to decide whether to implement the proposals as recommended, make changes, or not to progress some, or all of the proposals. If there was a desire to increase the amount of restriction as a result of comments received, the proposals would have to be advertised again. The representations and controls recommended for implementation have been distributed to local borough and county councillors.
- 3.2 If the Committee agrees the recommendation, it is likely that the implementation will take place by the end of 2017.
- 3.3 The Committee could choose not to make the orders. However, the issues that have been raised, and in many cases confirmed by the consultations, would remain unresolved.

4. CONSULTATIONS:

- 4.1 An advertisement has appeared in the Surrey Advertiser, letters associated with the formal consultations have been distributed to over 600 addresses and notices put up in the roads affected. There have been around 250 'hits' on the associated pages on Guildford Borough Council's website. Statutory consultees have also been notified.

- 4.2 The feedback and proposals detailed in ANNEXES 2 and 3 have been circulated to relevant local borough and county councillors.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 To undertake an appropriate level of consultation, create orders and implement changes to the signs and lines required to give affect to the proposals we estimate will cost no more than £11,000. The Committee needs to know the likely cost of what it is being asked to agree to – not a broad estimate for the whole review. If the Committee agrees to implement the proposals, the money will come from the Guildford on-street parking account.
- 5.2 Existing resources will be used to conduct the consultations and the only additional expenditure will be printing and postage. Although public exhibitions are not anticipated, if the need arises, where possible they will be held at Council facilities.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 Blue badge holders can park in disabled parking bays without time limit or on yellow lines, not subject to loading restrictions, for up to three hours and are exempt from charges for parking on-street. They can also park for an unlimited period in residents only, shared-use or limited waiting parking places.

7. LOCALISM:

- 7.1 The proposals will affect all road users in the areas where amendments are proposed and particularly residents. The proposals will be publicised, local residents and businesses written to directly and any comments received given careful consideration.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report.
Sustainability (including Climate Change and Carbon Emissions)	Set out below.
Corporate Parenting/Looked After Children	No significant implications arising from this report.
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report.
Public Health	No significant implications arising from this report

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 and where large vehicles utilise relatively narrow roads.

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 We recommend the Committee agrees:
- (i) That, having considered the comments made during the formal notice period, Traffic Regulation Orders (TROs) are made under the relevant parts of the Road Traffic Regulation Act 1984 to implement new controls and changes to the existing as shown in ANNEXE 3, but that the proposals in Vicarage Gate are not progressed at the present time.

10. WHAT HAPPENS NEXT:

- 10.1 If the Committee agrees to implement the proposals set out in recommendation (i), it is likely that this will take place in late 2017.
- 10.2 The advertisement of the proposals agreed at the Committee's March 2017 meeting is imminent. Depending on the response, a report will be brought to either the September, or December 2017 meeting. Before submitting a report, the feedback from this process will be distributed local borough and county councillors, and if required, discussions held with them. If the Committee subsequently agrees to implement those proposals, their introduction is anticipated in early to mid-2018. This is will complete the review in the within the 18-month duration proposed at the beginning of the review.

Contact Officer:

Andrew Harkin, On-street Parking Coordinator, Guildford Borough Council
(01483) 444535

Consulted:

Local Ward and Divisional Councillors

Annexes:

- 1 - Summary of Representations
2 - Representations in detail with officer comments

ITEM 10

- 3 - Proposals to be implemented in Alresford Road, Annandale Road, Duncan Drive, Maori Road, Millmead area (including Bury Fields, Bury Street, Lawn Road and Millmead Terrace), St Omer Road, Sycamore Road, The Oval, Upperton Road and Woodbridge Road, as well as those not to be introduced in Vicarage Gate

Sources/background papers:

- Item 9, Guildford Local Committee, 13 December 2016
 - Item 9, Guildford Local Committee, 22 March 2017
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SUMMARY OF REPRESENTATIONS

Proposal	No. of representations	Theme of representation						
		Fully Support	Generally Supportive		Neither / Nor	Generally Opposed		Fully Oppose
			Would prefer More restrictive	Would prefer Less restrictive		Would prefer More restrictive	Would prefer Less restrictive	
Alresford Road	1	1						
Annandale Road	5	3	1		1			
Duncan Drive	10	5	3					2
Maori Road	3					1		2
Millmead area	40	8	5	4			7	16
St Omer Road	1		1					
Sycamore Road	0							
The Oval	2	2						
Upperton Road	1		1					
Vicarage Gate	9	3						6
Woodbridge Road	0							
Total	72	22	11	4	1	1	7	26

Total
1
5
10
3
40
1
0
2
1
9
0

Millmead area in more detail

		Support				Do not support / Oppose				Would also like...						
		Evening controls	Sunday controls	More permit only	DYLs opposite garages in Millmead Terrace	Evening controls	Sunday controls	More permit only	DYLs opposite garages in Millmead Terrace	greater restriction within bays	greater eligibility to residents permits	greater eligibility for visitor permits	greater ability for public / residents to use Lawn Road and Contract car parks	better enforcement	reduced permit eligibility for those with garages	less street clutter
Bury Fields		7	6	8	5	1	2		3	2		3	1			
Bury Street		1	1	1						1						
Lawn Road		1	1	1		2	2	3			2	1				
Millmead Terrace		7	7	6	3	2	2	3	7	1				2	2	1
Church / evening class goers / school parents / other non-residents		1	1			12	12	14	2	1			2			
Total	0	17	16	16	8	17	18	20	12	5	2	4	3	2	2	1

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ANNEXE 2 : COMMENTS AND OBJECTIONS RAISED TO ADVERTISED ORDER

Ref. No.	Representation Comments	Officer Comments / Recommendation / Response
<p>Alresford Road, Guildford (convert limited waiting shared-use parking place outside No.9 to disabled badge holders only parking place) 1 Representation</p>		
33	<p>If we oppose the amendment why have the council already provided a disable parking space at number 9 Alresford Rd.</p> <p>You seem to have closed the gate after the horse has bolted.</p> <p>However I have no objection to this Proposal.</p>	<p>Implement as advertised Support for the proposals is noted.</p> <p>Although an unusual step to take within an area subject to formalised parking controls, we introduced an advisory disabled bay as a temporary stopgap. We did this with the support of Surrey County Council, which ordinarily considers the need for such facilities. We considered this appropriate after the its introduction had been delayed for a prolonged period, whilst investigations took place to provide the resident with an alternative means of improved access.</p> <p>Therefore, it is recommended that a formalised disabled bay is introduced as advertised.</p>

ANNEXE 2 : COMMENTS AND OBJECTIONS RAISED TO ADVERTISED ORDER

Ref. No.	Representation Comments	Officer Comments / Recommendation / Response
<p>Annandale Road, Guildford (convert limited waiting shared-use parking bays on the east side of the road to permit only parking bays) 5 Representations</p>		
2	<p>I submitted the original petition that started this process and I would like to clarify one point in your parking review document and request that this clarification is communicated during the decision making process.</p> <p>The document includes a statement, “Residents from 7 of the 11 properties in the street have suggested that” These 7 properties are <u>all</u> the properties whose residents have at least one residents permit and are all situated on the East side of the street. The remaining 4, on the West side of the street, do not have permits as they all have off-street parking and are therefore not impacted negatively by the problems highlighted. I did, in fact, not present the petition to any of them for this reason. I.e. every resident who is negatively impacted has supported this requested change.</p>	<p>Although the residents on the even (west) side of the road may not be permit holders, they and their visitors may still make use of the on-street parking facilities on both sides of the road.</p> <p>Therefore, the introduction of more restrictive, permit only controls within a number of the parking bays will reduce the flexibility of the scheme for all residents and visitors in the immediate vicinity.</p> <p>However, given the level of support from those on the odd (east) side of the road, it is recommended that all the parking bays on the odd (east) side of the road are converted to permit only, as advertised.</p>
9	<p>I live on the West side of Annandale, which is likely to become even more heavily utilised on the assumption the east side becomes permit only. I certainly agree changes need to be made to avoid the current abuse of the system by sixth formers from the County school who not only dominate the use of the slots at the beginning of the day but, two hours later, interchange their cars into slots being vacated by their friends. Between them, they often tie up these slots for the whole day.</p> <p>This situation has left visitors to our home being forced to park around the corner in Wodeland Avenue three times in the last month.</p> <p>To ease parking “congestion” on our side of the road one alternative could be to have permit only on the Western side in the mornings which would curtail school kids from bringing the cars to school. It would also enable school mums to pick up their kids during the quarter of an hour 1530/1545 time frame. School mums will inevitably park in "permit only" slots whilst picking up their children without very strict enforcement- the road is completely choc a bloc, both sides, between 1530 and 1545.</p>	<p>We developed the proposal following the receipt of a petition signed by 7 of the 11 properties within Annandale Road.</p> <p>The primary purpose of the proposed changes is to provide those residents that are more reliant on the use of the on-street parking facilities with increased prioritisation. Nevertheless, it may reduce the flexibility of the scheme for all residents and visitors in the immediate vicinity. It may also result in some displacement into some of the other limited waiting spaces shared-use spaces nearby. However, demand on the use of these spaces by residents is generally lower. Nevertheless, increasing the level of restriction on both sides of the road would invariably lead to greater displacement into the adjacent area.</p> <p>Therefore, given the level of support from those on the odd (east) side of the road, it is recommended that all the parking bays on the odd (east) side of the road are converted to permit only, as advertised.</p>
45	<p>I live very near to Annandale Road and although I agree the road does get congested during the school run period, I don't think changing the shared use spaces to permit only would really change anything. The congestion is due to parents picking children up when Guildford County School finishes. Due to the age of the children, the majority of cars parked at this time have their drivers waiting in the car rather than actually parked and the drivers leaving their cars. This means that they park in any space available,</p>	<p>We developed the proposal following the receipt of a petition signed by 7 of the 11 properties within Annandale Road.</p> <p>The primary purpose of the proposed changes is to provide those residents that are more reliant on the use of the on-street parking facilities with increased prioritisation. Nevertheless, it may reduce the flexibility of the scheme for all residents and visitors in the immediate vicinity. It may</p>

	<p>including the permit only spaces and should there be enforcement officers, they simply drive off</p> <p>I therefore think the proposals won't really change the situation which only lasts for a 10-15 minute period per weekday. I would prefer that the spaces remain as limited waiting shared-use spaces rather than permit only as we will be forced to use more permits for our visitors as a result with little if any benefit from the change proposed.</p>	<p>also result in some displacement into some of the other limited waiting spaces shared-use spaces nearby. However, demand on the use of these spaces by residents is generally lower.</p> <p>Therefore, given the level of support from those on the odd (east) side of the road, it is recommended that all the parking bays on the odd (east) side of the road are converted to permit only, as advertised.</p>
62	<p>Further to your recent advert to change the parking controls in Annandale Road, I am writing to offer my wholehearted support to the proposal.</p>	<p>Support for the proposals is noted.</p> <p>Therefore, given the level of support from those on the odd (east) side of the road, it is recommended that all the parking bays on the odd (east) side of the road are converted to permit only, as advertised.</p>
71	<p>We live on Annandale Road and are fully supportive of this proposal.</p> <p>With the current situation, my wife is finding it increasingly difficult to park our car with our 2-year-old child on the street during the day despite us having a permit. This is primarily due to the general "abuse" of the 2 hour parking limit rules by an increasing number of students at the local school who seem to co-ordinate moving and switching their cars every 2 hours.</p>	<p>Support for the proposals is noted.</p> <p>Therefore, given the level of support from those on the odd (east) side of the road, it is recommended that all the parking bays on the odd (east) side of the road are converted to permit only, as advertised.</p>

ANNEXE 2 : COMMENTS AND OBJECTIONS RAISED TO ADVERTISED ORDER

ITEM 10

Ref. No.	Representation Comments	Officer Comments / Recommendation / Response
<p>Duncan Drive, Guildford (introduce various lengths of double yellow line, no waiting at any time restriction on both sides of the road) 10 Representations</p>		
5	<p>I strongly support the proposed parking controls in Duncan Drive.</p>	<p>Support for the proposals is noted.</p> <p>It is recommended that the proposals are implemented as advertised.</p>
11	<p>I can see on the Statement Of Reasons that the only reason given for proposing yellow lines are " to assist with safety, access and traffic movements in Duncan Drive", with no backup.</p> <p>I wish to submit my objections on the following basis:-</p> <ol style="list-style-type: none"> 1. The yellow lines extend, I imagine, all the way to the junction of Duncan Drive with Boxgrove Road and Collingwood Crescent, on both sides of Duncan Drive at the curved ends. Completely unnecessary as existing parking rules at junctions apply. Also I have never witnessed anyone attempt to park in these areas. 2. No evidence is given in the Statutory Notice documents of events concerned with safety, access or traffic movements. What is the occurrence? One incident is not sufficient reason. 3. The provision of yellow lines on Duncan Drive must take into account the potential migration of parking traffic to areas where there are no parking restrictions. I do not see that residents of the local streets should suffer yellow line blight for the rare occasions of safety, access and traffic movements issues. 4. Does it need to be "No Waiting At Any Time" ? Most times I pass this area on an almost daily basis there are few cars parked and adequate access for larger vehicles. <p>The most equitable solution is to remove the grass verges from one side. This would give sufficient space for access. Whilst it would require some initial expense, it would save on the short term cost of yellow lines and the long term cost of grass cutting. Everyone would be content</p>	<p>The proposals were available to view on the stated URL throughout the advertisement period. Therefore, I am uncertain about the suggested difficulties experienced.</p> <p>In relation to the Statement of Reasons, the document contains a reference to the Committee report, which provide greater detail for those wishing to investigate the matter further. These were also accessible via the URL.</p> <ol style="list-style-type: none"> 1. Although there are 'rules' which are enforced by the Police, that allow dangerous and obstructive parking within 10 metres of a junction to be dealt with, issues can sometimes occur further away from such features. Furthermore, if formalised controls were only considered in the main sections of Duncan Drive, and the areas around the junctions were left devoid of controls, it is likely that the migration referred to by the correspondent in point 3 of their representation, could displace into the areas left uncontrolled around the junctions, 2. We developed the proposals following ongoing concerns raised by residents of the road via their local councillors. Site visits confirmed that parking can sometimes be problematic, particularly in the evening and at weekends. A residents' meeting formally requested the consideration of controls, and Parking Services is acting upon this. In point 3, the representee appears to suggest that, whilst rare, safety, access and traffic movement issues do sometimes occur. The proposed measures aim to address these, 3. The nature and timing of the issues, combined with the fact that the road is a bus route, influences the type and extents of the proposals. Nevertheless, we always strive to introduce the minimum controls required to have the desired effect. In part, this is to minimise the potential for displacement.

		<p>4. The issues are most problematic in the evening and weekends, when more residents that live in the local area are at home. At times when there are fewer parked vehicles, the presence of double yellow lines should not unduly affect the availability of space.</p> <p>The parking reviews that Parking Services undertake deal solely with the control of parking within the existing highway infrastructure. The reengineering of the public highway falls outside this remit and would be an issue for Surrey County Council Highways to consider. Therefore, it has been made aware of the suggestion.</p>
12	<p>As a resident of Duncan Drive I fully support the proposal for double yellow lines on one side of the road as outlined in your plan, The current situation is dangerous as emergency vehicles would not be able to pass due to parking on both sides of the road especially overnight by mainly non-residents. I have also seen the bus unable to drive down and have to reverse back into Boxgrove Road, again a risky manoeuvre.</p>	<p>Support for the proposals is noted.</p> <p>It is recommended that the proposals are implemented as advertised.</p>
14	<p>I am delighted to see that Duncan Drive is at last being considered for having parking restrictions applied.</p> <p>However, on grounds of road safety I would urge you to extend the no-parking area on the north-west corner of Duncan Drive at the entry from Boxgrove Road because vehicles parked outside numbers 1 and 3 Duncan Drive obscure the view of oncoming traffic due to the incline in the road turning from Boxgrove Road into Duncan Drive. This means that vehicles entering Duncan Drive from Boxgrove Road are suddenly faced with traffic coming towards them without warning.</p>	<p>Support for the proposals is noted.</p> <p>It is recommended that the proposals are implemented as advertised.</p>
34	<p>I agree with the proposals as shown on the plan</p>	<p>Support for the proposals is noted.</p> <p>It is recommended that the proposals are implemented as advertised.</p>
37	<p>Following the letter send to me regarding the proposed parking restrictions in Duncan Drive. The on-line plans showing the restrictions (yellow lines) near the junction, they don't extend very far back into Duncan Drive. I would like to request that the lines are extended further back as vehicles park outside my house and across my driveway, which is very close to the junction. This makes it difficult to get out of my drive.</p>	<p>General support for the proposals is noted as is the suggestion that the controls around the junctions are not sufficiently extensive.</p> <p>The extents of the proposed controls takes into account the fact that the road is part of a bus route. This results in the controls being more extensive than might otherwise be the case. However, unless a road forms part of a controlled parking zone, where all kerb space is controlled, or the access is located within the extents of the controls considered necessary to deal with wider highway issues, individual private points of access onto the public highway are seldom protected. Indeed, the fact</p>

		<p>that our enforcement officers have limited powers to deal parking across lowered kerbs, the police could take action in respect of obstruction, and the County Council could consider the use of access protection markings, effectively renders the need for formalised controls unnecessary in such circumstances. As a result, I have made each of them aware of the situation.</p> <p>Therefore, It is recommended that the proposals are implemented as advertised.</p>
39 Page 42	<p>We support these proposals. In particular, parking close to the junction with Boxgrove Lane is dangerous given it obscures the view of drivers turning in where there are children crossing on their way to school and forces traffic into the centre of the road where it is in the path of oncoming traffic. Also, it is necessary to extend the yellow lines into the layby to cover the driveways of numbers 4 & 6 Duncan Drive. There is already a problem with drivers regularly parking blocking these driveways because they believe this is a parking bay. If these areas are not covered by the lines it will re-inforce the misconception that it is OK to park here.</p>	<p>General support for the proposals is noted as is the suggestion that the controls around the junctions are not sufficiently extensive.</p> <p>The extents of the proposed controls takes into account the fact that the road is part of a bus route. This results in the controls being more extensive than might otherwise be the case. However, unless a road forms part of a controlled parking zone, where all kerb space is controlled, or the access is located within the extents of the controls considered necessary to deal with wider highway issues, individual private points of access onto the public highway are seldom protected. Indeed, the fact that our enforcement officers have limited powers to deal parking across lowered kerbs, the police could take action in respect of obstruction, and the County Council could consider the use of access protection markings to highlight the presence of the driveways within the lay-by, effectively renders the need for formalised controls unnecessary in such circumstances. As a result, I have made each of them aware of the situation.</p> <p>Therefore, It is recommended that the proposals are implemented as advertised.</p>
50	<p>I am writing to inform you that my wife and I agree with the proposed changes. The problems, especially for bus drivers (and potentially for emergency services), caused by non-residents parking their cars in our road show no signs of being resolved by the owners of the flats near Boxgrove Road. Consequently, we regard your proposals as being the best option in these unfortunate circumstances.</p>	<p>Support for the proposals is noted.</p> <p>It is recommended that the proposals are implemented as advertised.</p>
67	<p>As a resident of Duncan Drive I think it is an excellent idea to put double yellow lines down one side of the road. However, I would suggest that the lines into Duncan Drive from Boxgrove Road be extended to reach the driveway of No:3 and similarly the lines from Duncan Drive into Collingwood Crescent start close to the driveway of No:21 and go round the corner into Collingwood Crescent and likewise on the opposite side of the road.</p> <p>As a driver I have found from personal experience the problems that are</p>	<p>General support for the proposals is noted as is the suggestion that the controls around the junctions are not sufficiently extensive.</p> <p>The extents of the proposed controls takes into account the fact that the road is part of a bus route. This results in the controls being more extensive than might otherwise be the case. However, unless a road forms part of a controlled parking zone, where all kerb space is controlled, or the access is located within the extents of the controls considered necessary to deal with wider highway issues, individual private points of</p>

	<p>caused by drivers parking right up to or even over the yellow lines at the junctions of Beatty Avenue, Collingwood Crescent and Merrow Copse from Boxgrove Lane which completely blocks ones vision in either direction as the yellow lines do not extend far enough round the bends.</p>	<p>access onto the public highway are seldom protected. Indeed, the fact that our enforcement officers have limited powers to deal parking across lowered kerbs, the police could take action in respect of obstruction, and the County Council could consider the use of access protection markings, effectively renders the need for formalised controls unnecessary in such circumstances.</p> <p>Therefore, it is recommended that the proposals are implemented as advertised.</p>
	<p>Having read the notice relating to your proposals to implement At Any Time waiting restrictions on Duncan Drive, I am writing to communicate my objection to such a scheme.</p> <p>As Duncan Drive is in the vicinity of Boxgrove Primary School I believe that the above proposal will result in more traffic closer to the school premises, most notably Boxgrove Lane. This would of course result in this area becoming more dangerous for parents and small children walking to school.</p> <p>I am furthermore interested to understand if this proposal is part of a wider scheme in the immediate vicinity and what provisions will be put into place for parents having to take their children to school by car.</p>	<p>The County Council is in the process of introducing further controls in Boxgrove Lane in the vicinity of the primary school. This is part of an area-wide initiative.</p> <p>We have developed the proposals in Duncan Drive separately following ongoing concerns raised by residents of the road via their local councillors. Site visits confirmed that parking can sometimes be problematic, particularly in the evening and at weekends. This issue is very different to those associated with local schools. A residents' meeting formally requested the consideration of controls, and Parking Services is acting upon this.</p> <p>At times when there are fewer parked vehicles, the presence of double yellow lines should not unduly affect the availability of space.</p> <p>The parking reviews that Parking Services undertake deal solely with the control of parking within the existing highway infrastructure. The query about what provisions will be put into place for parents having to take their children to school by car has been forwarded to Surrey County Council. As both the Highway, Transport and Local Education Authority, they have a greater ability to influence the situation.</p> <p>Therefore, it is recommended that the proposals are implemented as advertised.</p>

ANNEXE 2 : COMMENTS AND OBJECTIONS RAISED TO ADVERTISED ORDER

Ref. No.	Representation Comments	Officer Comments / Recommendation / Response
<p>Maori Road, Guildford (amend parking bays and introduce single yellow line waiting restrictions to accommodate changes to the access arrangements at Lanesborough School associated with its redevelopment) 3 representations</p>		
<p>28</p>	<p>I would like to object to the proposed parking changes to Maori Road. Primarily the reduction in unrestricted parking. I believe there to be a flexible mix of parking in Maori Road at present.</p> <p>To reduce unrestricted parking would make the spaces less flexible, and would cause those who would like to park for longer than an hour to displace to nearby streets. Given that</p> <ul style="list-style-type: none"> • The road is of significant distance to the centre of town so it is unlikely to appeal to shoppers (who certainly couldn't use it with a reduction for 1hr). •The street is flanked by large houses with extensive driveways so parking is unlikely to be required by residents or tradesmen. •There are restrictions in place around the preparatory school to allow the drop off and collection of children. •I have not witnessed cars being parked in the unrestricted spaces long term. <p>I do not see there a requirement, or benefit, to changing the restrictions. I think that it will result in cars parking in nearby streets whilst the spaces in Maori Road are underused for the majority of the day.</p>	<p>We have primarily developed the proposals to accommodate changes to the access arrangements associated with the redevelopment of Lanesborough School.</p> <p>There will be a slight reduction in the number of unrestricted space (around 2 less than at present). This is considered appropriate in order to maintain the number of short-stay spaces in the immediate vicinity of the school. The short-stay spaces assist with the school run.</p> <p>Nevertheless, within Maori Road there will continue to be 21 unrestricted spaces and 11 limited waiting shared-use spaces. Across Area I as a whole, there will be around 700 spaces. Almost half of these will be unrestricted.</p> <p>Therefore, it is recommended that the proposals are implemented as advertised.</p>
<p>23</p>	<p>What are the "concerns raised" that are the reason for this proposal?</p> <p>I regularly park in Maori Road. Can you tell me what are the "concerns raised" that have led to the proposal to increase parking restrictions.</p>	<p>We have primarily developed the proposals to accommodate changes to the access arrangements associated with the redevelopment of Lanesborough School.</p> <p>The construction of new points of access within the extents of the existing parking bays make it necessary to amend the extents of the nearby parking bays. We are doing this in line with the previously agreed planning consent.</p> <p>Therefore, it is recommended that the proposals are implemented as advertised.</p>

<p>I live in Maori Road.</p> <p>Provided that these proposals conform to the drawing 1222-301, approved by both GBC and SCC, in the Planning Application 14/P/00271, for the new Sports Hall, they should be safe and “Fit for Purpose”, then as an immediate neighbour, I would have no objection. Unfortunately, the information provided does not allow me to make that judgement.</p> <p>Looking at the drawing provided with this proposal “Guildford Parking review - Proposed changes Maori Road” (GBC/APH/MaoriRdProp) there is insufficient detail to determine if these changes conform to the plans, approved by SCC, to provide safe access to and from the Sports Hall.</p> <p>The drawing does not show;</p> <ul style="list-style-type: none"> • The Coach Bay outside the Lanesborough School building. • The New Sports Hall. • The In and Out Driveways to the Sports Hall Car Park. • The Pedestrian access to the Sports Hall. • Space for coaches to drop off and collect visiting teams at the pedestrian access. <p>The proposed changes to Parking Controls in Maori Road are in response to the Planning Application 14/P/00271, to build a new Sports Hall, in Maori Road. The plans, involved entrance and exit driveways to the off-street parking, together with a pedestrian access to the Sports Hall from Maori Road. Drawing No 1222-301-2 (on the GBC website) shows the location of the in and out driveways and the pedestrian entrance and detailed the reduction in the length of the on-street parking bays, in front of Markham House and the new Sports Hall, required to ensure adequate visibility for safe access to and from Maori Road.</p> <p>The Plans were approved on 10/07/2014, with the conditions;</p> <p>11. Before the sports hall hereby approved is first brought into use the proposed vehicular accesses to Maori Road shall be constructed in accordance with the approved plans, all to be permanently maintained to a specification to be agreed in writing with the local planning authority. Reason: In the interests of highway safety. In accordance with the following policy number(s), G1(1) of the Guildford Borough Local Plan 2003 (as saved by CLG Direction dated 24/09/2007).</p> <p>12. The sports hall hereby permitted shall not be brought into use until space has been laid out within the site in accordance with the approved plans for a maximum 10 cars and 3 minibuses and for vehicles to turn so</p>	<p>We have primarily developed the proposals to accommodate changes to the access arrangements associated with the redevelopment of Lanesborough School.</p> <p>The construction of new points of access within the extents of the existing parking bays make it necessary to amend the extents of the nearby parking bays.</p> <p>The Ordnance Survey only updates its mapping periodically. Unfortunately, the plans for the new development were not provided in a digital format, so it was not possible to merge them into the Ordnance Survey base mapping that Parking Services has at its disposal.</p> <p>The coach and car parking within the curtilage of the property referred to by the representee is not situated on the public highway and therefore the parking review cannot influence the provision of these. If someone believes that the development is in breach of the planning consent, then they should raised their concerns directly with Guildford Borough Council Planning Enforcement.</p> <p>Ordinarily, any changes to the on-street parking controls necessary to accommodate a development would now be included within the planning process as a s.278 agreement. This was not the case for this particular development. Prior to this, the County Council sometimes approved the introduction of access protection markings by the developer as a stopgap, until such time that the formalised parking controls could be amended as part of the Borough Council’s periodic parking reviews.</p> <p>The position and extents of the proposed parking bays match those contained with the plans approved at the planning stage.</p> <p>Within Maori Road there are currently 24 unrestricted spaces and 11 limited waiting shared-use spaces. The proposals will result in there being 21 unrestricted spaces and 11 limited waiting shared-use spaces. Across Area I as a whole, there will be around 700 spaces. Around half of these are unrestricted.</p> <p>The issues referred to occur at times when the single yellow lines are operational. They do not occur at all times. Therefore, the need for double yellow lines to protect private points of access away from junctions would be excessive and unnecessary.</p> <p>Therefore, it is recommended that the proposals are implemented as advertised.</p>
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they may enter and leave the site in forward gear. The parking / turning area shall be used and retained exclusively for its designated purpose. Reason: To ensure a satisfactory form of development and to avoid adverse impact on the public highway. In accordance with the following policy number(s), G1(1) and G1(2) of the Guildford Borough Local Plan 2003 (as saved by CLG Direction dated 24/09/2007).

The propose vehicular access, in and out driveways were constructed and the new Sports Hall was opened at the beginning of September 2016. However, today, 2 ½ years after the plans were approved, the exit driveway is still blocked by SCC, showing scant regard for the above conditions and highway safety. SCC have not removed the two parking bays blocking the exit driveway, and there is no space for visiting school children to be dropped off at the Pedestrian Entrance to the Sports Hall.

Specifically, the Approved plans show 4 Parking bays. One in front of Markham House (No 14 Maori Road), two, 2-Bay, parking bays in front of the new Sports Hall, which is not shown on your drawing and one in front of No 10 Maori Road.

- The first parking bay (outside Markham House, No 14 Maori Road) is unchanged as shown on your drawing “Proposed changes Maori road, Guildford”.
- The second parking bay (outside the New Sports Hall), needs to be curtailed to 2 bays to allow coaches to drop-off and pick-up visiting teams at the Pedestrian Access to the Sports Hall. However, your drawing does not specify the number of Parking Bays, nor their location relative to the Pedestrian access to the Sports Hall. It is therefore impossible to judge if the proposals conform to the plans, approved by SCC, and are “Fit for Purpose”.
- The third parking bay (outside the New Sports Hall), needs to be curtailed to 2 bays, to allow vehicles to safely enter and leave the Sports Hall car park. Again, your drawing does not specify the number of Parking Bays, nor their location relative to the entrance and exit driveways. It is therefore impossible to judge if the proposals conform to the plans, approved by SCC, and are “Fit for Purpose”.
- The forth parking bay (outside No 10 Maori Road), is unchanged as shown in your drawing.

While, I have no problem with providing safe access to and from the new Sports Hall, I do have serious concerns about highway safety in Maori

Road.

On 06/03/2014 The County Highway Authority wrote a Note to Planner, regarding the New Sports Hall (14/P/00271) "The new access onto Maori Road could lead to the loss of one or two on street parking bays, however, there are plenty of other parking bays on this street, so the loss of up to two spaces will not be detrimental to highway safety.

Apart from the fact that the proposal is for the removal of three, not one or two parking bays, during the School Term there are no spare all day parking bays in Maori Road.

The major problem is people parking on the single yellow lines during the school run. This causes two problems,

- The single yellow lines are designed to allow two-way traffic to pass the on-street parking bays. However, twice a day during term time, the road approaches and often reaches gridlock. This is due to people parking on the single yellow line opposite the on-street parking bays. This means that the heavy traffic passing up and down the road, at that time, meets head on and cannot pass each other. Hence gridlock.
- Because there is not enough waiting space to accommodate the school run traffic, people park, right up to, or even across driveways. This prevents residents from leaving or returning to their homes. Double yellow lines should be provided to protect people's driveways. The gaps created will also provide extra passing places and help prevent gridlock. This is more than a wasted time issue, people get angry and angry drivers are not safe drivers, and should be avoided, particularly at the time when school children are crossing the road.

ANNEXE 2 : COMMENTS AND OBJECTIONS RAISED TO ADVERTISED ORDER

Ref. No.	Representation Comments	Officer Comments / Recommendation / Response
<p>Millmead Area, Guildford (increase prioritisation of space for permit holders through increasing the number of permit only spaces (Millmead Terrace) and extending the operational hours of the controls to include evenings and Sundays) 40 representations</p>		
1	<p>Thank you for your letter of the 10 March 2017 concerning the above mentioned proposals</p> <p>I have reviewed the proposed changes. I would prefer more spaces in Millmead Terrace and Lawn Road to be for residents only rather than 2 hours limited parking 8.30 to 9pm but other than this I support the proposals as they should be a noticeable improvement on the current position for residents trying to park locally evenings and weekends.</p>	<p>General support for the proposals is noted as is the suggestion that more of the spaces should be made permit only.</p> <p>Currently, there are 50 limited waiting shared-use spaces and 33 permit only spaces. The proposal intends to revise this to 35 limited waiting shared-use spaces and 48 permit only spaces. This is a significant increase in prioritisation but still provides flexibility for residents, their visitors and those wishing to visit some of the public facilities in the area, such as the Bury Fields Clinic, local churches and educational establishments.</p> <p>Therefore, it is recommended that the proposals are implemented as advertised.</p>
6	<p>I would like to say that in the three years we have lived here parking our cars has not be difficult and I do not quite understand why some of the residents seem to have such an issue with it.</p> <p>My partner and I live at The Bellairs Apartments, Millmead Terrace and we have 2 on-street parking permits due to the access issues of our garage beneath Condor Close.</p> <p>I will come back to the garage issue but I see with interest that much of the current parking space is going to be solely for Permit B holders between the hours 8.30am and 9.00pm. Can I ask if this means that the Parking Attendants are going to be working these hours?</p> <p>If not then I don't see how this can be enforced.</p> <p>On the garages, as I hope you are aware currently after 6.30pm until 8.30am cars can park opposite, making access in or out of the garages very difficult if not impossible for an average sized car.</p> <p>Also in the past my car has been trapped in my garage beyond 8.30am because cars have been left there into the single yellow line period i.e. beyond 8.30am. So in effect the single yellow line has not always worked as a deterrent.</p>	<p>The proposals were developed because of concerns raised by residents. Indeed, they conducted their own survey prior to the review to reinforce their concerns about the availability of space for permit-holders, particularly in the evenings and on Sundays.</p> <p>The parking bay restrictions and single yellow lines in the area around G-Live already operate up until 9pm Monday to Sunday. The deterrent effect of the single and double yellow line restrictions combined with enforcement result in good levels of compliance.</p> <p>Therefore, whilst motorists may have historically parked on the single yellow lines opposite the garages in Millmead Terrace, enforcement should ensure that motorists broadly adhere to the restrictions. The prioritisation and enforcement of the parking spaces nearby is also likely to free up their availability for permit holders, reducing the likelihood of them parking overnight on yellow lines. Of course, we could never give guarantees that residents will never be blocked in. Certainly, we do not the thousands of vehicular accesses elsewhere within the CPZ, that are already protected by yellow lines. 100% compliance is neither realistic, nor practical, albeit that it is the most desirable outcome.</p> <p>It was always envisaged that the temporary residents' permit offered to garage-owners was provided whilst steps were taken to improve</p>

	<p>If a double yellow line is installed unless Parking Attendants are working 24 hours a day how is this going to stop someone parking on a double yellow line once they know the Attendants are not on duty? My concern is that the access and exit issues could still be a problem is drivers ignore the double yellow lines.</p> <p>We have double yellow lines on the corner of our building outside our front door and drivers visiting the church currently park on these in the evenings.</p> <p>I would be interested to know what happens in other parking zones in the town where single yellow lines have been converted to double yellows.</p> <p>Can you please advise me what the intention is with regard to our second parking permit. I would imagine it is to take it away and if this is the case then I would ask that we be allowed to retain it for a six month period during which I can assess how often, I have access/exit issues to my garage, i.e. are the double yellow lines working as they should.</p>	<p>accessibility. The introduction of double yellow lines should offer improved access. Therefore, garage-owners' ability to acquire up to two permits will be withdrawn.</p> <p>Therefore, it is recommended that the proposals are implemented as advertised.</p>
	<p>I understand that GBC would like to change the 2 hour bays on lawn road millmead And bury road and I'm writing to ask that you pls leave them as they are. I use these roads regularly and have never encountered traffic problems there. I use these spaces to drop my children safely at child's play Preschool and st Nics school. If these were not there I have no idea where I would safely park - meaning I would have 2 very young kids walking on a main road probably with a lot of other carers and parents doing the same.</p> <p>I think the 2 hour bays work perfectly there to drive away the station car users and would strongly urge you to leave these spaces as there are. Parking in Guildford is not easy and you have to consider parents that might use their vehicles for dropping little children off - the URC church allows both preschool and school to use its spaces but there are only about 14 of these for both educational facilities and its staff, all the parents and any other local groups or church attendees - it's a nightmare car park thus the 2 hour bays are invaluable to me!</p>	<p>The proposals were developed because of concerns raised by residents. Indeed, they conducted their own surveys prior to the review to reinforce their concerns about the availability of space for permit-holders, particularly in the evenings and on Sundays.</p> <p>The proposals in Bury Fields, Bury Street and Lawn Road intend to increase the hours during which the restrictions within the parking bays will operate. However, the same number of limited waiting shared-use and permit only spaces will be retained within these roads.</p> <p>The only road where the proportion of the different bay-types will be changed is Millmead Terrace. Nevertheless, the 35 limited waiting shared-use spaces retained equates to over of all the spaces. These will continue to provide flexibility for residents, their visitors and those wishing to visit some of the public facilities in the area, such as the Bury Fields Clinic, local churches and educational establishments.</p> <p>Therefore, it is recommended that the proposals are implemented as advertised.</p>
13	<p>As a resident of Chaucer Court, Lawn Road, I am aware of the parking issues in the road.</p> <p>I do however have the following concerns regarding parking.</p> <ul style="list-style-type: none"> I am unable to purchase a parking permit as I do not have 2 cars (as per the attached e-mail) 	<p>The proposals were developed because of concerns raised by residents. Indeed, they conducted their own survey prior to the review to reinforce their concerns about the availability of space for permit-holders, particularly in the evenings and on Sundays.</p> <p>The Chaucer Court Management company operated a permit scheme and provide residents with garages. The parking area at the front of the</p>

	<ul style="list-style-type: none"> • There are 30 flats within Chaucer Court and only approximately 14 parking spaces • On a regular basis I have to park on the road when I return from work at approx. 5pm, with the proposed changes, I would not be able to park overnight unless I return at 7pm. • On a weekend and during the evenings I can struggle to park at all outside my own residence at all due to cars parked both within Chaucer Court and Lawn Road <p>If I am able to have a parking permit with the new changes I support the change, however if not, this will not help with residents parking at all and in fact make it worse.</p> <p>Please can you advise if permits for residents would also be reviewed?</p>	<p>development is capable of accommodating around 12 vehicles. There are also 12 garages at the property, and these are fronted by a large forecourt. Therefore, based on the balance of probabilities, we only issue a maximum of one on-street residents' parking permit for households within the development that keep a second vehicle.</p> <p>The prioritisation of on-street parking in the evening and on Sundays intends to assist permit holders at these times. Therefore, it may encourage those permit-holding residents within Chaucer Court to use the on-street parking spaces near their property, rather than the parking at the premises. This would serve to free up spaces at the premises for those that are not eligible for permits. The Management Company may look to take steps to encourage this.</p> <p>Therefore, it is recommended that the proposals are implemented as advertised.</p>
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 50</p> <p>15</p>	<p>With reference to your proposed changes, I agree with the same. However, if it goes through, I'd be grateful if you would simplify the parking signs and improve the aesthetic look of the area. In particular, I note the following:</p> <ol style="list-style-type: none"> 1. Buryfields Road <p>Just by Buryfields House (the former Council offices) is it possible to:</p> <ul style="list-style-type: none"> • Reduce the size of the 2 'no entry' signs. Also, remove the 'bicycle route' sign (and the bicycle route) since no one uses it. Also, remove the blue 'Town centre' and 'Godalming bike route' signs, since the bush overshadowing these signs always covers them over in summer. Further, they add nothing (since people know the way to the town centre and the latter is only for the bicycle route); • Place the parking sign outside Buryfields Clinic on the wall of the Clinic (removing the ugly grey pole and making it easier for everyone to see it). Also, placing the 2 signs on the other side of the road, on the black lamppost between them, since this would still meet legal requirements and get rid of 2 ugly grey poles; • Place one of the 'T entry' signs just by the Clinic on a smaller pole (if possible), since it looks so ugly. Are they needed in any case? <ol style="list-style-type: none"> 2. Lawn Road 	<p>Support for the proposals is noted.</p> <p>In respect to the parking signs, Parking Services has previously taken steps to remove over 40 signs that are no longer legally required. It would be impractical for us to enter discussions with numerous households / premises about the possible relocation of remaining 30 or so post-mounted signs that are present within the area. Clearly, trying to do something across the entire borough would be an even more significant undertaking, both in terms of time and cost. However, in situations where property owners approach us asking for signage to be affixed to their property, rather than on posts, this is something that can be investigated, and if appropriate, changes made.</p> <p>Surrey County Council's Highways team has been made aware of concerns about non-parking-related highway signs.</p> <p>Therefore, it is recommended that the proposals are implemented as advertised. Nevertheless, if opportunities to further rationalise the signs become apparent as part of this process, we will look to implement these at the time the other changes are being made.</p>

	<p>Many of the grey poles in this road look horrible since they are rusting badly. Can they not be placed on the walls (where possible) and the grey poles removed?</p> <p>3. Millmead Terrace</p> <p>Is it possible to:</p> <ul style="list-style-type: none"> • Outside the former Acting School, remove the small yellow 'no parking' sign on the lamp-post since it is not necessary. Also, put the parking sign on the wall of the school (I believe the home owners have no objection and, indeed, would prefer it there); • In the Street. Place the signs on the walls and lamp-posts, where possible. I believe that all the homeowners have no objection. • End of the Street. Remove the small yellow 'no parking' sign on the lamp-post since it is not necessary. <p>The effect of the above would be to improve the overall look of the street, without impinging on legal requirements.</p> <p>I have included in this email all of Mr Harkin, Mr Whitehead and Ms Sturgeon, since I believe that they will all give encouragement to anything that will reduce unnecessary signage as well as improve the aesthetic look of these streets. My hope is that this is replicated generally in Guildford.</p>	
16	<p>Thank you for your letter informing me of proposals for changes to parking controls in the Millmead Terrace areas. I strongly support these proposals even recognising it may cause more need for visitors to pay for parking or use more permits.</p> <p>I especially welcome the proposed change to extend restrictions to a Sunday when pressure from church parking frequently results in unavailability of parking spaces for residents. The reasonable price of parking in the Lawn Road car park should offset inconvenience.</p>	<p>Support for the proposals is noted.</p> <p>Therefore, it is recommended that the proposals are implemented as advertised.</p>
17	<p>I would like to forward my support for the proposed changes in relation to the suggested parking control changes Ref: KM/17/0001-2.</p> <p>I am a local resident and often find it excessively difficult to find parking spaces in the area, often there multiple vehicles parked on double yellow lines due to the lack of available spaces.</p> <p>In general this is due to people taking advantage of the areas close proximity to the town centre and so additional controls should help to limit</p>	<p>Support for the proposals is noted.</p> <p>Therefore, it is recommended that the proposals are implemented as advertised.</p>

	<p>the problem.</p> <p>As I suspect you have discovered most of the parked vehicles are not local to the area and do not have permits, so increased permit requirements should help to resolve the issue.</p> <p>Due to being a local resident requiring on street parking I am already making use of the parking permit structure, as are many of my neighbours. As such I don't perceive increased permit relating controls creating problems for myself or other local residents.</p>	
<p>Page 52¹⁸</p>	<p>I'm am writing to object to changes regarding Millmead area. I am a mother at st Nicolas school and there is limited parking in the area to pick up the children and the changed will make it even more difficult. So I object to this change.</p>	<p>The proposals were developed because of concerns raised by residents. Indeed, they conducted their own surveys prior to the review to reinforce their concerns about the availability of space for permit-holders, particularly in the evenings and on Sundays.</p> <p>Within the Millmead area there are 85 on-street spaces overall. Presently, 50 of these spaces are limited waiting shared-use, whilst 33 are permit only. The proposal intends to re-proportion these so that there are 35 limited waiting shared-use spaces and 48 permit only.</p> <p>The proposals in Bury Fields, Bury Street and Lawn Road intend to increase the hours during which the restrictions within the parking bays will operate. However, the same number of limited waiting shared-use and permit only spaces will be retained within these roads.</p> <p>The only road where the proportion of the different bay-types will be changed is Millmead Terrace. Nevertheless, the 35 limited waiting shared-use spaces retained equates to over 40% of all the spaces. These will continue to provide flexibility for residents, their visitors and those wishing to visit some of the public facilities in the area, such as the Bury Fields Clinic, local churches and educational establishments.</p> <p>Therefore, it is recommended that the proposals are implemented as advertised.</p>
<p>19</p>	<p>I'm emailing to register our support for the proposed changes to parking restrictions in the Millmead area as follows:</p> <p>Sunday and evening restrictions are very much welcome and desperately needed.</p> <p>We don't feel so strongly about converting the 2-hour bays into residents only. This is a less of an issue for us and we would actually like to retain some 2-hour bays in Millmead Terrace for our visitors.</p> <p>In relation to the double yellow lines proposed opposite the garages under Condor Court, overall we do not think that this will help the parking</p>	<p>General support for the proposals is noted.</p> <p>Within Millmead area there are currently 84 residents permit holders. In total, there are 85 on-street spaces. Presently, 50 of these spaces are limited waiting shared- use, whilst 33 are permit only. The proposal intends to re-proportion these so that there are 35 limited waiting shared-use spaces and 48 permit only.</p> <p>The proposals in Bury Fields, Bury Street and Lawn Road intend to increase the hours during which the restrictions within the parking bays will operate. However, the same number of limited waiting shared-use</p>

situation in the area and so object to this part of the proposal. Whilst we understand that the main reason for the proposal is that cars parked here prevent people using the garages, we also believe that the size of the garages is a problem. Putting double yellow lines opposite the garages may stop people parking there (although this is not guaranteed) but it will not enable people with bigger cars to use the garages. If the other parts of this proposal are not accepted and/ or if they don't result in a reduction of parking congestion, then people will continue to be forced to park opposite the garages anyway. We do so not because it is the most convenient spot but because there are no alternatives.

If the proposal for double yellow does go ahead we believe that, in line with your policy, the on-street permits that have been issued to those who have use of the garages are cancelled as of the date that the double yellow lines are introduced. Are you able to do this? Do you know which apartments have access to garages? Are you reliant on people declaring this? If so, some may be reluctant to do so because they prefer to park on the street (nearer home), or may just not consider the garages to be worthy of declaring as an off-street parking space because of size.

For others who are reliant on on-street parking, if such permits are not cancelled, this could mean that the number of cars using on-street parking is not reduced and the risk of getting a fine if forced to park opposite the garages is higher. This would not represent an improvement.

I am writing to you to express my concern at the proposed changes to the parking regulations on Lawn Road, reference no: KM/17/001-2.

I, alongside my partner, currently own and reside at Chaucer Court, Lawn Road. We are concerned that the proposed parking restriction changes will have a major impact on us as we run one car between us and have previously applied for a permit to park this car on Lawn Road. However, due to there being limited parking available within Chaucer Court this application was denied. In reality, we frequently have to rely on parking our car on the road (in the non-resident parking bays) as there is no remaining space in the Court.

If the proposed changes were to be implemented, I have concerns that this will negatively impact the state of the parking within the Court and will also leave me, as a young female, in the vulnerable position where I will have to walk considerable distance from my car to my home in the dark. If these proposed changes are to be implemented I would urge you to consider the criteria in place for issuing parking permits on these roads as your current policy is that you will only provide a permit for a second car despite there not being sufficient space for one car per flat in the Court.

and permit only spaces will be retained within these roads.

The only road where the proportion of the different bay-types will be changed is Millmead Terrace. This is where the demand for parking from permit holders is at its greatest. There are currently 35 permit holders in Millmead and 28 in Bury Fields. Nevertheless, the 35 limited waiting shared-use spaces retained equates to over of all the spaces. These will continue to provide flexibility for residents, their visitors and those wishing to visit some of the public facilities in the area, such as the Bury Fields Clinic, local churches and educational establishments.

It was always envisaged that the temporary residents' permit offered to garage-owners was provided whilst steps were taken to improve accessibility. The introduction of double yellow lines should offer improved access. Therefore, garage-owners' ability to acquire up to two permits will be withdrawn. This reduction in the number of permits issues should also assist the remaining permit holders to find a space.

Therefore, it is recommended that the proposals are implemented as advertised.

The proposals were developed because of concerns raised by residents. Indeed, they conducted their own survey prior to the review to reinforce their concerns about the availability of space for permit-holders, particularly in the evenings and on Sundays.

The Chaucer Court Management company operated a permit scheme and provide residents with garages. The parking area at the front of the development is capable of accommodating around 12 vehicles. There are also 12 garages at the property, and these are fronted by a large forecourt. Therefore, based on the balance of probabilities, we only issue a maximum of one on-street residents' parking permit for households within the development that keep a second vehicle.

The prioritisation of on-street parking in the evening and at weekends is specifically intended to assist permit holders at these times. Therefore, it may encourage those permit-holding residents within Chaucer Court to use the on-street parking spaces near their property, rather than the parking at the premises. This would serve to free up spaces at the premises for those that are not eligible for permits. The Management Company may look to take steps to encourage this.

		<p>The concerns about personal safety have been forwarded to Surrey Police.</p> <p>Therefore, it is recommended that the proposals are implemented as advertised.</p>
21	<p>Please do not make parking restricted to residents only.</p> <p>I feel that I am being got at from at least two directions. Sunday trading was brought in against my will and this has led to being charged for parking unless on street parking is available. Then there are shoppers who try and park without having to pay. Thus residents want reserved parking places. Why not get rid of Sunday trading as there is little or no benefit to the local economy and great pressure on families.</p> <p>Both my wife and I are pensioners and we need to park without paying to go to church.</p> <p>Parking should not be restricted to residents.</p>	<p>The proposals were developed because of concerns raised by residents. Indeed, they conducted their own surveys prior to the review to reinforce their concerns about the availability of space for permit-holders, particularly in the evenings and on Sundays.</p> <p>Within the Millmead area there are 85 on-street spaces overall. Presently, 50 of these spaces are limited waiting shared-use, whilst 33 are permit only. The proposal intends to re-proportion these so that there are 35 limited waiting shared-use spaces and 48 permit only.</p> <p>The proposals in Bury Fields, Bury Street and Lawn Road intend to increase the hours during which the restrictions within the parking bays will operate. However, the same number of limited waiting shared-use and permit only spaces will be retained within these roads.</p> <p>The only road where the proportion of the different bay-types will be changed is Millmead Terrace. Nevertheless, the 35 limited waiting shared-use spaces retained equates to over 40% of all the spaces. These will continue to provide flexibility for residents, their visitors and those wishing to visit some of the public facilities in the area, such as the Bury Fields Clinic, local churches and educational establishments.</p> <p>Parking Services' review is restricted to the control of on-street parking. As such, its ability to influence national legislation regarding Sunday trading is limited.</p> <p>Therefore, it is recommended that the proposals are implemented as advertised.</p>
22	<p>With regard to the above parking proposals in the Buryfields area of Guildford, please may I express my opposition to them. As members of Guildford Baptist Church, we rely on parking in the side streets surrounding the church, since there is very limited parking on site and this is kept for the elderly.</p> <p>The enforcement of such proposals would cause major disruption and inconvenience, since there is always a shortage of spaces anyway and this would make the situation unbearable.</p> <p>Please consider abolishing such a proposal and maintaining the relative calm that exists at present in the area.</p>	<p>The proposals were developed as a result of concerns raised by residents. Indeed, they conducted their own surveys prior to the review to reinforce their concerns about the availability of space for permit-holders, particularly in the evenings and on Sundays.</p> <p>Within the Millmead area there are 85 on-street spaces overall. Presently, 50 of these spaces are limited waiting shared-use, whilst 33 are permit only. The proposal intends to re-proportion these so that there are 35 limited waiting shared-use spaces and 48 permit only.</p> <p>The proposals in Bury Fields, Bury Street and Lawn Road intend to increase the hours during which the restrictions within the parking bays</p>

		<p>will operate. However, the same number of limited waiting shared-use and permit only spaces will be retained within these roads.</p> <p>The only road where the proportion of the different bay-types will be changed is Millmead Terrace. Nevertheless, the 35 limited waiting shared-use spaces retained equates to over 40% of all the spaces. These will continue to provide flexibility for residents, their visitors and those wishing to visit some of the public facilities in the area, such as the Bury Fields Clinic, local churches and educational establishments.</p> <p>Therefore, it is recommended that the proposals are implemented as advertised.</p>
	<p>Thanks for the letter on the parking in Millmead area Area B consultation. I have lived in the area for the last 18 months. In my time searching for a space every time I return home, there are three observations that I have made, I have noticed that in the late evening and early morning there are more spaces available, where the three parking behaviours below are not in force.</p> <ol style="list-style-type: none"> 1. Council workers park in the 2 hour bays without a permit and come out and move their cars around periodically throughout the day. I have also heard about this behaviour from others. 2. Theatre goers and restaurant patrons park on the roads in the evening as soon as the parking bays become inactive and take up spaces for the whole evening, often before many residents even return home from work, doing children pick-ups etc. 3. Church attendees arrive in the area early on a Sunday before many of the shops open, park then afterwards go shopping, lunch etc. and take up a space all day. <p>I read your proposals in the advertisement and welcome the increasing of time zone limitation to 9pm which would help address some of the issues in 2) and 3) above, however you also are suggesting to remove the capacity from outside the Condor Court garages...(some 5-10 cars often). Who will now backfill any space freed up from the above, .so a net neutral to the problem. Also, a 2 hour allowance means that the parking restrictions effectively stop at 7pm. A one hour waiting allowance instead of two would mean that there is a flow of parking spaces becoming available until at least 8pm.</p> <p>Maybe the solution would be to:</p> <ol style="list-style-type: none"> 1. Strongly invite (enforce) Council workers to use the Artington 	<p>The proposals were developed as a result of concerns raised by residents. Indeed, they conducted their own surveys prior to the review to reinforce their concerns about the availability of space for permit-holders, particularly in the evenings and on Sundays.</p> <p>Within the Millmead area there are currently 84 residents permit holders. In total, there are 85 on-street spaces. Presently, 50 of these spaces are limited waiting shared-use, whilst 33 are permit only. The proposal intends to re-proportion these so that there are 35 limited waiting shared-use spaces and 48 permit only.</p> <p>The parking bay restrictions and single yellow lines in the area around G-Live already operates up until 9pm Monday to Sunday. The deterrent effect of the single and double yellow line restrictions combined with enforcement result in good levels of compliance.</p> <p>Therefore, whilst motorists may have historically parked on the single yellow lines opposite the garages in Millmead Terrace, enforcement should ensure that motorists broadly adhere to the restrictions. The prioritisation and enforcement of the parking spaces nearby is also likely to free up their availability for permit holders, reducing the likelihood of them parking overnight on yellow lines. Of course, we could never give guarantees that residents will never be blocked in. Certainly, we do not the thousands of vehicular accesses elsewhere within the CPZ, that are already protected by yellow lines. 100% compliance is neither realistic, nor practical, albeit that it is the most desirable outcome.</p> <p>There are 14 garages below Condor Court. Of these, 11 are associated with the Bellairs development. 7 of the households hold permits for their first cars. This adds to the parking pressure.</p> <p>It was always envisaged that the temporary residents' permit offered to garage-owners was provided whilst steps were taken to improve</p>

	<p>Park and Ride and the bus stop at the top of Lawn Road. The Council could perhaps provide additional minibuses for them as some other major employers in the area do, which sets a good example in the community.</p> <ol style="list-style-type: none"> 2. Allocate the MillMead Court car park (behind the Britanni pub) as a car park for residents only. This is an instant win, at least at Weekends when it is hardly used, and 1700-0830 weekdays outside working hours). 3. Church and theatre goers, shoppers etc can pay in Millmead river front car park (in front of the pub). or the Council own car park at weekend. 4. More actively promote public car parks in the area and ensure that their opening times meet the needs of everyone using the local facilities including church goers, shoppers, diners and theatre goers etc. There is obviously a cost to the driver, but if I drive to any town centre, location I would expect to pay to park but also to find a space relatively easily. 	<p>accessibility. The introduction of double yellow lines should offer improved access. Therefore, garage-owners' ability to acquire up to two permits will be withdrawn. This in turn should further reduce pressure on the parking spaces.</p> <p>The remit of Parking Services' review is restricted to dealing with the on-street parking situation. Nevertheless, I have forwarded the suggestions about other parking issues onto my colleagues.</p> <p>Therefore, it is recommended that the proposals are implemented as advertised.</p>
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 56</p> <p>27</p>	<p>I write in relation to the above (reference: KM/17/0001-2). My partner and I are residents of Millmead Terrace.</p> <p>We have both reviewed the proposals and are broadly in agreement with these, but we do have a suggested amendment. We set out our comments below:</p> <p>Proposals we are in agreement with</p> <ol style="list-style-type: none"> 1. The extension of the existing residents only bays to 9pm and to cover Sundays is a welcome change. Residents often struggle to park near to where they live and this is particularly bad in the evenings and on Sundays. 2. To convert the 2 hour bays to residents only will also assist. Visitors parking permits can be used when people are visiting residents. <p>Main concerns</p> <p>Our suggestions for amendment to the proposals relate to the conversion of the single yellow line into a double yellow line in Millmead Terrace, which could be problematic. I set out our reasons for this below:</p> <ol style="list-style-type: none"> 1. Residents (including ourselves and our neighbours) regularly use 	<p>General support for the proposals is noted.</p> <p>The proposals were developed because of concerns raised by residents. Indeed, they conducted their own surveys prior to the review to reinforce their concerns about the availability of space for permit-holders, particularly in the evenings and on Sundays. Their assertion was that the availability of space issues are caused by non-residents.</p> <p>Within the Millmead area there are currently 84 residents permit holders. In total, there are 85 on-street spaces. Presently, 50 of these spaces are limited waiting shared-use, whilst 33 are permit only. The proposal intends to re-proportion these so that there are 35 limited waiting shared-use spaces and 48 permit only.</p> <p>Whilst motorists may have historically parked on the single yellow lines opposite the garages in Millmead Terrace, enforcement should ensure that motorists broadly adhere to the restrictions. The prioritisation and enforcement of the parking spaces nearby is also likely to free up their availability for permit holders, reducing the likelihood of them parking overnight on yellow lines.</p> <p>The garages are capable of accommodating modern family cars such as a Subaru Forrester estate or Audi A5. Nevertheless, the ability of these types of vehicle to access the garages is significantly impaired by vehicles parked on the single yellow line opposite.</p>

	<p>the single yellow line in the evenings and on Sundays when there are no other parking spaces available nearby. We have walked around the area recently, looking at who is parking in the residents bays/2 hour bays and a lot of these cars contain residents permits or visitors permits. Therefore, our concern is that, even with the other changes being introduced to prioritise the bays for residents, there will still not be enough spaces for everyone at certain times if this single yellow line is removed. It is relied upon by residents for 'overflow' parking.</p> <ol style="list-style-type: none"> 2. We do not believe that removing the single yellow line will reduce garage owners' reliance on permits, as a lot of people do not have the time/inclination to put their car into a garage every night and remove it each morning, so a lot of garage owners will continue to park on the road in any event. Also, I walk past these garages on a daily basis and, having seen them inside, they are too small for a modern family car, so the majority are only being used for storage, not for the parking of a vehicle. I have only seen one of the garages being regularly used for the parking of a vehicle and this is for a Smart car, so there is unlikely to be any reduction in the use of residents bays due to garage use. 3. Even when vehicles are parked on the single yellow line opposite the garages, I have not seen the vehicle mentioned above struggle to get into or out of the garage. <p>Therefore, we would support the proposed changes to the parking bays, but with the retention of the single yellow line in Millmead Terrace, to ensure there is somewhere residents can park in the event that there are not enough spaces available. This would also allow visitors to park in the evening and on Sundays.</p>	<p>It was always envisaged that the temporary residents' permit offered to garage-owners was provided whilst steps were taken to improve accessibility. The introduction of double yellow lines should offer improved access. Therefore, garage-owners' ability to acquire up to two permits will be withdrawn. This reduction in the number of permits issues should also assist the remaining permit holders to find a space.</p> <p>Even if we were to retain the single yellow line, the intention would be to extend its operational hours to match those within the adjacent parking bays. This, and the use of additional boundary signs to highlight the different operational hours within the area, overcomes the need to sign each individual length of single yellow line. In these circumstances, the single yellow line would only be available for parking between 9pm and 8.30am the next morning.</p> <p>Therefore, it is recommended that the proposals are implemented as advertised.</p>
<p>31</p>	<p>I am writing with regards to the proposed changes to the parking control in the Millmead Terrace area and in particular, to the proposals for the Bury Street and Bury Fields area. I am grateful that the concerns raised by local residents are being heard and am in agreements with the principles to change the Monday to Saturday 8:30am areas to Monday to Sunday, however I feel the restrictions should be 8:30 am to 8:30pm and that way, the restriction are a straight forward logical 12 hour period.</p> <p>However, if the proposals are to go ahead, then residents will need to have the option of buying more visitor permits than the 30 per 12-month calendar period, to ensure that we can continue to have visitors, particularly on a Sunday when all the car parks in the area will become occupied by the various churches. Without this option, the changes address one problem and in doing so, create a different one.</p>	<p>General support for the proposals is noted.</p> <p>The operational hours within the vast majority of the controlled parking zone (CPZ) are Monday to Saturday 8.30am to 6pm. However, the parking bay restrictions in the area around already operate up until 9pm Monday to Sunday. This has the desired effect in prioritising space for residents in the evening and on Sundays. Therefore, to avoid a multitude of different operational hours within the CPZ, and the possible confusion that this might cause motorists, it is desirable to try to keep their number to a minimum. Nevertheless, we intend to use of additional boundary signs to highlight the different operational hours within the Millmead area, to try to assist driver awareness and compliance with the controls.</p> <p>The extended operational hours in the area around G-Live has not</p>

	<p>In addition, residents who have parking in nearby apartment blocks should not be allocated road parking resident permit going forwards. The example I am refereeing to is that we believe that the planning department allowed the development was completed for parking in the surrounding area (which was granted) despite the fact that parking in the developer's original application had been refused.</p>	<p>resulted in a huge increase in demand for visitors permits, beyond the existing annual limit. Residents' visitors will be able to park in the limited waiting shared-use spaces without the need to display a visitor permit from 7pm onwards. Nevertheless, should demand increase, future reviews may allow the issue of annual visitor permit limits to be reconsidered.</p> <p>Therefore, it is recommended that the proposals are implemented as advertised.</p>
32	<p>Living on the corner of Lawn Road, we have our own private off road parking. We support the proposed amendments to current parking regulations, referring specifically to Lawn Road, which runs, down the side of our property and garden. The constant slamming of car doors by people using the road to avoid paying for the town centre parking does aggravate us- or most accurately, one of our dogs!</p> <p>We have sympathy with local residents who have difficulty if they are squeezed out of using their parking permits by occupied spaces and support the proposals. I would only add a plea to make it easy for visiting trades people to park if they need access to a property. We have had issues there, whilst renovating our house.</p>	<p>Support for the proposals is noted.</p> <p>Therefore, it is recommended that the proposals are implemented as advertised.</p>
35	<p>I'm writing to lodge my objection to the double yellow lines you are proposing on Millmead Terrace, opposite the garages and in front of the properties Nos 1-7 Millmead Terrace.</p> <p>My husband and I own a property opposite the garages beneath Condor Court and strongly object to this proposal, due to the fact that it is primarily Resident Permit holders whom park in area of an evening and on a Sunday due to a significant lack of available bayed spaces.</p> <p>We also particularly oppose a double yellow line being positioned across the front of our drive way.</p>	<p>The proposals were developed because of concerns raised by residents. Indeed, they conducted their own surveys prior to the review to reinforce their concerns about the availability of space for permit-holders, particularly in the evenings and on Sundays. Their assertion was that the availability of space issues are caused by non-residents.</p> <p>Within the Millmead area there are currently 84 residents permit holders. In total, there are 85 on-street spaces. Presently, 50 of these spaces are limited waiting shared-use, whilst 33 are permit only. The proposal intends to re-proportion these so that there are 35 limited waiting shared-use spaces and 48 permit only.</p> <p>Whilst motorists may have historically parked on the single yellow lines opposite the garages in Millmead Terrace, doing so greatly restricts the use of these facilities. As a result, we have allowed households that would otherwise not be eligible for permits to acquire them temporarily.</p> <p>There are 14 garages below Condor Court. Of these, 11 are associated with the Bellairs development. 7 of the households hold permits for their first cars. This adds to the pressure on parking.</p> <p>The prioritisation and enforcement of the parking spaces nearby is likely to free up their availability for permit holders, reducing the likelihood of them parking overnight on yellow lines.</p>

		<p>Furthermore, it was always envisaged that the temporary residents' permit offered to garage-owners was provided whilst steps were taken to improve accessibility. The introduction of double yellow lines should offer improved access. Therefore, garage-owners' ability to acquire up to two permits will be withdrawn. This in turn should further reduce pressure on the parking spaces.</p> <p>Although the single yellow line immediately outside No.7 is not directly opposite the garages, the 8-metre length of single yellow line along the property's frontage protects the access to No.7's off-street parking facilities. This length also provides access to the on-street parking bay situated on the bend 90-degree bend within the road. Therefore, parking on the single yellow line adjacent to this parking bay could restrict its use. Furthermore, if this particular section was the only section to remain as a single yellow line, it may encourage other motorists to park there, potentially causing accessibility issues for the household at No.7.</p> <p>Notwithstanding, even if we were to retain the single yellow line, the intention would be to extend its operational hours to match those within the adjacent parking bays. This, and the use of additional boundary signs to highlight the different operational hours within the area, overcomes the need to sign each individual length of single yellow line. In these circumstances, the single yellow line would only be available for parking between 9pm and 8.30am the next morning.</p> <p>Therefore, it is recommended that the proposals are implemented as advertised.</p>
<p>36</p>	<p>I wish to respond to the proposals to further restrict parking around the Millmead area. I will find the restrictions make it far harder to attend the Millmead Baptist Church where I have been a member for over 30 years, both for week day meetings and on Sundays. There is seldom any free parking in Guildford town centre and parking prices for public service semi retired workers like me are prohibitively high. I do try and cycle in during day light hours but use my car in the evenings for safety reasons. I usually come into town 3 times a week. These new proposals will discourage me from coming into town in the evenings to see plays at the Yvonne Arnaud or go out for meals in town because it adds many pounds to the cost of the evening. This will have a detrimental effect on the towns night time economy.</p> <p>Our Sunday services generally go on longer than 2 hours so putting in a Sunday restriction on the very few spaces left will detrimentally affect our congregation. The Council car park next door to Millmead Baptist Church is often two thirds or more empty in the evenings - why can't local</p>	<p>The proposals were developed because of concerns raised by residents. Indeed, they conducted their own surveys prior to the review to reinforce their concerns about the availability of space for permit-holders, particularly in the evenings and on Sundays.</p> <p>Within the Millmead area there are there are 85 on-street spaces overall. Presently, 50 of these spaces are limited waiting shared-use, whilst 33 are permit only. The proposal intends to re-proportion these so that there are 35 limited waiting shared-use spaces and 48 permit only.</p> <p>The proposals in Bury Fields, Bury Street and Lawn Road intend to increase the hours during which the restrictions within the parking bays will operate. However, the same number of limited waiting shared-use and permit only spaces will be retained within these roads.</p> <p>The only road where the proportion of the different bay-types will be changed is Millmead Terrace. Nevertheless, the 35 limited waiting</p>

residents go in there? You already make hundreds of pounds out of congregation on a Sunday from parking charges elsewhere and these proposals seem to be another rouse to make more Sunday money for a cash strapped council.

I live in Park Barn and we have hundreds of students parking outside our houses causing similar problems to residents of Millmead area, but we find alternative places to park, when necessary. Why can't Millmead residents do the same? Why does the restriction have to extend to 9pm when there are nearly always spaces available after 6pm in my experience? It seems so unfair on other town residents who can't afford to live centrally. There were spaces after 6pm on Millmead terrace until the conversion of the Millmead terrace theatre into expensive luxury housing, why weren't they given a car park as part of the conversion?.

I also use Lawn road to park when I give blood at the URC church. The proposals will make it very difficult for me to continue giving blood, as I will have to walk further to get there. It can take two hours to donate and I don't think I should be charged for the privilege of parking to perform this sort of public service for free. I wouldn't be able to safely cycle after a donor session as it is all uphill and we are discouraged from excessive exercise following donation.

The proposals will make it virtually impossible to park anywhere round Millmead in the future. Many of our congregation are elderly and unable to walk too far, these proposals will detrimentally affect them. Therefore I would urge the Council strongly to think again about the impact of these changes on other town residents and the services they provide both through the church and to the community e.g. blood donation, mums and toddlers groups, learning disability social clubs etc.

shared-use spaces retained equates to over 40% of all the spaces. These will continue to provide flexibility for residents, their visitors and those wishing to visit some of the public facilities in the area, such as the Bury Fields Clinic, local churches and educational establishments.

Therefore, it is recommended that the proposals are implemented as advertised.

I write to confirm my support for the following elements of the above proposals (as indicated by a cross in the relevant box):

- More resident-only parking bays**
Changing some of the parking places which allow 2-hour parking for non-residents into permit-only parking.
(There are currently 31 permit-only spaces, 45 spaces that allow 2-hour parking for non-residents, 2 disabled spaces and 1 car club space. The proposal is that around a third of the 2-hour spaces (mainly those in Millmead Terrace) would become resident only. Those around the clinic and most of the 2-hour bays on Lawn Road would be retained).
- Parking restrictions applying later into the evening**
Lengthen the hours of restricted parking to 9pm
(The hours are currently restricted from 8.30-6pm)
- Introduce restrictions on Sunday**
Restrict parking on Sunday as for other days
(There are currently no restrictions on Sundays)
- Add double yellow lines opposite the garages under Condor Court**
(There is currently a single yellow line, but cars parked on the single yellow overnight prevent the garages from being used. As a result these residents have to park on the street).

Support for some of the proposals is noted.

The proposals were developed as a result of concerns raised by residents. Indeed, they conducted their own surveys prior to the review to reinforce their concerns about the availability of space for permit-holders, particularly in the evenings and on Sundays.

Within the Millmead area there are currently 84 residents permit holders. In total, there are 85 spaces. Presently, 50 of these spaces are limited waiting shared-use, whilst 33 are permit only. The proposal intends to re-proportion these so that there are 35 limited waiting shared-use spaces and 48 permit only.

The operational hours within the vast majority of the controlled parking zone (CPZ) are Monday to Saturday 8.30am to 6pm. However, the parking bay restrictions in the area around G-Live already operate up until 9pm Monday to Sunday. This has the desired effect in prioritising space for residents in the evening and on Sundays. Therefore, to avoid a multitude of different operational hours within the CPZ, and the possible confusion that this might cause motorists, it is desirable to try to keep their number to a minimum. Nevertheless, we intend to use of additional boundary signs to highlight the different operational hours within the Millmead area, to try to assist driver awareness and compliance with the controls.

Whilst motorists may have historically parked on the single yellow lines opposite the garages in Millmead Terrace, doing so greatly restricts the use of these facilities. As a result, we have allowed households that would otherwise not be eligible for permits to acquire them temporarily.

There are 14 garages below Condor Court. Of these, 11 are associated with the Bellairs development. 7 of the households hold permits for their first cars. This adds to the pressure on parking.

The prioritisation and enforcement of the parking spaces nearby is likely to free up their availability for permit holders, reducing the likelihood of them parking overnight on yellow lines.

Furthermore, it was always envisaged that the temporary residents' permit offered to garage-owners was provided whilst steps were taken to improve accessibility. The introduction of double yellow lines should offer improved access. Therefore, garage-owners' ability to acquire up to two permits will be withdrawn. This in turn should further reduce pressure on the parking spaces.

		<p>Therefore, it is recommended that the proposals are implemented as advertised.</p>
<p>40</p>	<p>There is no parking around St Nicolas' School (and Child's Play Preschool @ the URC) on the Portsmouth Road other than that around Lawn Road and Bury Fields. Please can you reconsider changing parking restrictions around school drop-off and pick times, which can be as early as 8am to 9:15 and and 2:30pm and 4:15 pm.</p> <p>There are often resident only spaces available during this time, so I do not see the need to remove the 2 hour parking spaces. Perhaps you might want to only alter the arrangements in the early evenings, when residents return from work.</p> <p>The removal of these "safe" spaces, will probably lead to people parking on double yellow lines or in less safe locations. The school has many working parents who have to drive to the school, allowing enough time to get to and from work.</p>	<p>The proposals were developed because of concerns raised by residents. Indeed, they conducted their own surveys prior to the review to reinforce their concerns about the availability of space for permit-holders, particularly in the evenings and on Sundays.</p> <p>Within the Millmead area there are 85 on-street spaces overall. Presently, 50 of these spaces are limited waiting shared-use, whilst 33 are permit only. The proposal intends to re-proportion these so that there are 35 limited waiting shared-use spaces and 48 permit only.</p> <p>The proposals in Bury Fields, Bury Street and Lawn Road intend to increase the hours during which the restrictions within the parking bays will operate. However, the same number of limited waiting shared-use and permit only spaces will be retained within these roads.</p> <p>The only road where the proportion of the different bay-types will be changed is Millmead Terrace. Nevertheless, the 35 limited waiting shared-use spaces retained equates to over 40% of all the spaces. These will continue to provide flexibility for residents, their visitors and those wishing to visit some of the public facilities in the area, such as the Bury</p>

		<p>Fields Clinic, local churches and educational establishments.</p> <p>Therefore, it is recommended that the proposals are implemented as advertised.</p>
	<p>I'm writing to object to the proposed changes to Millmead area parking restrictions as quoted on Guildford Borough website. We live in The Mount, and my kids attend both St Nicolas' CofE Aided Infant School and Child's Play pre-school located in the United Reformed Church building. Both these schools will be severely affected by the proposed changes.</p> <p>Both schools rely on the limited amount of public parking spaces in the United Reformed Church car park, and, as a parent, I can assure you that these spaces are not at all sufficient for school runs. Most of the times when I needed to drive to pick up my daughter from the pre-school, I could only park in the nearby streets. The proposed parking changes would mean there are no more non-permit spaces available in the area, severely restricting parents' access to the schools. I am lucky to be living within a walking distance from the schools but I know that there are very many parents who drive daily for school runs and use these spaces.</p> <p>Moreover, the proposed changes would affect the parking situation on the road where we live, the Mount. Currently, there are a few 1 hour parking spaces available on top of the Mount where some St Nics parents choose to park. Even as things stand at the moment, I quite often see some cars parked inappropriately (on the pavement etc.) because all these spaces are taken during busy hours. If there are no other options in the Millmead area, more people would be parking in our street, and the risk of inappropriate parking would increase dramatically. On such a narrow road, it would mean danger for pedestrians, including a lot of children going to school or back home. The pavements there are already extremely narrow and there are a lot of cars that drive up the steep hill at quite a speed, and having to walk on the road to avoid illegally parked cars would be really scary with young children.</p> <p>If possible, I would suggest that you please reconsider such dramatic changes and probably discuss some compromise solutions, such as restricting the 2 hour bays to 1 hour (for example) so that they could no longer be used by people going into town for shopping (if that indeed seems to be the problem that caused the changes in the first place). I do hope there can be some solution that would not affect our lives so much.</p> <p>Please let me know if this email gets to you, and what the outcome of the</p>	<p>The proposals were developed because of concerns raised by residents. Indeed, they conducted their own surveys prior to the review to reinforce their concerns about the availability of space for permit-holders, particularly in the evenings and on Sundays.</p> <p>Within the Millmead area there are 85 on-street spaces overall. Presently, 50 of these spaces are limited waiting shared-use, whilst 33 are permit only. The proposal intends to re-proportion these so that there are 35 limited waiting shared-use spaces and 48 permit only.</p> <p>The proposals in Bury Fields, Bury Street and Lawn Road intend to increase the hours during which the restrictions within the parking bays will operate. However, the same number of limited waiting shared-use and permit only spaces will be retained within these roads.</p> <p>The only road where the proportion of the different bay-types will be changed is Millmead Terrace. Nevertheless, the 35 limited waiting shared-use spaces retained equates to over 40% of all the spaces. These spaces provide flexibility for residents, their visitors, visitors to the local churches, educational establishments and the Bury Fields Clinic. Reducing the limited waiting period could compromise this.</p> <p>Therefore, it is recommended that the proposals are implemented as advertised.</p>

	discussion is.	
43	<p>I have lived in Millmead Terrace since 2014 and have never found parking to be a problem. I may not have always been able to park in Millmead Terrace but on those occasions, I have been able to park on Lawn Road so I have no complaints.</p> <p>I would like to raise the following reservations about the proposals:</p> <ol style="list-style-type: none"> 1. I would not want parking to become for residents only on Sundays or in the evenings as those are the occasions when I have visitors and parking for them would become difficult. 2. As an owner of one of the garages in Millmead Terrace, as much as I would like to be able to use the garage whenever I liked, I do not believe that double yellow lines will help the local parking issue for two reasons: 3. In the evenings and on Sundays more cars park opposite the garages than cars that would go into the garages so I believe it will make the parking situation worse if people cannot park opposite the garages and have to park elsewhere. 4. Out of hours people do park on double yellow lines and I think policing that would be impossible (& therefore could not necessarily guarantee getting into or out of my garage anyway). <hr/> <p>In addition to point 2 above, just this last Saturday someone had parked on the single yellow line at 4.30pm so that the garage in Millmead Terrace was inaccessible. This confirms my views that it would be impossible to police any double yellow lines there.</p>	<p>The proposals were developed because of concerns raised by residents. Indeed, they conducted their own survey prior to the review to reinforce their concerns about the availability of space for permit-holders, particularly in the evenings and on Sundays.</p> <p>The parking bay restrictions and single yellow lines in the area around G-Live already operate up until 9pm Monday to Sunday. The deterrent effect of the single and double yellow line restrictions combined with enforcement result in good levels of compliance.</p> <p>Therefore, whilst motorists may have historically parked on the single yellow lines opposite the garages in Millmead Terrace, enforcement should ensure that motorists broadly adhere to the restrictions. The prioritisation and enforcement of the parking spaces nearby is also likely to free up their availability for permit holders, reducing the likelihood of them parking overnight on yellow lines. Of course, we could never give guarantees that residents will never be blocked in. Certainly, we do not the thousands of vehicular accesses elsewhere within the CPZ, that are already protected by yellow lines. 100% compliance is neither realistic, nor practical, albeit that it is the most desirable outcome.</p> <p>It was always envisaged that the temporary residents' permit offered to garage-owners was provided whilst steps were taken to improve accessibility. The introduction of double yellow lines should offer improved access. Therefore, garage-owners' ability to acquire up to two permits will be withdrawn.</p> <p>Therefore, it is recommended that the proposals are implemented as advertised.</p>
46	<p>I am in support of the proposed changes to all the bays -2 hours limited waiting no return within 1 hour Mon-Sat 8.30am-6pm or Permit holders B parking place to a (Mon-Sun) 8.30am-9pm Permit holders only B</p> <p>I oppose the introduction of a double yellow line from 1 - 7 Millmead Terrace opposite the garages beneath Condor Court - Even with the changes in parking bay restrictions this space is needed for residents with</p>	<p>Support for some of the proposals is noted.</p> <p>Whilst motorists may have historically parked on the single yellow lines opposite the garages in Millmead Terrace, doing so greatly restricts the use of these facilities. As a result, we have allowed households that would otherwise not be eligible for permits to acquire them temporarily.</p>

	<p>permits to park in the Millmead Terrace area. I wish the single yellow line No Waiting Monday - Saturday 8.30 a.m. - 6 p.m. to remain.</p> <p>Please note - The 2 garages opposite 5 and 6 Millmead Terrace are NOT used to park cars. The garages which were given to residents in Bellair Apartments run from after the steps to Condor Court to the Bury Street end of Millmead Terrace. There is absolutely NO reason for a double yellow line outside Nos 5,6 and 7 (Millmead Cottage) Millmead Terrace.</p> <p>Should this double yellow line be imposed against my wishes:</p> <ol style="list-style-type: none"> 1. I do NOT want a double yellow line outside the private parking area owned by No 7 and the front of No 7. 2. I want written notification that all permits have been removed from all the residents of Bellair Apartments. 	<p>There are 14 garages below Condor Court. Of these, 11 are associated with the Bellairs development. 7 of the households hold permits for their first cars. This adds to the pressure on parking.</p> <p>Although some of the garages might not presently be used, the current accessibility issues may contribute towards this. Nor is it realistic to expect the controls to be changed opposite particular garages as and when they are brought into use, or are left vacant.</p> <p>The prioritisation and enforcement of the parking spaces nearby is likely to free up their availability for permit holders, reducing the likelihood of them parking overnight on yellow lines.</p> <p>Furthermore, it was always envisaged that the temporary residents' permit offered to garage-owners was provided whilst steps were taken to improve accessibility. The introduction of double yellow lines should offer improved access. Therefore, garage-owners' ability to acquire up to two permits will be withdrawn. This in turn should further reduce pressure on the parking spaces.</p> <p>Therefore, it is recommended that the proposals are implemented as advertised.</p>
	<p>I am writing to object to the changes to the parking controls in force in the Millmead area. I object because the changes reduce overall parking, make use of the spaces less flexible, will have a serious negative effect on community users of the area and, I feel, are overly restrictive.</p> <p>The parking situation around the Millmead area is already very challenging for non-residents accessing local community buildings, and for residents' guests, which means the two hour bays in the Millmead area are an important resource to the local community who use them to:</p> <ul style="list-style-type: none"> • Drop-off and pick-up safely at Child's Play preschool and at St Nicolas Infant School. • Make it possible to get from the infant school to Queen Eleanor's, Holy Trinity and Northmead Junior Schools on time to pick up older siblings, which is not possible by foot. • Access the doctors' surgery, Buryfields Clinic, the dental access centre and other community health clinics for appointments. • Attend community events at the United Reform Church, such as the toddler group, tea dances, music exams and prayer groups. 	<p>The proposals were developed because of concerns raised by residents. Indeed, they conducted their own surveys prior to the review to reinforce their concerns about the availability of space for permit-holders, particularly in the evenings and on Sundays.</p> <p>Within the Millmead area there are 85 on-street spaces overall. Presently, 50 of these spaces are limited waiting shared-use, whilst 33 are permit only. The proposal intends to re-proportion these so that there are 35 limited waiting shared-use spaces and 48 permit only.</p> <p>The proposals in Bury Fields, Bury Street and Lawn Road intend to increase the hours during which the restrictions within the parking bays will operate. However, the same number of limited waiting shared-use and permit only spaces will be retained within these roads.</p> <p>The only road where the proportion of the different bay-types will be changed is Millmead Terrace. Nevertheless, the 35 limited waiting shared-use spaces retained equates to over 40% of all the spaces. These will continue to provide flexibility for residents, their visitors and those wishing to visit some of the public facilities in the area, such as the Bury Fields Clinic, local churches and educational establishments. Reducing the limited waiting period could compromise this.</p>

	<p>There are often several events taking place at once.</p> <ul style="list-style-type: none"> • Park whilst giving time as parent volunteers, for example assisting with reading and Forest Schools activities (there is very limited parking on site, only for staff). • Visit local residents for short periods without them having to use up their (limited) parking permits. <p>Furthermore, I can honestly say that in the four years that I have been using the area to park for all of the above reasons, I have never seen a situation where there weren't residents' parking spaces available – it is the two-hour spaces that are always under pressure. The current arrangement is more flexible as residents can still use these spaces to park for as long as they wish.</p> <p>Regarding the extension to the parking controls to Sundays and until 9pm, I can see why this might be considered necessary to best serve the interests of the local residents. However this could be introduced without affecting the existing two-hour bays.</p> <p>Another option could also be to change from two-hour visitor parking to one-hour (no return within one hour) which would avoid people parking to go into town yet still cater for parents and patients, however this would still affect people attending the other community events, acting as parent volunteers or visiting residents so I feel this would be a less desirable option for the community.</p>	<p>Therefore, it is recommended that the proposals are implemented as advertised.</p>
48	<p>I would like to strongly object to the proposed parking changes as they affect Lawn Road for the following reasons:</p> <ol style="list-style-type: none"> 1. I attend the Guildford School of Practical Philosophy at 26A Portsmouth Road and Lawn Road is the main parking area available to it. The school has been operating in this location for over twenty years. Low availability of parking is already a difficulty for the School and lowering it still further will have an adverse affect on its members and its operation. 2. The School is part of a registered educational charity (No 313115 The School of Economic Science which has won awards for its educational work and whose principal has addressed the United Nations seminar on Harmony and Nature). Those who run the school in Guildford in terms of tutoring, catering and servicing are wholly unpaid. As a result, the courses are offered at minimal cost to Guildford residents. Increasing the expenses of those who make the school viable is unfair. 	<p>The proposals were developed because of concerns raised by residents. Indeed, they conducted their own surveys prior to the review to reinforce their concerns about the availability of space for permit-holders, particularly in the evenings and on Sundays.</p> <p>Within the Millmead area there are 85 on-street spaces overall. Presently, 50 of these spaces are limited waiting shared-use, whilst 33 are permit only. The proposal intends to re-proportion these so that there are 35 limited waiting shared-use spaces and 48 permit only.</p> <p>The proposals in Bury Fields, Bury Street and Lawn Road intend to increase the hours during which the restrictions within the parking bays will operate. However, the same number of limited waiting shared-use and permit only spaces will be retained within these roads.</p> <p>The only road where the proportion of the different bay-types will be changed is Millmead Terrace. Nevertheless, the 35 limited waiting shared-use spaces retained equates to over 40% of all the spaces. These</p>

3. Alternative parking arrangements are inadequate or not always available (eg the council's car park at the bottom of Lawn Road). The school offers its courses from 6.30 am to 10.30 pm at different times throughout the whole week.
4. The 200 Park and Ride is not always available (eg before 7.27 am and after 7.30 pm or on a Sunday). Also, it is impractical to carry onto the Park and Ride the catering and servicing supplies and the study equipment which we need to have.
5. Many of those attending the school are elderly and on a pension and might be discouraged from making the most of the school by having to park a long way away or by being restricted to the running times of public transport.
6. The school is a useful public service, open to all. It needs the existing parking available to it. Please do not increase the parking convenience of one local group by taking it away from another that has been in the locality for over two decades!

will continue to provide flexibility for residents, their visitors and those wishing to visit some of the public facilities in the area, such as the Bury Fields Clinic, local churches and educational establishments.

Therefore, it is recommended that the proposals are implemented as advertised.

My angle on these proposed changes has particular relevance to the area around Guildford Baptist Church at Millmead. Whilst I agree that it is important for local residents in the adjacent streets to have better parking facilities by the actions you are proposing to on-street parking, I think that this is only half a solution. As you no doubt know, (because the Council itself hires rooms at the Baptist Church), more and more local activities are using it as a facility from Alcoholics Anonymous to the Vivace Chorus, and that's without counting the numerous weekday groups that the church itself runs. By the way, I'm writing as a member of the church not in any official capacity. When there are lots of activities going on and there is a popular show at the Yvonne Arnaud, it is becoming increasingly difficult to find somewhere to park, including the huge Millbrook space on the other side of the river.

Therefore, as the other half to the solution, I would urge you to consider opening in the evenings the car park at the bottom of Lawn Road, at the back of the Council Offices and also the car park behind the Britannia pub. That would also help the local residents who have no doubt been appealing to you about their parking problems, as well as those of us with a meeting in the church, wandering around like lost souls because there is nowhere to park.

The proposals were developed because of concerns raised by residents. Indeed, they conducted their own surveys prior to the review to reinforce their concerns about the availability of space for permit-holders, particularly in the evenings and on Sundays.

Within the Millmead area there are 85 on-street spaces overall. Presently, 50 of these spaces are limited waiting shared-use, whilst 33 are permit only. The proposal intends to re-proportion these so that there are 35 limited waiting shared-use spaces and 48 permit only.

The proposals in Bury Fields, Bury Street and Lawn Road intend to increase the hours during which the restrictions within the parking bays will operate. However, the same number of limited waiting shared-use and permit only spaces will be retained within these roads.

The only road where the proportion of the different bay-types will be changed is Millmead Terrace. Nevertheless, the 35 limited waiting shared-use spaces retained equates to over 40% of all the spaces. These will continue to provide flexibility for residents, their visitors and those wishing to visit some of the public facilities in the area, such as the Bury Fields Clinic, local churches and educational establishments.

The remit of Parking Services' review is restricted to dealing with the on-street parking situation. Nevertheless, I have forwarded the suggestions about other parking issues onto my colleagues.

		Therefore, it is recommended that the proposals are implemented as advertised.
51	<p>I am in support of the proposed changes to all the bays - 2 hours limited waiting no return within 1 hour Mon-Sat 8.30am-6pm or Permit holders B parking place to a (Mon-Sun) 8.30am-9pm Permit holders only B</p> <p>I oppose the introduction of a double yellow line from 1 - 7 Millmead Terrace opposite the garages beneath Condor Court - Even with the changes in parking bay restrictions this space is needed for residents with permits to park in the Millmead Terrace area. I wish the single yellow line No Waiting Monday - Saturday 8.30 a.m. - 6 p.m. to remain.</p> <p>Please note - The 2 garages opposite 5 and 6 Millmead Terrace are NOT used to park cars. The garages which were given to residents in Bellair Apartments run from after the steps to Condor Court to the Bury Street end of Millmead Terrace. There is absolutely NO reason for a double yellow line outside Nos 5,6 and 7 (Millmead Cottage) Millmead Terrace.</p> <p>Should this double yellow line be imposed against my wishes:</p> <ol style="list-style-type: none"> 1. I do NOT want a double yellow line outside the private parking area owned by No 7 and the front of No 7. 2. I want written notification that all permits have been removed from all the residents of Bellair Apartments. 	<p>Support for some of the proposals is noted.</p> <p>The proposals were developed as a result of concerns raised by residents. Indeed, they conducted their own surveys prior to the review to reinforce their concerns about the availability of space for permit-holders, particularly in the evenings and on Sundays. Their assertion was that the availability of space issues are caused by non-residents.</p> <p>Whilst motorists may have historically parked on the single yellow lines opposite the garages in Millmead Terrace, doing so greatly restricts the use of these facilities. As a result, we have allowed households that would otherwise not be eligible for permits to acquire them temporarily.</p> <p>There are 14 garages below Condor Court. Of these, 11 are associated with the Bellairs development. 7 of the households hold permits for their first cars. This adds to the pressure on parking.</p> <p>The prioritisation and enforcement of the parking spaces nearby is likely to free up their availability for permit holders, reducing the likelihood of them parking overnight on yellow lines.</p> <p>Furthermore, it was always envisaged that the temporary residents' permit offered to garage-owners was provided whilst steps were taken to improve accessibility. The introduction of double yellow lines should offer improved access. Therefore, garage-owners' ability to acquire up to two permits will be withdrawn. This in turn should further reduce pressure on the parking spaces.</p> <p>Therefore, it is recommended that the proposals are implemented as advertised.</p>
52	<p>Please register our SUPPORT for this change in enforcement.</p> <p>We would also like it recorded that the spaces on Bury Fields opposite number 45 and the council offices / top of Porridge Pot Alley we would like included in the parking 'permits only' change.</p>	<p>Support for the proposals is noted.</p> <p>In relation to the additional suggestion for greater prioritisation, within the Millmead area there are currently 84 residents permit holders. In total, there are 85 on-street spaces. Presently, 50 of these spaces are limited waiting shared-use, whilst 33 are permit only. The proposal intends to re-proportion these so that there are 35 limited waiting shared-use spaces and 48 permit only.</p>

		<p>This will improve the availability of space for permit-holders. However, there is still a requirement to meet the needs of other user-groups, such as those visiting the Bury Fields Clinic. Therefore, we have retained the spaces in Bury Fields as limited waiting shared-use.</p> <p>Therefore, it is recommended that the proposals are implemented as advertised.</p>
	<p>I write to confirm my support for the following elements of the above proposals (as indicated by a ticked box):</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> More resident-only parking bays Changing some of the parking places which allow 2-hour parking for non-residents into permit-only parking. <i>(There are currently 31 permit-only spaces, 45 spaces that allow 2-hour parking for non-residents, 2 disabled spaces and 1 car club space. The proposal is that around a third of the 2-hour spaces (mainly those in Millmead Terrace) would become resident only. Those around the clinic and most of the 2-hour bays on Lawn Road would be retained).</i> <input checked="" type="checkbox"/> Parking restrictions applying later into the evening Lengthen the hours of restricted parking to 9pm <i>(The hours are currently restricted from 8.30-6pm)</i> <input type="checkbox"/> Introduce restrictions on Sunday Restrict parking on Sunday as for other days <i>(There are currently no restrictions on Sundays)</i> <input type="checkbox"/> Add double yellow lines opposite the garages under Condor Court <i>(There is currently a single yellow line, but cars parked on the single yellow overnight prevent the garages from being used. As a result these residents have to park on the street).</i> 	<p>The proposals were developed as a result of concerns raised by residents. Indeed, they conducted their own surveys prior to the review to reinforce their concerns about the availability of space for permit-holders, particularly in the evenings and on Sundays.</p> <p>Within the Millmead area there are currently 84 residents permit holders. In total, there are 85 spaces. Presently, 50 of these spaces are limited waiting shared-use, whilst 33 are permit only. The proposal intends to re-proportion these so that there are 35 limited waiting shared-use spaces and 48 permit only.</p> <p>The operational hours within the vast majority of the controlled parking zone (CPZ) are Monday to Saturday 8.30am to 6pm. However, the parking bay restrictions in the area around G-Live already operate up until 9pm Monday to Sunday. This has the desired effect in prioritising space for residents in the evening and on Sundays. Therefore, to avoid a multitude of different operational hours within the CPZ, and the possible confusion that this might cause motorists, it is desirable to try to keep their number to a minimum. Nevertheless, we intend to use of additional boundary signs to highlight the different operational hours within the Millmead area, to try to assist driver awareness and compliance with the controls.</p> <p>Whilst motorists may have historically parked on the single yellow lines opposite the garages in Millmead Terrace, doing so greatly restricts the use of these facilities. As a result, we have allowed households that would otherwise not be eligible for permits to acquire them temporarily. This adds to the pressure on parking.</p> <p>There are 14 garages below Condor Court. Of these, 11 are associated with the Bellairs development. 7 of the households hold permits for their first cars.</p> <p>The prioritisation and enforcement of the parking spaces nearby is likely to free up their availability for permit holders, reducing the likelihood of them parking overnight on yellow lines.</p>

		<p>Furthermore, it was always envisaged that the temporary residents' permit offered to garage-owners was provided whilst steps were taken to improve accessibility. The introduction of double yellow lines should offer improved access. Therefore, garage-owners' ability to acquire up to two permits will be withdrawn. This in turn should further reduce pressure on the parking spaces.</p> <p>Therefore, it is recommended that the proposals are implemented as advertised.</p>
<p>Page 70 54</p>	<p>I would like to strongly object to the proposed parking changes as they affect Lawn Road for the following reasons:</p> <ol style="list-style-type: none"> 1. I attend the Guildford School of Practical Philosophy at 26A Portsmouth Road and Lawn Road is the main parking area available to it. The school has been operating in this location for over forty years. Low availability of parking is already a difficulty for the School and lowering it further will have an adverse affect on its members and its operation. 2. The School is part of a registered educational charity (No 313115 The School of Economic Science which has won awards for its educational services and has been consulted by the UN – please see its website). Those who run the school in Guildford in terms of tutoring, catering and servicing are wholly unpaid. 3. Alternative parking arrangements are inadequate or not always available (eg the council's car park at the bottom of Lawn Road). The school offers its courses from 6.30 am to 10.30 pm throughout the whole week. 4. The Park and Ride is not always available (eg before and after 7.30pm or on a Sunday) 5. Please do not increase the parking convenience of one local group by taking it away from another! 	<p>The proposals were developed because of concerns raised by residents. Indeed, they conducted their own surveys prior to the review to reinforce their concerns about the availability of space for permit-holders, particularly in the evenings and on Sundays.</p> <p>Within the Millmead area there are 85 on-street spaces overall. Presently, 50 of these spaces are limited waiting shared-use, whilst 33 are permit only. The proposal intends to re-proportion these so that there are 35 limited waiting shared-use spaces and 48 permit only.</p> <p>The proposals in Bury Fields, Bury Street and Lawn Road intend to increase the hours during which the restrictions within the parking bays will operate. However, the same number of limited waiting shared-use and permit only spaces will be retained within these roads.</p> <p>The only road where the proportion of the different bay-types will be changed is Millmead Terrace. With a finite amount of parking space available, improving the situation for certain user-groups is always likely to impact others. Nevertheless, the 35 limited waiting shared-use spaces retained equates to over 40% of all the spaces. These will continue to provide flexibility for residents, their visitors and those wishing to visit some of the public facilities in the area, such as the Bury Fields Clinic, local churches and educational establishments.</p> <p>The remit of Parking Services' review is restricted to dealing with the on-street parking situation. Nevertheless, I have forwarded the suggestions about other parking and transportation issues onto my colleagues.</p> <p>Therefore, it is recommended that the proposals are implemented as advertised.</p>

<p>55</p>	<p>I write to confirm my support for the following elements of the above proposals:</p> <ul style="list-style-type: none"> • More resident-only parking bays • Changing some of the parking places which allow 2-hour parking for non-residents into permit-only parking. (There are currently 31 permit-only spaces, 45 spaces that allow 2-hour parking for non-residents, 2 disabled spaces and 1 car club space. The proposal is that around a third of the 2-hour spaces (mainly those in Millmead Terrace) would become resident only. Those around the clinic and most of the 2-hour bays on Lawn Road would be retained). • Introduce restrictions on Sunday Restrict parking on Sunday as for other days (There are currently no restrictions on Sundays) • Add double yellow lines opposite the garages under Condor Court (There is currently a single yellow line, but cars parked on the single yellow overnight prevent the garages from being used. As a result these residents have to park on the street). <p>Additional comments/ explanation/ grounds for support:</p> <p>I agree with the above proposals and think they would be helpful as the current parking arrangement can be an absolute nightmare. However, I'm not in favour of seeing the present hours lengthened (to 9pm) as I feel the worst periods are covered as they are. I am very aware that if 2 hour spaces are reduced, and in particular should the present hours be lengthened, this will make life much harder for residents' friends to find somewhere and increase the reliance on the visitor permits. To help with this, could we have a higher allocation of permits - say 40 or 50 instead of the current 30 per year?</p> <p>I have one further suggestion – I think a third parking space could be created outside Buryfields House in Buryfields, at present there are only two.</p>	<p>Support for some of the proposals is noted.</p> <p>The proposals were developed as a result of concerns raised by residents. Indeed, they conducted their own surveys prior to the review to reinforce their concerns about the availability of space for permit-holders, particularly in the evenings and on Sundays.</p> <p>Within the Millmead area there are currently 84 residents permit holders. In total, there are 85 spaces. Presently, 50 of these spaces are limited waiting shared-use, whilst 33 are permit only. The proposal intends to re-proportion these so that there are 35 limited waiting shared-use spaces and 48 permit only.</p> <p>The operational hours within the vast majority of the controlled parking zone (CPZ) are Monday to Saturday 8.30am to 6pm. However, the parking bay restrictions in the area around G-Live already operate up until 9pm Monday to Sunday. This has the desired effect in prioritising space for residents in the evening and on Sundays. Therefore, to avoid a multitude of different operational hours within the CPZ, and the possible confusion that this might cause motorists, it is desirable to try to keep their number to a minimum. Nevertheless, we intend to use of additional boundary signs to highlight the different operational hours within the Millmead area, to try to assist driver awareness and compliance with the controls.</p> <p>The extended operational hours in the area around G-Live has not resulted in a huge increase in demand for visitors permits, beyond the existing annual limit. Residents' visitors will also be able to park in the limited waiting shared-use spaces without the need to display a visitor permit from 7pm onwards. Nevertheless, should demand increase, future reviews may allow the issue of annual visitor permit limits to be reconsidered.</p> <p>Therefore, it is recommended that the proposals are implemented as advertised.</p>
<p>56</p>	<p>We support the proposals in full and look forward to their introduction.</p>	<p>Support for the proposals is noted.</p> <p>Therefore, it is recommended that the proposals are implemented as advertised.</p>

57	<p>I write to confirm my support for the following elements of the above proposals:</p> <ul style="list-style-type: none"> • More resident-only parking bays • Changing some of the parking places which allow 2-hour parking for non-residents into permit-only parking. (There are currently 31 permit-only spaces, 45 spaces that allow 2-hour parking for non-residents, 2 disabled spaces and 1 car club space. The proposal is that around a third of the 2-hour spaces, mainly those in Millmead Terrace, would become resident only. Those around the clinic and most of the 2-hour bays on Lawn Road would be retained). • Parking restrictions applying later into the evening. Lengthen the hours of restricted parking to 9pm (The hours are currently restricted from 8.30-6pm) • Introduce restrictions on Sunday, Restrict parking on Sunday as for other days (There are currently no restrictions on Sundays) • Add double yellow lines opposite the garages under Condor Court (There is currently a single yellow line, but cars parked on the single yellow overnight prevent the garages from being used. As a result, these residents have to park on the street). <p>With these proposals it will of course mean that residents will need to rely more on their parking permits to allow their visitors to park where they live so it would be very much appreciated if these changes come into force if the residents visitor permits can be purchased either slightly more frequently or for more say, 40 permits a year instead of 30 as we will now need to pay and use permits to enable workmen and visitors to actually park near to where we live and the current allowance which does not require us to use these as often is barely sufficient to accommodate guests.</p>	<p>Support for some of the proposals is noted.</p> <p>The proposals were developed as a result of concerns raised by residents. Indeed, they conducted their own surveys prior to the review to reinforce their concerns about the availability of space for permit-holders, particularly in the evenings and on Sundays.</p> <p>Within the Millmead area there are currently 84 residents permit holders. In total, there are 85 spaces. Presently, 50 of these spaces are limited waiting shared-use, whilst 33 are permit only. The proposal intends to re-proportion these so that there are 35 limited waiting shared-use spaces and 48 permit only.</p> <p>The operational hours within the vast majority of the controlled parking zone (CPZ) are Monday to Saturday 8.30am to 6pm. However, the parking bay restrictions in the area around G-Live already operate up until 9pm Monday to Sunday. This has the desired effect in prioritising space for residents in the evening and on Sundays. Therefore, to avoid a multitude of different operational hours within the CPZ, and the possible confusion that this might cause motorists, it is desirable to try to keep their number to a minimum. Nevertheless, we intend to use of additional boundary signs to highlight the different operational hours within the Millmead area, to try to assist driver awareness and compliance with the controls.</p> <p>The extended operational hours in the area around G-Live has not resulted in a huge increase in demand for visitors permits, beyond the existing annual limit. Residents' visitors will also be able to park in the limited waiting shared-use spaces without the need to display a visitor permit from 7pm onwards. Nevertheless, should demand increase, future reviews may allow the issue of annual visitor permit limits to be reconsidered.</p> <p>Therefore, it is recommended that the proposals are implemented as advertised.</p>
58	<p>I have been attending classes at the Philosophy School, an Educational Charity, at St. Catherine's School House on Old Portsmouth Rd. for many years now, and need to park my car nearby on Monday, Wednesday and Saturday mornings, as well as three evenings a week. This is on a regular basis for three 12 week terms a year, and occasionally there are other public events at the weekends. Other students in School classes (Art, Calligraphy, Language, Shakespeare as well as Philosophy) have similar parking needs from addresses all over S.W. Surrey and beyond.</p> <p>The proposed new parking restrictions will seriously impinge on our ability</p>	<p>The proposals were developed because of concerns raised by residents. Indeed, they conducted their own surveys prior to the review to reinforce their concerns about the availability of space for permit-holders, particularly in the evenings and on Sundays.</p> <p>Within the Millmead area there are 85 on-street spaces overall. Presently, 50 of these spaces are limited waiting shared-use, whilst 33 are permit only. The proposal intends to re-proportion these so that there are 35 limited waiting shared-use spaces and 48 permit only.</p>

to run or attend these courses. Already we try to timetable classes in the early morning and some within two hour intervals for parking reasons. The Park and Ride Scheme is no longer free for those of pensionable age and Surrey Bus Passes cannot be used before 9.30 am. Bus times in the late evenings are limited, and classes go on till 10 pm. from Monday to Thursday. You will infer that many of our students are no longer able to walk great distances.

I am sure you are trying to find the best solution for everyone's needs for parking spaces, but as the School has only one space that they own, we are reliant upon spaces that are for public use as and when needed at various times of the day and evening. This seems a fairer use of space rather than restricting it for residential use in the main, and whether those spaces are required, used or not. You can see how many spaces we need on a weekly basis, from 6.30 am to 12.30 at the weekends, and from 9.30 am to 10 pm during the week.

There is no perfect solution which will satisfy everyone, but we are all managing with the present arrangements, and on behalf of the School and its 100 plus students would request that no further restrictions be introduced at this time.

We received a letter from you outlining proposed changes to the Millmead Terrace Parking including the Lawn Road area, because of concerns raised by residents not being able to access parking bays. We would like to strongly object to these changes, at least in so far as they apply to Lawn Road and the part of Buryfields near Lawn Road. These changes will have a detrimental effect on our Educational activities, making it difficult for participants to attend our courses without being able to park reasonably close to our building & deter some from doing so. Practical Philosophy Guildford - an educational charity - has been operating in Guildford for over 40 years, the last 22 years from this building which we purchased in 1995.

Feedback indicates that the courses we run have a significantly positive impact on residents from Guildford and surrounding area. Over the years thousands of participants have attended Practical Philosophy classes in our premises the vast majority of whom report that it has added a beneficial dimension to their lives in being able to take a more philosophical view and in doing so improve the quality of life experience.

26A, St Catherine's School House has Educational use - D1 Non-residential institution, and was built as a children's school in 1858. It was the original building of St Nicholas infant school, which now resides further North on Portsmouth Road. Before we purchased the building in 1995 it was a Drama School. 26A, St Catherine's School House, is the oldest building in the immediate vicinity of Lawn Road. We rely on Lawn Road, as

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The remit of Parking Services' review is restricted to dealing with the on-street parking situation. Nevertheless, I have forwarded the concerns and suggestions about other parking and transportation issues onto my colleagues.

Therefore, it is recommended that the proposals are implemented as advertised.

The proposals were developed because of concerns raised by residents. Indeed, they conducted their own surveys prior to the review to reinforce their concerns about the availability of space for permit-holders, particularly in the evenings and on Sundays.

Within the Millmead area there are 85 on-street spaces overall. Presently, 50 of these spaces are limited waiting shared-use, whilst 33 are permit only. The proposal intends to re-proportion these so that there are 35 limited waiting shared-use spaces and 48 permit only.

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it is our nearest parking facility and much needed to carry out our educational activities – the vast majority of course participants drive.

Our classes take place primarily on weekday evenings from 7 pm during term time and we also have periodic events on Sundays. On the busiest evenings we have up to 50 attending courses in the building. The Fellowship of the School of Economic Science is a charity registered with the department of Education no 313115. Our course participants' weekday evening parking in Lawn would be impacted both by making the bays on the north side residents only and by extending the hours of the single yellow line restrictions on the south side. The extension of parking restrictions to the bays on both sides of the road on Sundays would impact our course participants' parking when attending events – which generally last more than 2 hours. We observe that there have been several buildings converted to residential use in this area over recent years (Buryfields House, William House 45 Buryfields & Bellairs Playhouse) which together with increased car ownership must be creating addition demand for residential parking, which we understand and sympathise with.

However the proposals seem either to wholly favour residents or favour no one (such as the increased evening hours of single yellow line restrictions). As such these proposals do not take account of our needs or the needs of other non residential organizations in the area. It seems possible that you were not fully aware of our longstanding usage of the evening and Sunday parking in the area which we are able to confirm in this letter. The local Plan has policies in place to safeguard and encourage community facilities. If our course participants are unable to park, as they do now, it will deter some from attending which will result in a 'loss of community use', which runs contrary to Policy CF3. When 26A, St Catherine's School House was bought in a dilapidated state, our use has brought about a considerable improvement to the Grade 2 listed building. If we are unable to run classes to the same extent we may not be able to maintain the building, which is covered in Policy HE1 – 'proposals that affect listed buildings'.

We sincerely hope you will carefully consider our objection and include our concerns in your report to the councillors when you meet to discuss this matter and that will hopefully lead to an outcome which is more balanced to the various usages of parking in this area including our own. Do you have any other proposals for how additional suitable parking arrangements can be increased in the area close to our building?

The remit of Parking Services' review is restricted to dealing with the on-street parking situation. Nevertheless, I have forwarded the concerns and suggestions about other parking, planning and transportation issues onto my colleagues.

In terms of alternative parking, there are 1,161 public car park spaces within 10 minutes walk of the Millmead area. This number increases to 1,259 in the evening and 1,373 at weekends.

Therefore, it is recommended that the proposals are implemented as advertised.

<p style="text-align: center;">63</p>	<p>I wish to strongly object to the proposed parking changes which effect Lawn Road and Buryfields.</p> <p>I am a member of the Guildford School of Practical Philosophy, a charity (no. 313115) based in Guildford at 26A, Portsmouth Road, GU1 4PX. The School has provided an educational service to the Guildford community and environs for over 40 years and parking facilities in Lawn Road ease the visit of our members, many of whom are elderly. At the moment we organise any extra lectures etc. on a Sunday, so that the cost of parking in the Council Offices Car Park is reduced, but in the week, as it stands at the moment, throughout the day and evening, parking is limited. To limit parking availability even further would not only discourage the present members but might be a discouragement to those future members.</p> <p>As a member who frequently attends the School, I have considered using my Bus Pass/public transport, but starting times at the School for the services I give are too early and with a full time-table are inconvenient. In the evening, I have experienced the last bus not running and returned by train. This only reinforces the convenience to use my car from Ash.</p> <p>I do hope that you will give careful consideration to the objections and include them in your report to the councillors in the next meeting when this subject is on the agenda.</p>	<p>The proposals were developed because of concerns raised by residents. Indeed, they conducted their own surveys prior to the review to reinforce their concerns about the availability of space for permit-holders, particularly in the evenings and on Sundays.</p> <p>Within the Millmead area there are 85 on-street spaces overall. Presently, 50 of these spaces are limited waiting shared-use, whilst 33 are permit only. The proposal intends to re-proportion these so that there are 35 limited waiting shared-use spaces and 48 permit only.</p> <p>The proposals in Bury Fields, Bury Street and Lawn Road intend to increase the hours during which the restrictions within the parking bays will operate. However, the same number of limited waiting shared-use and permit only spaces will be retained within these roads.</p> <p>The only road where the proportion of the different bay-types will be changed is Millmead Terrace. With a finite amount of parking space available, improving the situation for certain user-groups is always likely to impact others. Nevertheless, the 35 limited waiting shared-use spaces retained equates to over 40% of all the spaces. These will continue to provide flexibility for residents, their visitors and those wishing to visit some of the public facilities in the area, such as the Bury Fields Clinic, local churches and educational establishments.</p> <p>The remit of Parking Services' review is restricted to dealing with the on-street parking situation. Nevertheless, I have forwarded the concerns and suggestions about other parking and transportation issues onto my colleagues.</p> <p>Therefore, it is recommended that the proposals are implemented as advertised.</p>
<p style="text-align: center;">64</p>	<p>I would like to object to the proposed parking changes as they affect Lawn Road for the following reasons:</p> <ol style="list-style-type: none"> 1. I live in Cranleigh and drive into Guildford in the evenings to attend the Guildford School of Practical Philosophy at 26A Portsmouth Road and Lawn Road is the main parking area available to it. The school has been operating in this location for over twenty years. Low availability of parking is already a difficulty for the School and lowering it still further will have an adverse effect on its members and its operation. 2. The school offers its courses from 6.30 am to 10.30 pm at different times throughout the whole week. As a senior citizen I use the park and ride when available. You know doubt are aware it only 	<p>The proposals were developed because of concerns raised by residents. Indeed, they conducted their own surveys prior to the review to reinforce their concerns about the availability of space for permit-holders, particularly in the evenings and on Sundays.</p> <p>Within the Millmead area there are 85 on-street spaces overall. Presently, 50 of these spaces are limited waiting shared-use, whilst 33 are permit only. The proposal intends to re-proportion these so that there are 35 limited waiting shared-use spaces and 48 permit only.</p> <p>The proposals in Bury Fields, Bury Street and Lawn Road intend to increase the hours during which the restrictions within the parking bays will operate. However, the same number of limited waiting shared-use and permit only spaces will be retained within these roads.</p>

<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 76</p>	<p>operates between the hours of 07.30 and 19.30 daily and not on a Sunday. I also appreciate that it would not make economic sense to offer the service late into the evening. Therefore I need to use the car to come into Guildford to attend the School of an evening.</p> <ol style="list-style-type: none"> 3. The School is part of a registered educational charity (No 313115 The School of Economic Science which has won awards for its educational work and whose principal has addressed the United Nations seminar on Harmony and Nature). Those who run the school in Guildford in terms of tutoring, catering and servicing are wholly unpaid. As a result, the courses are offered at minimal cost to Guildford residents. Increasing the expenses of those who make the school viable is unreasonable. 4. During the week there are no alternative parking arrangements except nearer the town centre which then would entail a long walk to reach St. Catherine's. <p>I also have noticed recently it is getting more and more difficult to find a parking place anyway, as a result of what appears to be residents parking all day in what are currently 'public two hour' bays.</p> <p>That being the case, would it not make sense for the Council to leave the status quo as it is?</p>	<p>The only road where the proportion of the different bay-types will be changed is Millmead Terrace. With a finite amount of parking space available, improving the situation for certain user-groups is always likely to impact others. Nevertheless, the 35 limited waiting shared-use spaces retained equates to over 40% of all the spaces. These will continue to provide flexibility for residents, their visitors and those wishing to visit some of the public facilities in the area, such as the Bury Fields Clinic, local churches and educational establishments.</p> <p>The remit of Parking Services' review is restricted to dealing with the on-street parking situation. Nevertheless, I have forwarded the concerns and suggestions about other parking and transportation issues onto my colleagues.</p> <p>In terms of alternative parking, there are 1,161 public car park spaces within 10 minutes walk of the Millmead area. This number increases to 1,259 in the evening and 1,373 at weekends.</p> <p>Therefore, it is recommended that the proposals are implemented as advertised.</p>
<p>64</p>	<p>I refer to the proposed changes to the 2hr parking bays in the above roads. My wife and I attend the Doctors Surgery in Bury Fields. The removal of the ability of non-residents visiting the Surgery to park in Lawn Rd or Bury Fields will cause considerable difficulty for people attending that Surgery. The proposals should take account of this.</p>	<p>The proposals were developed because of concerns raised by residents. Indeed, they conducted their own surveys prior to the review to reinforce their concerns about the availability of space for permit-holders, particularly in the evenings and on Sundays.</p> <p>Within the Millmead area there are 85 on-street spaces overall. Presently, 50 of these spaces are limited waiting shared-use, whilst 33 are permit only. The proposal intends to re-proportion these so that there are 35 limited waiting shared-use spaces and 48 permit only.</p> <p>The proposals in Bury Fields, Bury Street and Lawn Road intend to increase the hours during which the restrictions within the parking bays will operate. However, the same number of limited waiting shared-use and permit only spaces will be retained within these roads.</p> <p>The only road where the proportion of the different bay-types will be changed is Millmead Terrace. Nevertheless, the 35 limited waiting shared-use spaces retained equates to over 40% of all the spaces. These will continue to provide flexibility for residents, their visitors and those wishing to visit some of the public facilities in the area, such as the Bury Fields Clinic, local churches and educational establishments.</p>

		<p>Therefore, it is recommended that the proposals are implemented as advertised.</p>
	<p>I am a resident in Bury Street. There are 4 dwellings in a row where I live, and one resident has left mainly because when we go out and vacate a parking space, when we come back we cannot get parked again. I continue to experience this problem, and it is getting worse (I have lived here 8 years, and the parking difficulty has increased in the last 2-3 years in particular).</p> <p>I often have to drive around for up to an hour before I can park near my home on Bury Street. Sometimes during the day, I am forced to pay to park on Millmead, despite having a Residents' Permit.</p> <p>Returning home in the evening, I have to park either on Millmead Terrace or on Millmead, and then have to go out very late at night, or very early in the morning, to move my car near home legitimately for 8.30am.</p> <p>Workmen, my landlords and their agent, plus friends/visitors, all experience extreme difficulty parking in Bury Street, even with a day permit. People working on the cottages often have to carry tools/ladders etc an unreasonable distance.</p> <p>The street not only has St Nicolas' Church, a pub, offices etc, but also attracts a huge number of shoppers/workers who come down Portsmouth Road onto Bury Street "chancing it" to park in the 2-hour spaces, or all spaces after 6pm. (Cars "hover" hoping to capture a space when someone moves. If I go to my car, say to get something, I am asked if I am vacating the space - this has even happened when I am wearing a kitchen apron).</p> <p>Therefore, I WELCOME LONGER RESTRICTED HOURS, to 9pm, Monday to Sunday rather than just to Saturday.</p> <p>However, I would like to see more than 3 Residents only spaces, i.e. those currently on the curve by the offices near the entry to Buryfields. There are NO Residents only spaces outside Lovejoy Cottages at 5-11 Bury Street; increasingly the residents have a car, whereas in the past, being Almshouses, they may not have done. Times change.</p> <p>At the very least, there should be 2 Residents only spaces outside Lovejoy Cottages at 5-11 Bury Street; I would also suggest ONE DISABLED BAY,</p>	<p>General support for the proposals is noted as is the suggestion that more of the spaces should be made permit only.</p> <p>Currently, there are 50 limited waiting shared-use spaces and 33 permit only spaces. The proposal intends to revise this to 35 limited waiting shared-use spaces and 48 permit only spaces. This is a significant increase in prioritisation but still provides flexibility for residents, their visitors and those wishing to visit some of the public facilities in the area, such as the Bury Fields Clinic, local churches and educational establishments.</p> <p>Therefore, it is recommended that the proposals are implemented as advertised.</p>

due to the nature of said residences, also thinking of members of the Church congregation.

The current parking scenario is a MAJOR CAUSE OF STRESS, INCONVENIENCE & DISTRESS FOR RESIDENTS, and I very much welcome a sensible improvement for all Bury Street residents, who include a young mother who can rarely park near her home.

I am writing to join my plea with that of my colleagues at the school of practical philosophy at St Catherine's house. We all appreciate the problems posed by too many cars on our roads in relation to parking available. It is a universal challenge. In Lawn Road, daytime and evening one frequently has the frustration of patiently waiting for a space for general parking to become free while the "residents only" spaces are standing empty. Parking on the "single yellow line" areas as they stand at the present moment, caters for a considerable number of vehicles after 6:30pm. Those of us of riper years are very grateful for a "two- hour" slot during the day to fulfil shopping needs in the town. The Park and Ride would not be any help to those of us who have regular obligations in the area where the changes are proposed.

The proposals were developed because of concerns raised by residents. Indeed, they conducted their own surveys prior to the review to reinforce their concerns about the availability of space for permit-holders, particularly in the evenings and on Sundays.

Within the Millmead area there are 85 on-street spaces overall. Presently, 50 of these spaces are limited waiting shared-use, whilst 33 are permit only. The proposal intends to re-proportion these so that there are 35 limited waiting shared-use spaces and 48 permit only.

The proposals in Bury Fields, Bury Street and Lawn Road intend to increase the hours during which the restrictions within the parking bays will operate. However, the same number of limited waiting shared-use and permit only spaces will be retained within these roads.

The only road where the proportion of the different bay-types will be changed is Millmead Terrace. With a finite amount of parking space available, improving the situation for certain user-groups is always likely to impact others. Nevertheless, the 35 limited waiting shared-use spaces retained equates to over 40% of all the spaces. These will continue to provide flexibility for residents, their visitors and those wishing to visit some of the public facilities in the area, such as the Bury Fields Clinic, local churches and educational establishments.

		<p>The remit of Parking Services' review is restricted to dealing with the on-street parking situation. Nevertheless, I have forwarded the concerns and suggestions about other transportation issues onto my colleagues.</p> <p>Therefore, it is recommended that the proposals are implemented as advertised.</p>
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ANNEXE 2 : COMMENTS AND OBJECTIONS RAISED TO ADVERTISED ORDER

Ref. No.	Representation Comments	Officer Comments / Recommendation / Response
<p>St Omer Road, Guildford (curtail parking bay slightly to accommodate extended vehicle crossover at No.17) 1 representation</p>		
7	<p>In respect of the proposed changes to parking controls in St Omer road, I am supportive of them.</p> <p>The only thing I would add though is that the parking bay outside no.17 St Omer Road is opposite another bay on the other side of the road. As far as I can tell, at least in this area) this is the only instance where there are parking bays on both sides of the road. What this does is to narrow the road considerably versus all the roads around, albeit only for about 25 feet or so. St Omer Road is used as a bit of a rat run, especially in the mornings (so as to avoid the queues at the bottom of Tangier Road getting onto Epsom Road). Cars travel down St Omer Road quite fast and having this narrow "funnel" is unsafe. It would be much better to remove entirely the parking bay outside no. 17, or on the other side of the road outside no.21 - this would then make the parking arrangements consistent with the wider area.</p>	<p>General support for the proposals is noted.</p> <p>Although the parking bay in question is the only part of St Omer Road where spaces are situated on both sides of the road, at around 7.5m wide, the road is sufficiently wide to accommodate parking on both sides. In comparison, the northwest-southeast section of the road is around 7.0m wide, and in that section, we have not located bays on both sides of the carriageway.</p> <p>It is recommended that the proposal is implemented as advertised.</p>

ANNEXE 2 : COMMENTS AND OBJECTIONS RAISED TO ADVERTISED ORDER

Ref. No.	Representation Comments	Officer Comments / Recommendation / Response
	Sycamore Road, Guildford (amend parking bays and introduce single yellow line waiting restriction to accommodate changes to the access arrangements at associated with the redevelopment of No.25 Recreation Road) 0 representations	
	Implement as advertised.	

ANNEXE 2 : COMMENTS AND OBJECTIONS RAISED TO ADVERTISED ORDER

Ref. No.	Representation Comments	Officer Comments / Recommendation / Response
<p>The Oval, Guildford (convert two bays outside Nos.87-101 from limited waiting shared-use to permit only) 2 representations (including a 14 signature petition from 12 properties)</p>		
<p>4</p>	<p>We are in support of the proposals to change the first two bays in the Oval to permit holders only.</p> <p>We continue to experience parking problems every day. It is especially bad when we need a doctor, an ambulance or trade people and they can not park anywhere near our residence. We are happy to pay so they can park when we need them.</p> <p>Once again we are whole heartedly in support of the proposals, together with the grounds on which they are made.</p> <p>-----</p> <p>We are in full support of the proposals, together with the grounds on which they are made. As you know the parking problems that we are having are making our lives a misery finding spaces each day and we will welcome any changes that are made as soon as possible.</p> <p>We do not mind paying for our visitors and trade people to our property.</p> <p>We hope we have made this clear, as we are legal Permit Holders.</p>	<p>Support for the proposals is noted.</p> <p>It is recommended that the proposals are implemented as advertised.</p>
<p>29</p>	<p>We support the proposals, together with the grounds on which they are made for the first two bays in The Oval to be available for permit holders. For a long time, there has been parking problems in the Oval, which has made life very difficult for the residents so this change would be welcome.</p> <p>Representation countersigned by 14 residents from 12 households living in and around the area.</p>	<p>Support for the proposals is noted.</p> <p>It is recommended that the proposals are implemented as advertised.</p>

ANNEXE 2 : COMMENTS AND OBJECTIONS RAISED TO ADVERTISED ORDER

Ref. No.	Representation Comments	Officer Comments / Recommendation / Response
<p>Upperton Road, Guildford (convert part of limited waiting shared-use parking bay to a disabled holders only parking place) 1 representation</p>		
	<p>Thank you for the notice of proposed changes to parking adjacent to 13 Guildford Park Road (installation of disabled parking bay).</p> <p>I am favour of the proposal but on the basis that they are supplemented by the following additional changes:</p> <ul style="list-style-type: none"> • the introduction of parking bays within the remaining allocated parking spaces on Upperton Road. Haphazard parking significantly reduces the number of cars that can park on Upperton Road at all times. Painted bays would alleviate this to an extent • the restriction of the number of 2nd car permits sold to houses of multiple residents. 2nd and at times 3rd cars, especially in student houses, are a key factor in overcrowding in central Guildford parking regions • the removal of non-resident parking from Upperton Road. The combined demand for parking from Upperton Road and Guildford Park Road resident parking exceeds the capacity without compounding the issue with shoppers seeking free parking. There is public car parking literally across the road. <p>I wholeheartedly support the move to improve facilities for less mobile residents but would take the opportunity to raise related concerns for other elderly residents or those with young families. My wife is currently 8 months pregnant but often is unable to park within 5 mins walk of our house due to overcrowding on Upperton, Denzil and linked roads. We have one car/a single permit.</p> <p>I look forward to hearing that you will continue to prioritise the needs of residents.</p>	<p>General support for the proposals noted.</p> <p>In relation to marking individual spaces within bays, the present arrangement provides flexibility in allowing vehicles of different sizes to park efficiently. There is also the added flexibility of the bay being able to accommodate motorcycles, without specially marked motorcycle only spaces being necessary. Whilst the lack of individual space markings within shorter bays may sometimes lead to inconsiderately parked vehicles reducing the availability of space, on balance, we consider the present arrangement to be the most appropriate and flexible.</p> <p>Altering permit eligibility and the removal of all limited waiting shared-use parking within a particular road would be significant changes affecting residents within both Upperton Road and the surrounding area. We would expect those proposing the changes to show that a majority of the people who would be affected support them. This is so we can prioritise the changes that are most likely to come to fruition and make a difference. Previously, we have sometimes pursued issues raised by a relatively small number of people, and spent large amounts for time consulting, only to find that there was not general support. This approach also means we are responding to the communities.</p> <p>Therefore, it is recommended that the proposal is implemented as advertised.</p>

ANNEXE 2 : COMMENTS AND OBJECTIONS RAISED TO ADVERTISED ORDER

Ref. No.	Representation Comments	Officer Comments / Recommendation / Response
<p>Vicarage Gate (convert free unrestricted parking places to limited waiting share-use parking places) 9 representations</p>		
<p>10</p>	<p>I am writing in support of your proposal to convert the unlimited parking spaces in Vicarage Gate to 4 hour parking bays.</p> <p>There are often no parking spaces to be found during the day due to commuter parking, and on occasion vehicles who have no connection with the immediate area are being left for long-term "holiday" parking. I understand drivers have been seen wheeling suitcases down to the station.</p> <p>We have daily carers visiting and at times they are forced to park a long way away from our property.</p> <p>Of course this will mean some residents who do not have sufficient space on their drive will be forced to purchase a residents permit.</p> <p>This is a shame, but I believe the benefits outweigh the disadvantages.</p>	<p>Support for the proposal is noted.</p> <p>However, all properties within Vicarage Gate have off-street parking facilities. Indeed, only one household within the road currently holds a residents' permit. Therefore, there would appear to be little demand for on-street parking from the residents themselves. By contrast, households within Litchfield Way are more reliant on on-street parking. Indeed, within the section closest to Vicarage Gate, there are a number of households that have no off-street parking facilities. Presently, they can use the unrestricted on-street spaces within the area without having to acquire a permit. Whilst the removal of the unrestricted bays within Vicarage Gate would eliminate a risk of all-day parking associated with non-residents, it would also reduce the flexibility of the scheme for local residents and their visitors.</p> <p>Therefore, it is recommended that the proposal is not progressed at the present time. Nevertheless, future reviews may provide the opportunity to revisit the situation.</p>
<p>24</p>	<p>May I write in support of the proposed changes to the parking restrictions in Vicarage Gate.</p> <p>It would be useful if the restrictions were more effectively policed as there has been a tendency for non-residents to park all day in the controlled bays knowing that they will only occasionally get a parking ticket.</p>	<p>Support for the proposal is noted.</p> <p>However, all properties within Vicarage Gate have off-street parking facilities. Indeed, only one household within the road currently holds a residents' permit. Therefore, there would appear to be little demand for on-street parking from the residents themselves. By contrast, households within Litchfield Way are more reliant on on-street parking. Indeed, within the section closest to Vicarage Gate, there are a number of households that have no off-street parking facilities. Presently, they can use the unrestricted on-street spaces within the area without having to acquire a permit. Whilst the removal of the unrestricted bays within Vicarage Gate would eliminate a risk of all-day parking associated with non-residents, it would also reduce the flexibility of the scheme for local residents and their visitors.</p> <p>Therefore, it is recommended that the proposal is not progressed at the present time. Nevertheless, future reviews may provide the opportunity to revisit the situation.</p>

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I object to any changes in the current parking restrictions in Vicarage Gate. The notice issues is not clear as to what the change is, Vicarage Gate is not particularly busy with parked cars (there are always spaces) and all houses have drives so there seems to be no logical reason for any change to be made in that road.

The notice is not clear. It lists a huge number of actions that might be performed with:-
 Monday-Saturday 8.30am-6pm 4-Hour Limited Waiting No Return Within 1 Hour or Permit J Holder Parking Places
 Vicarage Gate (certain parking places on the northwest side outside Nos.2&4,10&12 and 18)

It does not state whether its amending, revoking, removing or adding this!

My concern is, it would be to remove the unrestricted bays. It is very convenient to have a few (and there are only a very few) unrestricted bays for trades people and overnight guests. I understand a few people have complained at the inability to park outside their own home, but as I say all the houses in Vicarage Gate have drives where they can park, or for the sake of a few steps, they can park their second car further down the road.

If you intend removing unrestricting parking places and replacing with 4 hour limits, the parking notice should make this clear. It DOES NOT do this.

So in summary I object on two counts (1) The notice is not clear (2) No changes in Vicarage Gate parking are required.

Please leave the parking bays as they are. If you have money to consider this, it would be far more useful to implement a 20mph zone in Onslow Village.

The proposals were developed because of concerns raised by residents of Vicarage Gate about parking by non-permit-holders in their road. Indeed, they submitted a petition to Cllr Philips in this regard.

However, all properties within Vicarage Gate have off-street parking facilities. Indeed, only one household within the road currently holds a residents' permit. Therefore, there would appear to be little demand for on-street parking from the residents themselves. By contrast, households within Litchfield Way are more reliant on on-street parking. Indeed, within the section closest to Vicarage Gate, there are a number of households that have no off-street parking facilities. Presently, they can use the unrestricted on-street spaces within the area without having to acquire a permit. Whilst the removal of the unrestricted bays within Vicarage Gate would eliminate a risk of all-day parking associated with non-residents, it would also reduce the flexibility of the scheme for local residents and their visitors.

Therefore, it is recommended that the proposal is not progressed at the present time. Nevertheless, future reviews may provide the opportunity to revisit the situation.

Support for the proposal is noted.

However, all properties within Vicarage Gate have off-street parking facilities. Indeed, only one household within the road currently holds a residents' permit. Therefore, there would appear to be little demand for on-street parking from the residents themselves. By contrast, households within Litchfield Way are more reliant on on-street parking. Indeed, within the section closest to Vicarage Gate, there are a number of households that have no off-street parking facilities. Presently, they can use the unrestricted on-street spaces within the area without having to acquire a permit. Whilst the removal of the unrestricted bays within Vicarage Gate would eliminate a risk of all-day parking associated with non-residents, it would also reduce the flexibility of the scheme for local residents and their

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We are writing to let you know that we APPROVE of the proposed changes as they will prevent the parking by non permit holding drivers seeking free parking while visiting the university and in some cases as rail commuters.

		<p>visitors.</p> <p>Therefore, it is recommended that the proposal is not progressed at the present time. Nevertheless, future reviews may provide the opportunity to revisit the situation.</p>
	<p>Your proposed changes to parking bays in Vicarage Gate in your letter dated 10th March 2017 refer. I believe there are 17 residential properties in Vicarage Gate and 44 in the neighbouring road Litchfield Way, although about half the latter are closer to parking in other roads than Vicarage Gate, but many of the remainder will rely on using on street parking in Vicarage Gate preferably without the need for a permit. Some of the nearby Litchfield Way addresses have no off street parking at all and others are double yellow lined on both sides and therefore some very much rely on Vicarage Gate parking bays.</p> <p>I trust the current concerns raised are significant in number and that the council will clearly state what this number is, so that it is made abundantly clear whether the “concerns” are supported by the majority or at least how significant the number of concerned local residents is and not by just a very small minority who simply object to not having a vacant parking space immediately out side of their house during the day.</p> <p>Our driveway is fully utilised, so my son who works need to park on the street. My son is very much one such person over who concerns have been raised i.e. a non-permit holding motorist parking in free unrestricted spaces, yet he lives here! On many days he car shares with his boss under the recent environmental initiative and therefore does his best to park in one of the unrestricted parking bays whilst at work. He does not see a direct need to buy a residents permit when the council introduced the free parking for residents like him as well as the fact there are usually always a few spaces available in Vicarage Gate during the day. In the evening the parking restrictions do not apply therefore I assume any evening parking issues if they even exist are irrelevant.</p> <p>Myself, a local resident who parks in Vicarage Gate from time to time and also works from home I can confirm there is usually parking available in Vicarage Gate at any time during week days, although maybe less so towards the lower half . Given there is usually parking available, it simply boils down to whether it is immediately outside a person’s own house or whether they have to park up and walk up to 50m. There have of course been the occasional exceptions when there have been ongoing building works with tradesmen taking up available spaces, but this impact is much less nowadays.</p>	<p>The proposals were developed because of concerns raised by residents of Vicarage Gate about parking by non-permit-holders in their road. Indeed, they submitted a petition to Cllr Philips in this regard.</p> <p>However, all properties within Vicarage Gate have off-street parking facilities. Indeed, only one household within the road currently holds a residents’ permit. Therefore, there would appear to be little demand for on-street parking from the residents themselves. By contrast, households within Litchfield Way are more reliant on on-street parking. Indeed, within the section closest to Vicarage Gate, there are a number of households that have no off-street parking facilities. Presently, they can use the unrestricted on-street spaces within the area without having to acquire a permit. Whilst the removal of the unrestricted bays within Vicarage Gate would eliminate a risk of all-day parking associated with non-residents, it would also reduce the flexibility of the scheme for local residents and their visitors.</p> <p>Therefore, it is recommended that the proposal is not progressed at the present time. Nevertheless, future reviews may provide the opportunity to revisit the situation.</p>

Obviously both residents and non residents prefer to park in an unrestricted (free) parking bay as there is no issue about requiring a permit or receiving a parking penalty notice. These unrestricted parking bays were introduced with the Controlled Parking Zone (CPZ) because we asked for them. Fundamentally it seems wrong to have to pay for a permit to park in your own road if there are parking spaces normally available. My understanding is the purpose of permit parking is to benefit residents who would otherwise not be able to park in their own street, but this situation is not the case here.

In all likelihood it must be at least one local Vicarage Gate resident raising these concerns, which is highly relevant as in Vicarage Gate residents have options of off street parking and can also purchase a residents permit or park up to 4 hours without one. The point is that parking spaces in Vicarage Gate currently exist for them. Should the proposals go through, the further restrictions will simply alter which Vicarage Gate parking bay those objecting park in (nearer to their house by 20m?), but the changes will more profoundly affect many other existing users especially residents who have not needed to buy permits to park in their own road.

There will no doubt be mention of a few motorists who park in Vicarage Gate during the day and walk off to work returning in the evening. I suggest they have as much right to park in free parking spaces as anyone else as long as this action does not mean local residents are precluded from parking in their own street. Furthermore it is not a bad thing that these individuals remain fit and healthy with a good brisk walk morning and evening and to some extent improve the out of town park and ride initiative with "park & walk". To reiterate, we still have available parking in Vicarage Gate even with these people who can never guarantee they get an unrestricted parking space, whereas local residents are much more likely to find an unrestricted parking bay for the day should they need it. In the spirit of "park & walk" the council should seriously consider freeing up the restrictions on parking at the top of Wodeland Avenue as these spaces are rarely filled.

Finally, I would ask the council to reflect on what is fair in terms of a mandate for change. The current proposal is an extension of the CPZ introduced some years ago and I feel strongly there should be no further changes. In context when the CPZ was introduced a few years ago I recall there were 3 residents from Litchfield Way officially in favour out of a total 44 properties. Over the period of about 3 successive consultations spread over a year there was a far greater number of objections, although in the last round only 2 reiterated their objection with others not realising earlier objections no longer counted. The council also spoke of the silent majority

	<p>and decide they overwhelmingly wanted change, the CPZ even though there was no genuine evidence that this was the case. I fear this proposal may witness a similar approach, whereas in referendums a clear majority is required (sometimes a two thirds majority) and the voters equally should know when the counting vote takes place and not be invited to vote (opine) in consultations only for these “votes” to be later ignored and replaced by superseding by a 4 week consultation at times when voters are distracted by, say Christmas. Vicarage Gate is not under the same pressure as roads nearer the town centre or University and therefore simply does need further restrictions.</p> <p>The proposal for changing the parking controls in Vicarage Gate are firmly rejected by each of the four undersigned, each a registered voter.</p>	
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 60 60</p>	<p>I can see no reason for changing these. Indeed some people do use them for parking all day and then going to work but they pay their road tax just as the residents do. There are very few times when no parking is available in the road and so I think the restrictions are currently well-balanced, except perhaps to put double yellow lines in the turning circle so that emergency vehicles can use it 24/7. Of the few times when no unrestricted parking is available there have been many times when spaces have been occupied by builders’ and other tradesmens’ vehicles during the working day; also many such vehicles have, in recent months been parking all day in the four-hour bays with impunity.</p> <p>The unrestricted parking spaces are very useful if residents have visitors, especially at weekends, and I would suggest that those who object to them might be accused of NIMBYism - I bet if they were working away from home and found unrestricted parking while they were at work they would use it.</p> <p>I would prefer to have no parking restrictions at all in Vicarage Gate but if we must have them then I think they should stay as they are.</p>	<p>The proposals were developed because of concerns raised by residents of Vicarage Gate about parking by non-permit-holders in their road. Indeed, they submitted a petition to Cllr Philips in this regard.</p> <p>However, all properties within Vicarage Gate have off-street parking facilities. Indeed, only one household within the road currently holds a residents’ permit. Therefore, there would appear to be little demand for on-street parking from the residents themselves. By contrast, households within Litchfield Way are more reliant on on-street parking. Indeed, within the section closest to Vicarage Gate, there are a number of households that have no off-street parking facilities. Presently, they can use the unrestricted on-street spaces within the area without having to acquire a permit. Whilst the removal of the unrestricted bays within Vicarage Gate would eliminate a risk of all-day parking associated with non-residents, it would also reduce the flexibility of the scheme for local residents and their visitors.</p> <p>Therefore, it is recommended that the proposal is not progressed at the present time. Nevertheless, future reviews may provide the opportunity to revisit the situation.</p>
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 60 60</p>	<p>I object to the proposals and want to keep the unrestricted parking bays. I regard Vicarage Gate as one of my local parking options and I often park there from time to time, but not enough to require a full time parking permit. I notice that there is normally parking spaces available in Vicarage Gate - the situation is not as dire as the concerns may have suggested. We live in Litchfield Way.</p>	<p>The proposals were developed because of concerns raised by residents of Vicarage Gate about parking by non-permit-holders in their road. Indeed, they submitted a petition to Cllr Philips in this regard.</p> <p>However, all properties within Vicarage Gate have off-street parking facilities. Indeed, only one household within the road currently holds a residents’ permit. Therefore, there would appear to be little demand for on-street parking from the residents themselves. By contrast, households within Litchfield Way are more reliant on on-street parking. Indeed, within the section closest to Vicarage Gate, there are a number of households that have no off-street parking facilities. Presently, they can use the unrestricted on-street spaces within the area without having to acquire a</p>

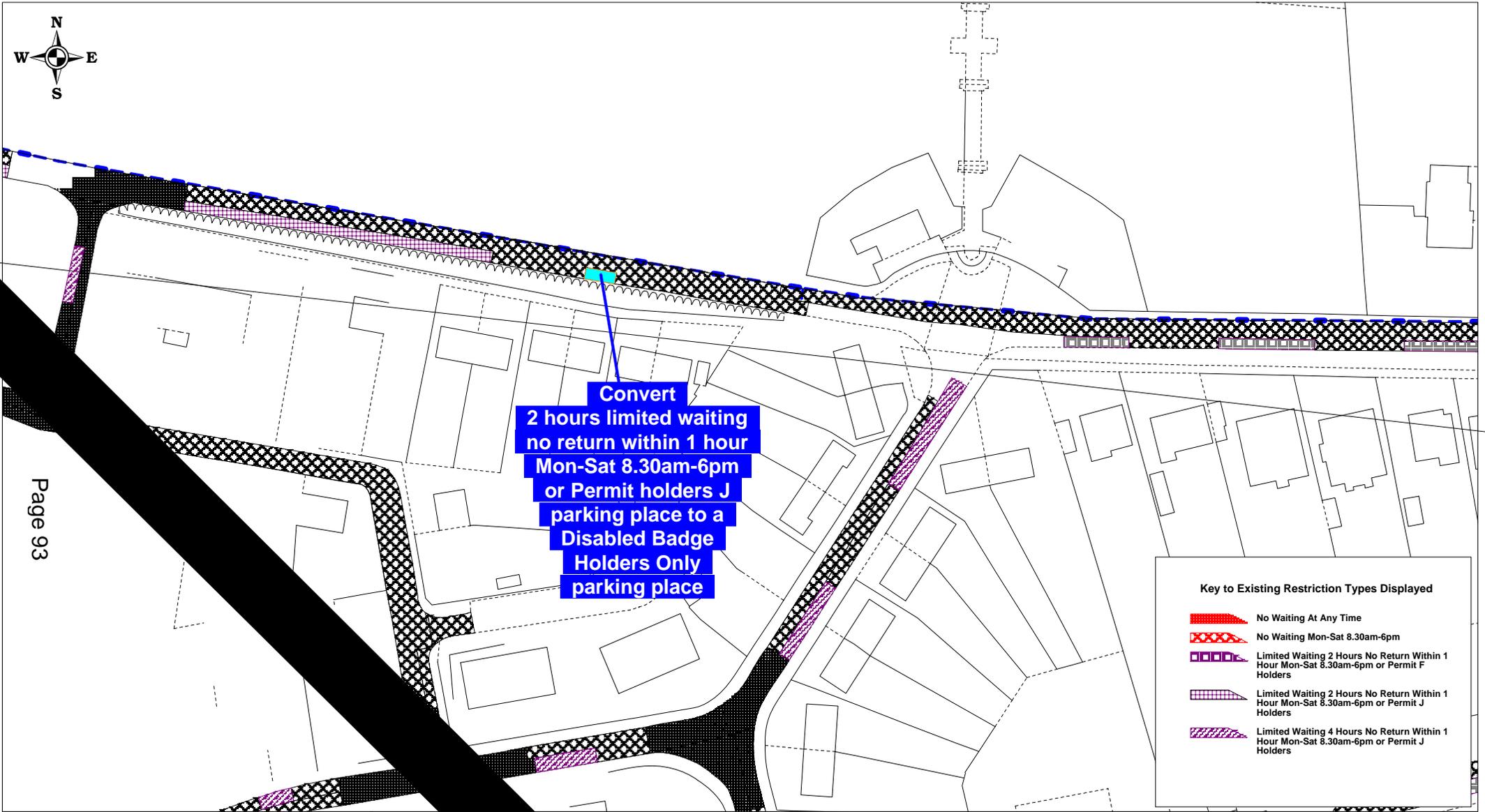
		<p>permit. Whilst the removal of the unrestricted bays within Vicarage Gate would eliminate a risk of all-day parking associated with non-residents, it would also reduce the flexibility of the scheme for local residents and their visitors.</p> <p>Therefore, it is recommended that the proposal is not progressed at the present time. Nevertheless, future reviews may provide the opportunity to revisit the situation.</p>
	<p>I wish to object to the proposals to remove the P bays from Vicarage Gate and state my wish to keep the unrestricted parking bays.</p> <p>Vicarage Gate is my nearest road for parking, I often park there but not enough to require a full time parking permit.</p> <p>There are frequently bays available in Vicarage Gate so I struggle to see the need to remove them.</p> <p>Living in Litchfield Way, where there are much fewer P bays and more houses without driveways, I am concerned that people will start to park in the P bays in Litchfield Way.</p> <p>The parking situation has already been made more difficult by the introduction of controlled parking, please do not worsen the situation.</p> <hr/> <p>I wish to object to the proposal to alter the unrestricted 'Blue P' parking bays in Vicarage Gate.</p> <p>I have no driveway at my property and rely entirely on the parking bays to park my car. I have never experienced a difficulty in parking and have always been able to park within easy walking distance of my house. I do not need to pay for a permit as I am away for enough of the day on most week days to be able to park in any bay within the hours. However, I am a teacher and on Saturdays and school holidays I park in an unrestricted bay. The fact that I have been able to park without a problem since the CPZ was introduced indicates that there is not an issue with over-use of the unrestricted bays.</p> <p>The proposal to remove these from Vicarage means that those still available will be fewer in number in the area. Some of the proposed alterations will be in Litchfield Way but the knock on effect of their removal will affect my ability to park.</p> <p>I objected to the original imposition of the CPZ on the grounds that I need to park in the street and had never had a problem doing so. Further the</p>	<p>The proposals were developed because of concerns raised by residents of Vicarage Gate about parking by non-permit-holders in their road. Indeed, they submitted a petition to Cllr Philips in this regard.</p> <p>However, all properties within Vicarage Gate have off-street parking facilities. Indeed, only one household within the road currently holds a residents' permit. Therefore, there would appear to be little demand for on-street parking from the residents themselves. By contrast, households within Litchfield Way are more reliant on on-street parking. Indeed, within the section closest to Vicarage Gate, there are a number of households that have no off-street parking facilities. Presently, they can use the unrestricted on-street spaces within the area without having to acquire a permit. Whilst the removal of the unrestricted bays within Vicarage Gate would eliminate a risk of all-day parking associated with non-residents, it would also reduce the flexibility of the scheme for local residents and their visitors.</p> <p>Therefore, it is recommended that the proposal is not progressed at the present time. Nevertheless, future reviews may provide the opportunity to revisit the situation.</p>

	<p>vast majority of residents of the CPZ area have driveways.</p> <p>The fact that the current proposal is an area of the CPZ where all houses have off-road space for at least 2 cars must indicate that the requests to remove them are not related to absolute need.</p> <p>I need to park on the street and I do not wish to have to pay to do so. I trust that the fact that I have no alternative place to park will lend greater weight to my objection to the proposal.</p>	
<p>Page 90 98</p>	<p>We write to strongly object to the recent proposal to remove the unrestricted parking bays in Vicarage Gate.</p> <p>Vicarage Gate does not suffer from a parking problem and these unrestricted bays helpfully provide for occasional residents use and tradesman parking. Whilst non-residents may use these spaces, this has not caused a problem with parking and there are usually spaces available when we have needed them.</p> <p>From my discussions with neighbours in Vicarage Gate I cannot imagine that there is anywhere close to a majority in favour of restricting the bays. I can only assume that 'concerns raised' are from a small minority (if they exist at all) and the council is taking the opportunity to increase revenue. I request that the council disclose the number and nature of concerns before deciding on a course of action.</p> <p>To conclude:</p> <ul style="list-style-type: none"> • there is no parking problem in Vicarage Gate. • the parking bays are useful as overflow spaces for residents and tradesmen • restricting these bays would cause considerable inconvenience • the vocal minority should not be allowed to dictate these issues on our behalf • please inform us of the results of this consultation before any action is taken. 	<p>The proposals were developed because of concerns raised by residents of Vicarage Gate about parking by non-permit-holders in their road. Indeed, they submitted a petition to Cllr Philips in this regard.</p> <p>However, all properties within Vicarage Gate have off-street parking facilities. Indeed, only one household within the road currently holds a residents' permit. Therefore, there would appear to be little demand for on-street parking from the residents themselves. By contrast, households within Litchfield Way are more reliant on on-street parking. Indeed, within the section closest to Vicarage Gate, there are a number of households that have no off-street parking facilities. Presently, they can use the unrestricted on-street spaces within the area without having to acquire a permit. Whilst the removal of the unrestricted bays within Vicarage Gate would eliminate a risk of all-day parking associated with non-residents, it would also reduce the flexibility of the scheme for local residents and their visitors.</p> <p>Therefore, it is recommended that the proposal is not progressed at the present time. Nevertheless, future reviews may provide the opportunity to revisit the situation.</p>

ANNEXE 2 : COMMENTS AND OBJECTIONS RAISED TO ADVERTISED ORDER

Ref. No.	Representation Comments	Officer Comments / Recommendation / Response
	Woodbridge Road, Guildford (amend parking bays and introduce double yellow line waiting restriction to accommodate access arrangements for Pop-up Village) 0 representations	
	Implement as advertised.	

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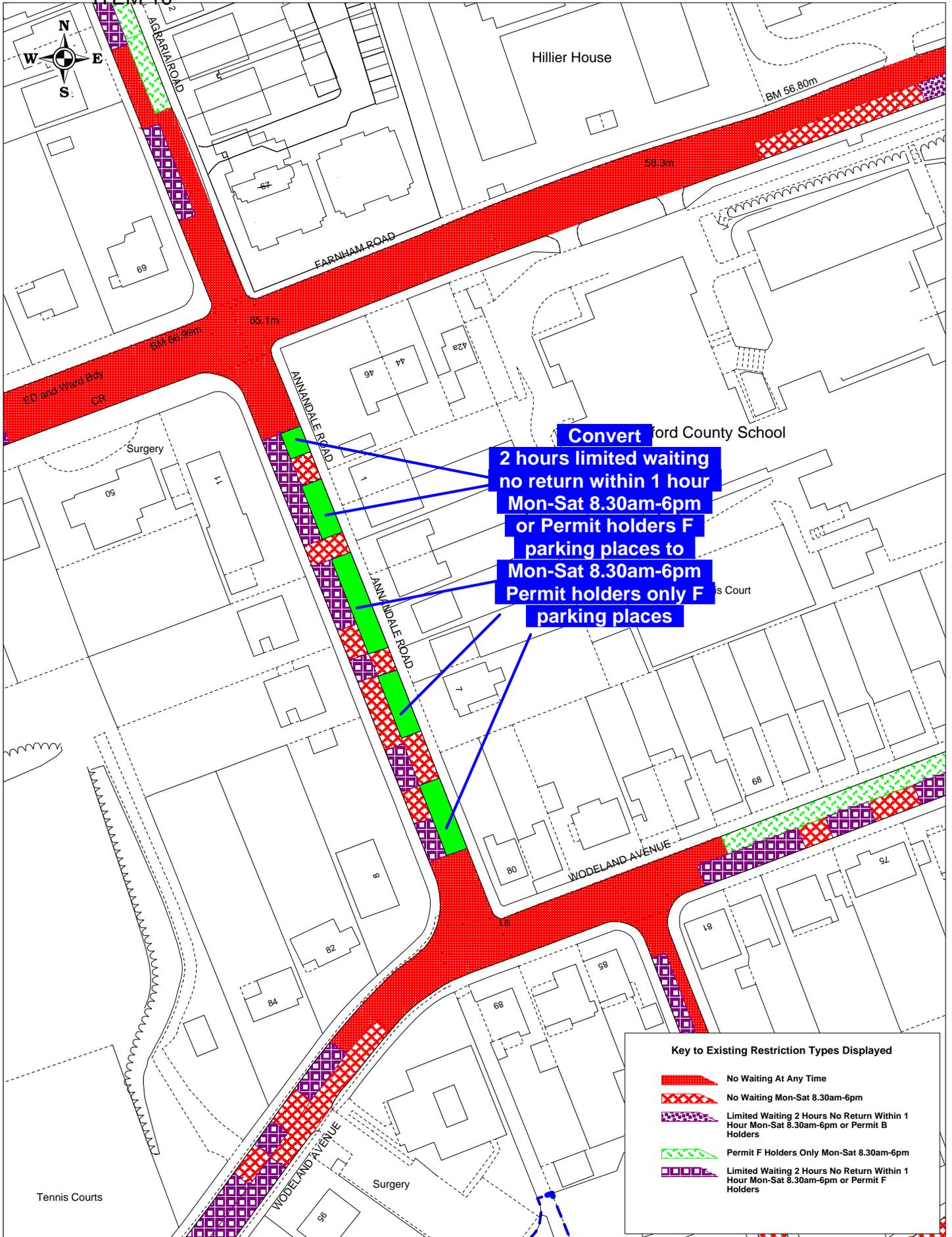
Convert
 2 hours limited waiting
 no return within 1 hour
 Mon-Sat 8.30am-6pm
 or Permit holders J
 parking place to a
 Disabled Badge
 Holders Only
 parking place

Key to Existing Restriction Types Displayed

-  No Waiting At Any Time
-  No Waiting Mon-Sat 8.30am-6pm
-  Limited Waiting 2 Hours No Return Within 1 Hour Mon-Sat 8.30am-6pm or Permit F Holders
-  Limited Waiting 2 Hours No Return Within 1 Hour Mon-Sat 8.30am-6pm or Permit J Holders
-  Limited Waiting 4 Hours No Return Within 1 Hour Mon-Sat 8.30am-6pm or Permit J Holders

SCALE	1 : 1000 @ A4
DATE	21/06/2017
DRAWING No.	GBC/APH/AlresfordRdToBeMade
DRAWN BY	ANDREW HARKIN

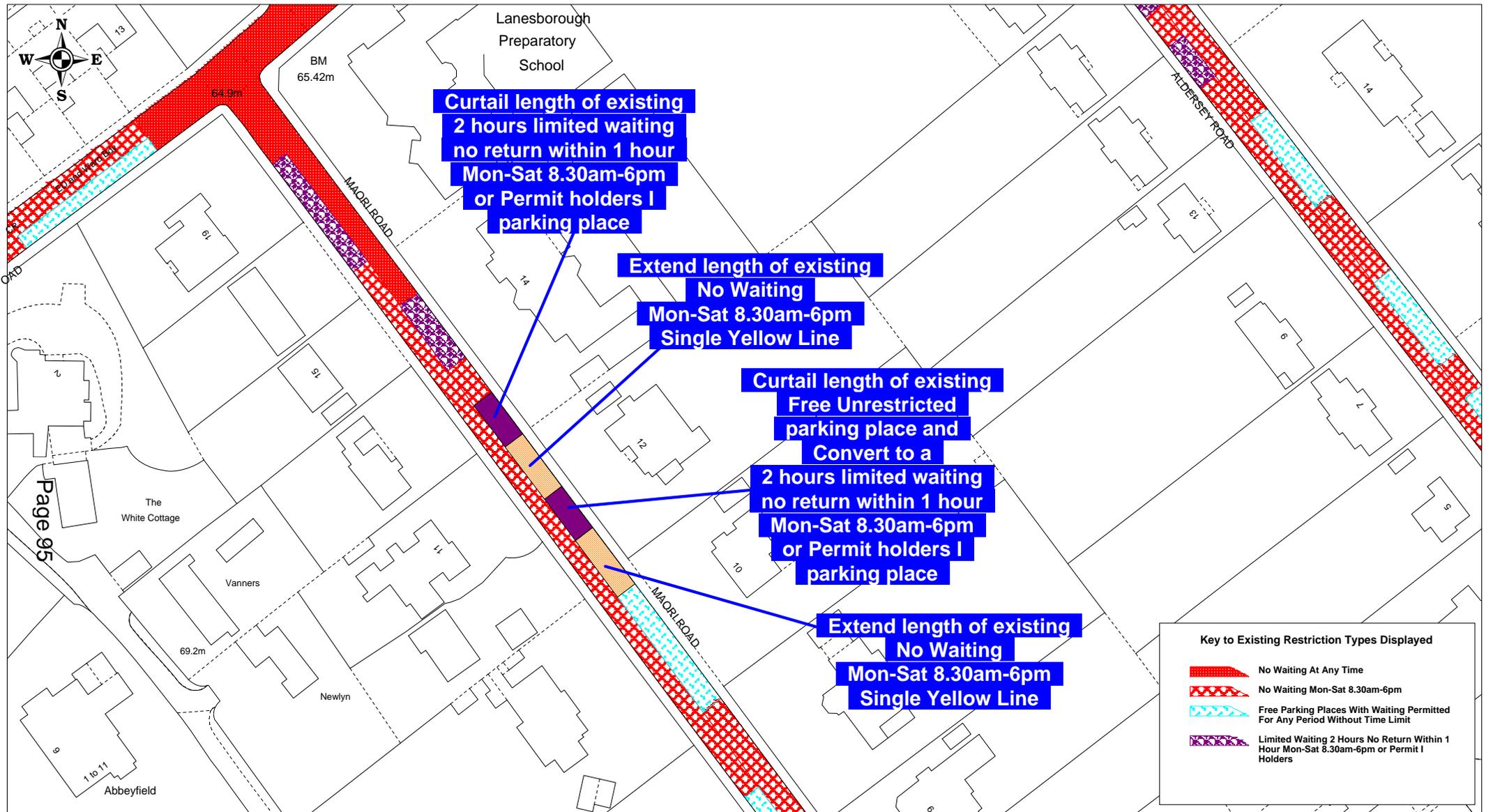
ITEM 10



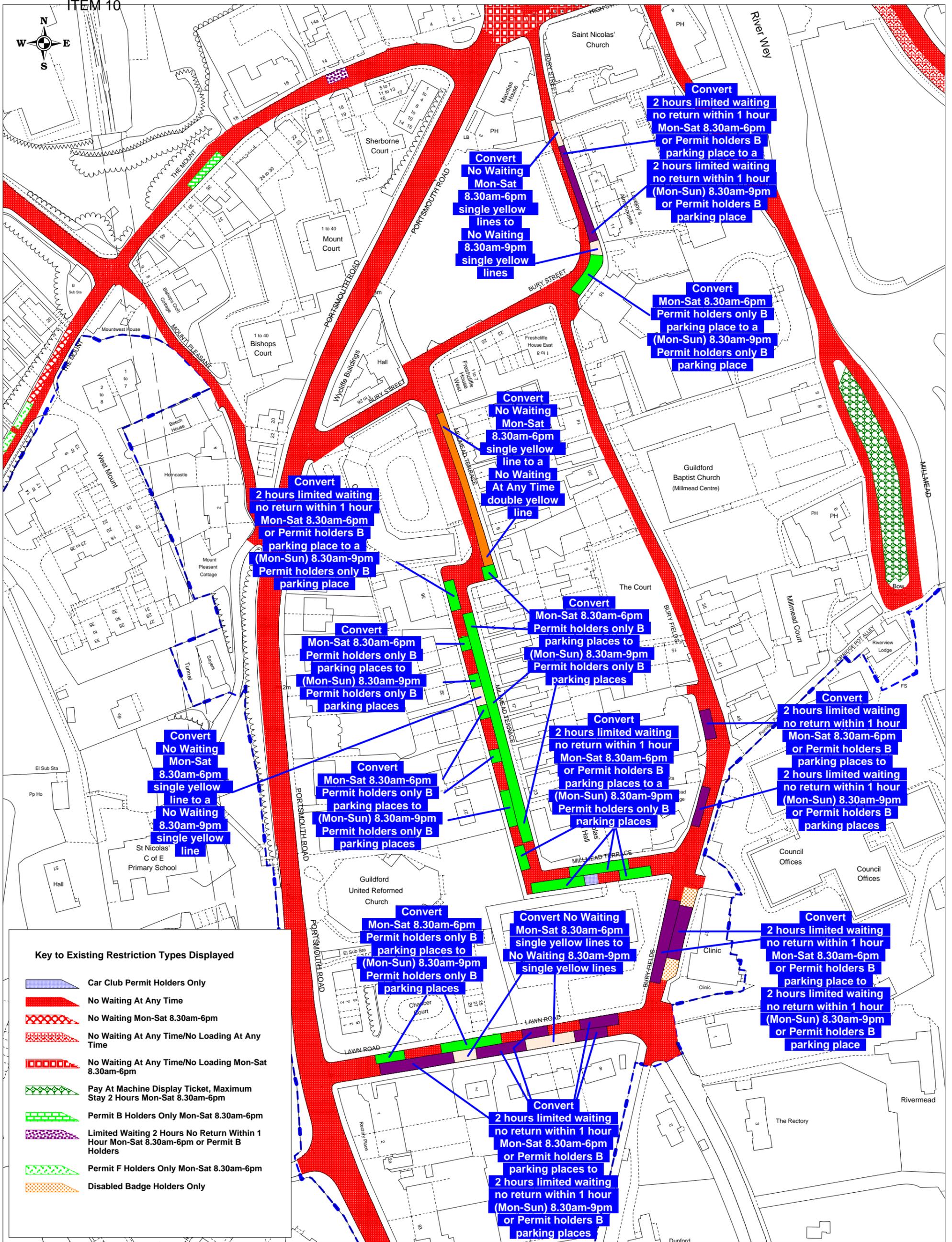
Convert Ford County School
 2 hours limited waiting
 no return within 1 hour
 Mon-Sat 8.30am-6pm
 or Permit holders F
 parking places to
 Mon-Sat 8.30am-6pm
 Permit holders only F
 parking places

Key to Existing Restriction Types Displayed

	No Waiting At Any Time
	No Waiting 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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DRAWING No.	GBC/APH/MaoriRdToBeMade	
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Key to Existing Restriction Types Displayed

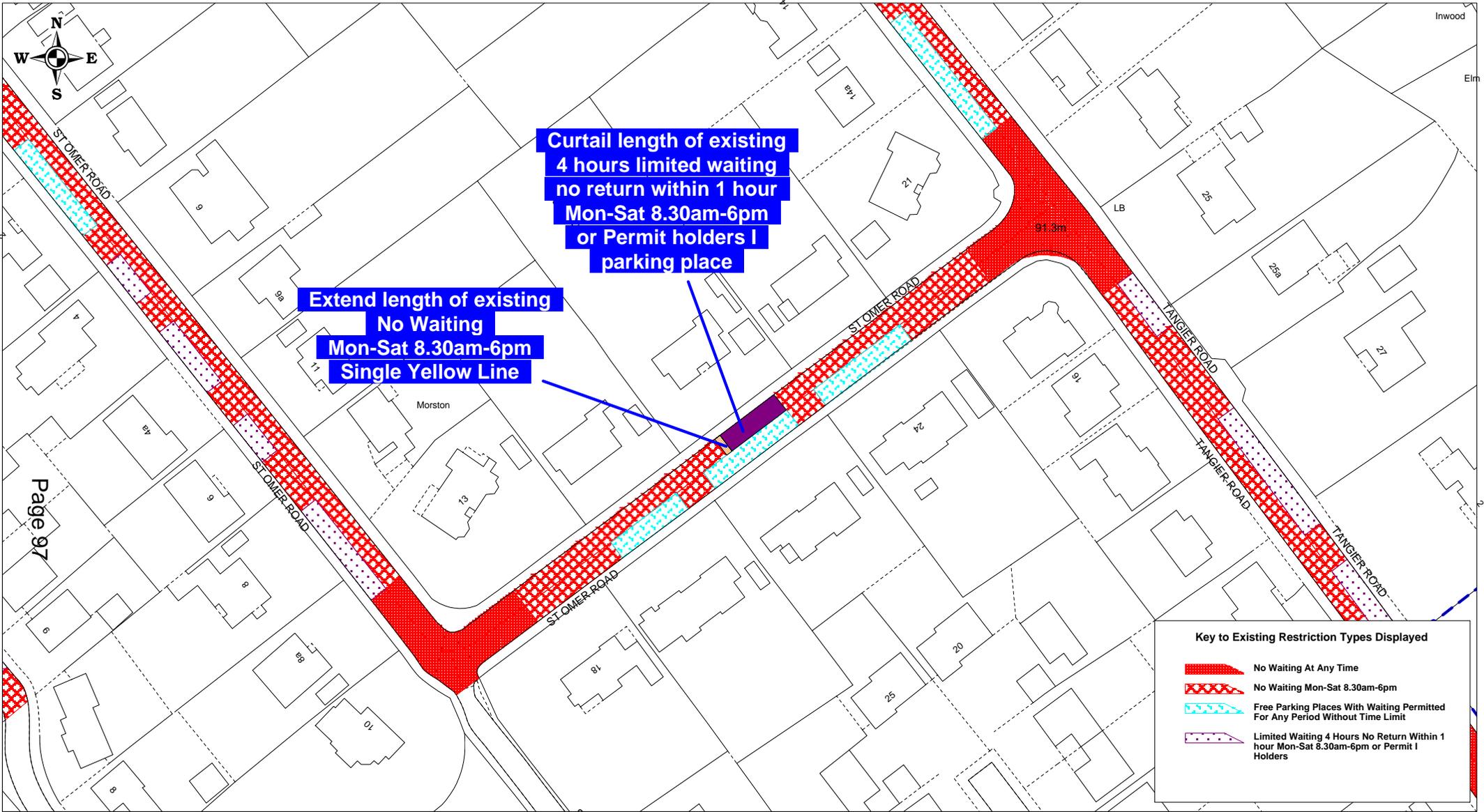
- Car Club Permit Holders Only
- No Waiting At Any Time
- No Waiting Mon-Sat 8.30am-6pm
- No Waiting At Any Time/No Loading At Any Time
- No Waiting At Any Time/No Loading Mon-Sat 8.30am-6pm
- Pay At Machine Display Ticket, Maximum Stay 2 Hours Mon-Sat 8.30am-6pm
- Permit B Holders Only Mon-Sat 8.30am-6pm
- 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
- Disabled Badge Holders Only

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Guildford parking review -
Changes to be Made
Millmead area, Guildford
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 Changes to be Made
 St Omer Road, Guildford

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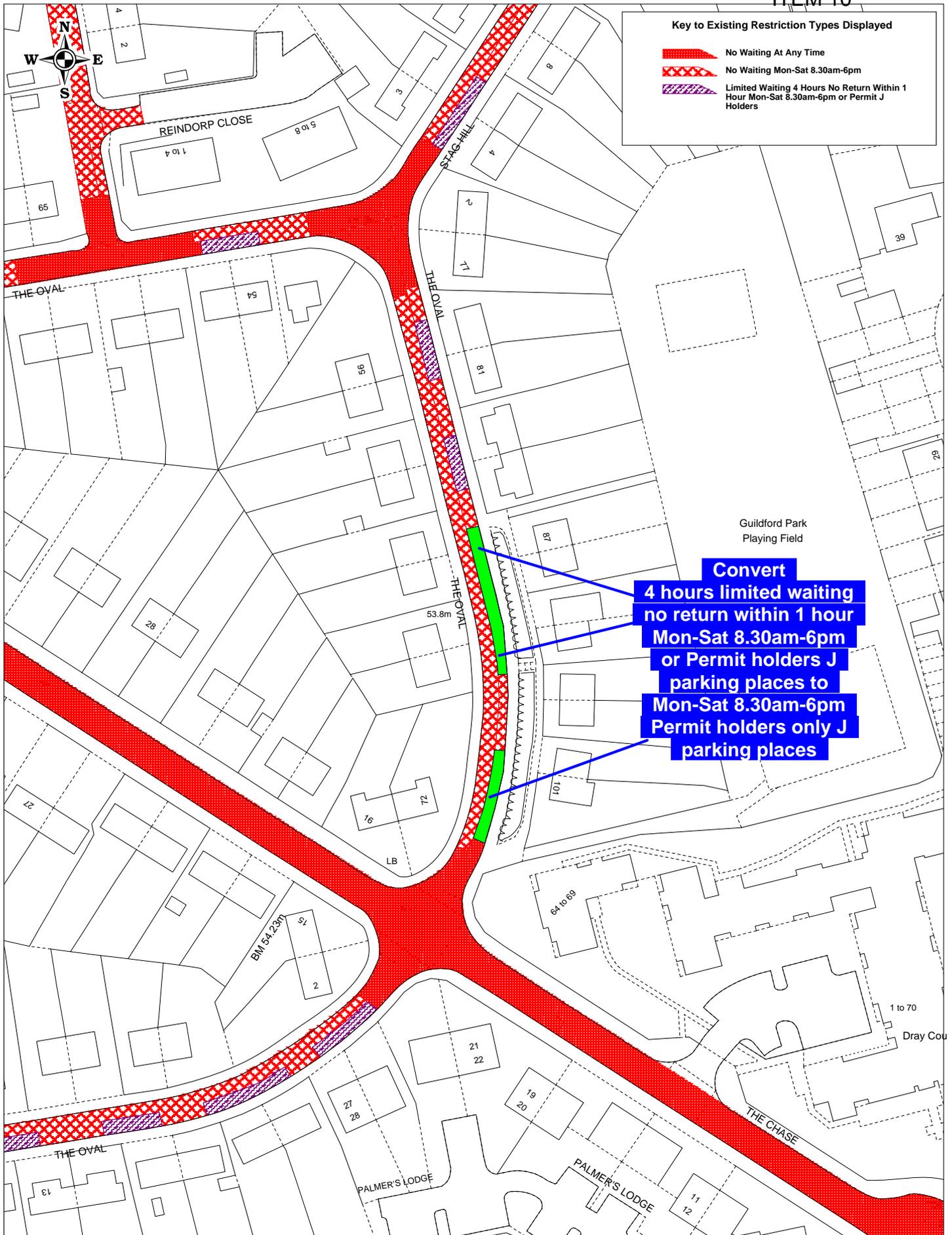
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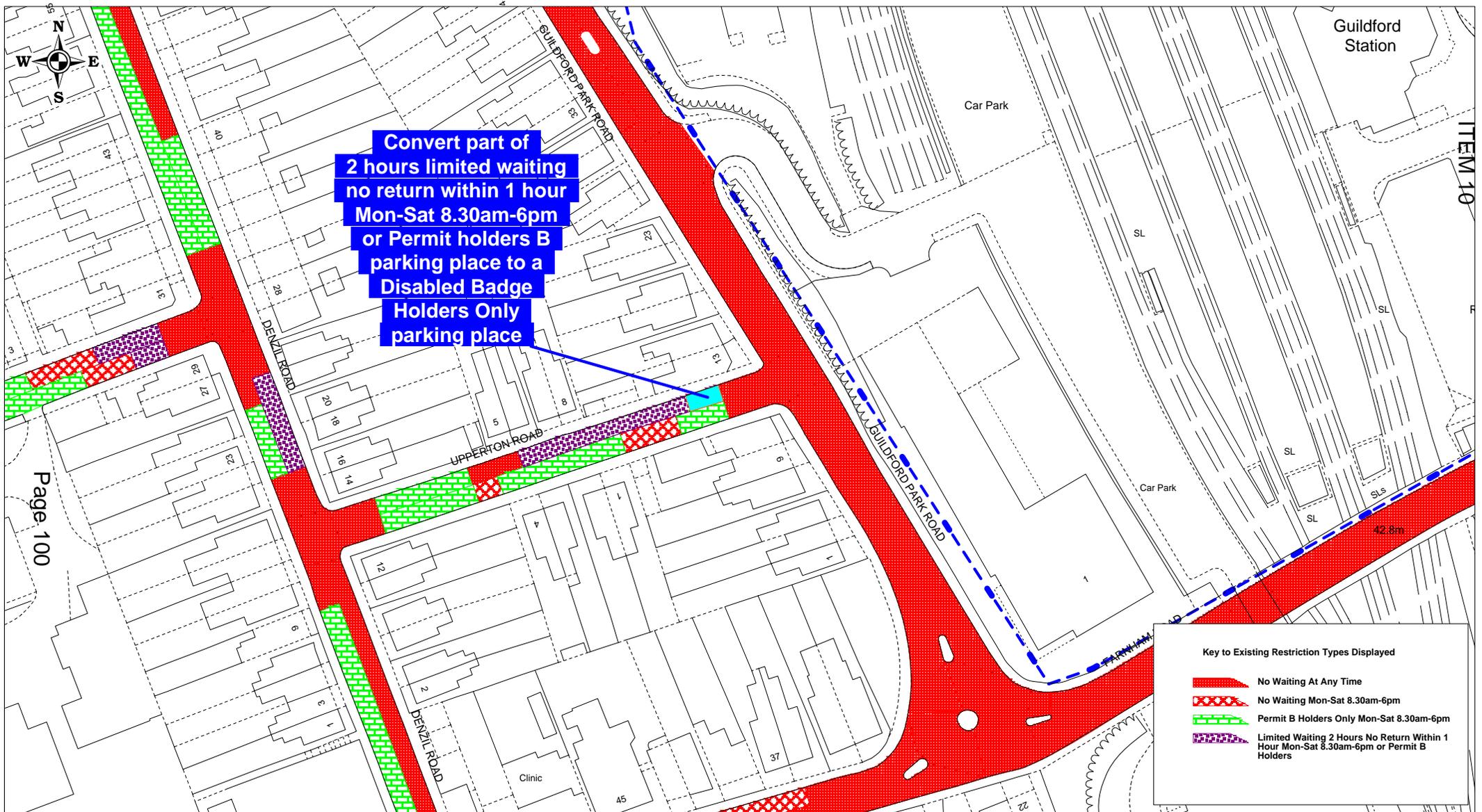
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Guildford parking review -
 Changes to be Made
 Sycamore Road, Guildford

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DATE	21/06/2017
DRAWING No.	GBC/APH/SycamoreRdToBeMade
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Convert
4 hours limited waiting
no return within 1 hour
Mon-Sat 8.30am-6pm
or Permit holders J
parking places to
Mon-Sat 8.30am-6pm
Permit holders only J
parking places



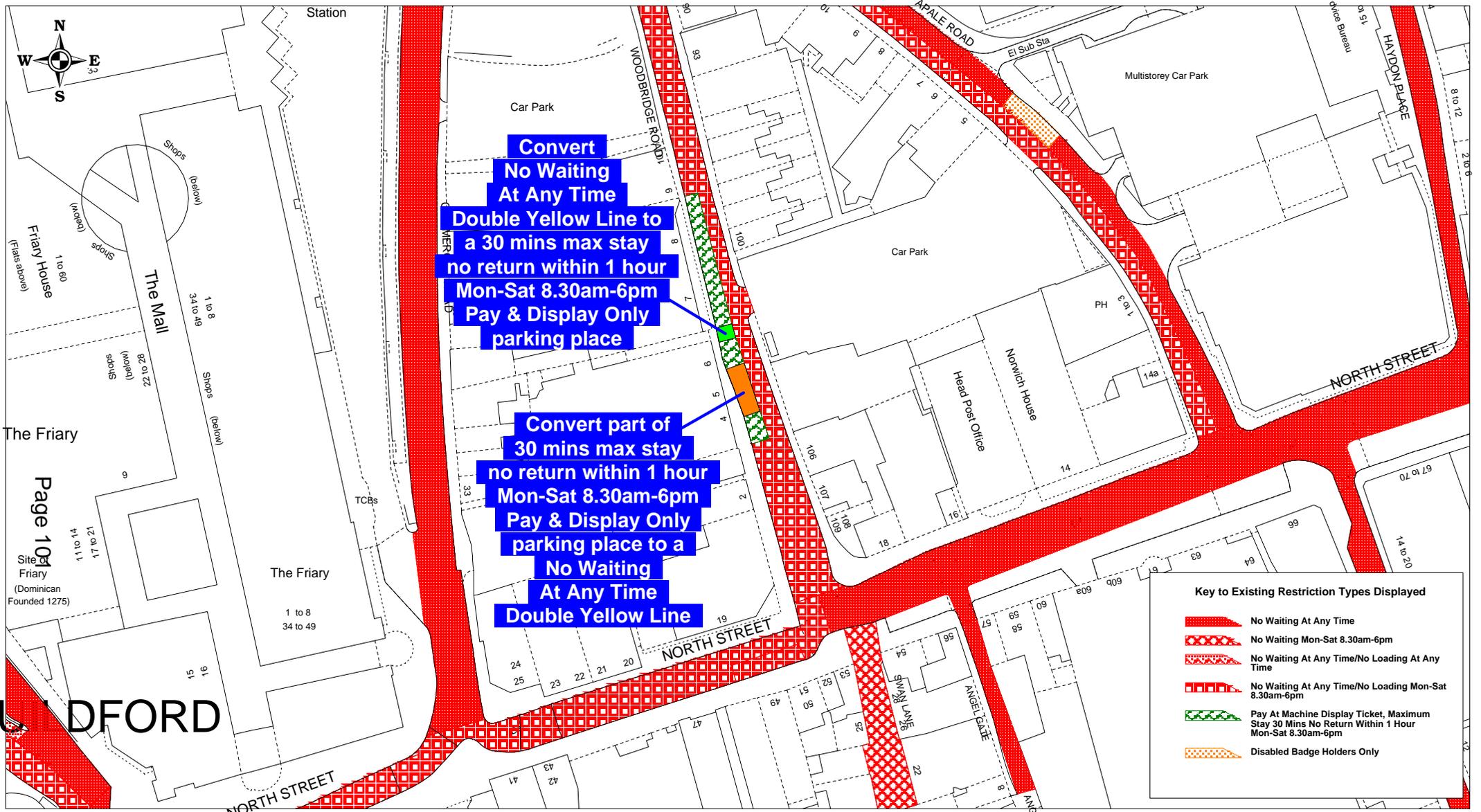
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**Guildford parking review -
Changes to be Made
Upperton Road, Guildford**

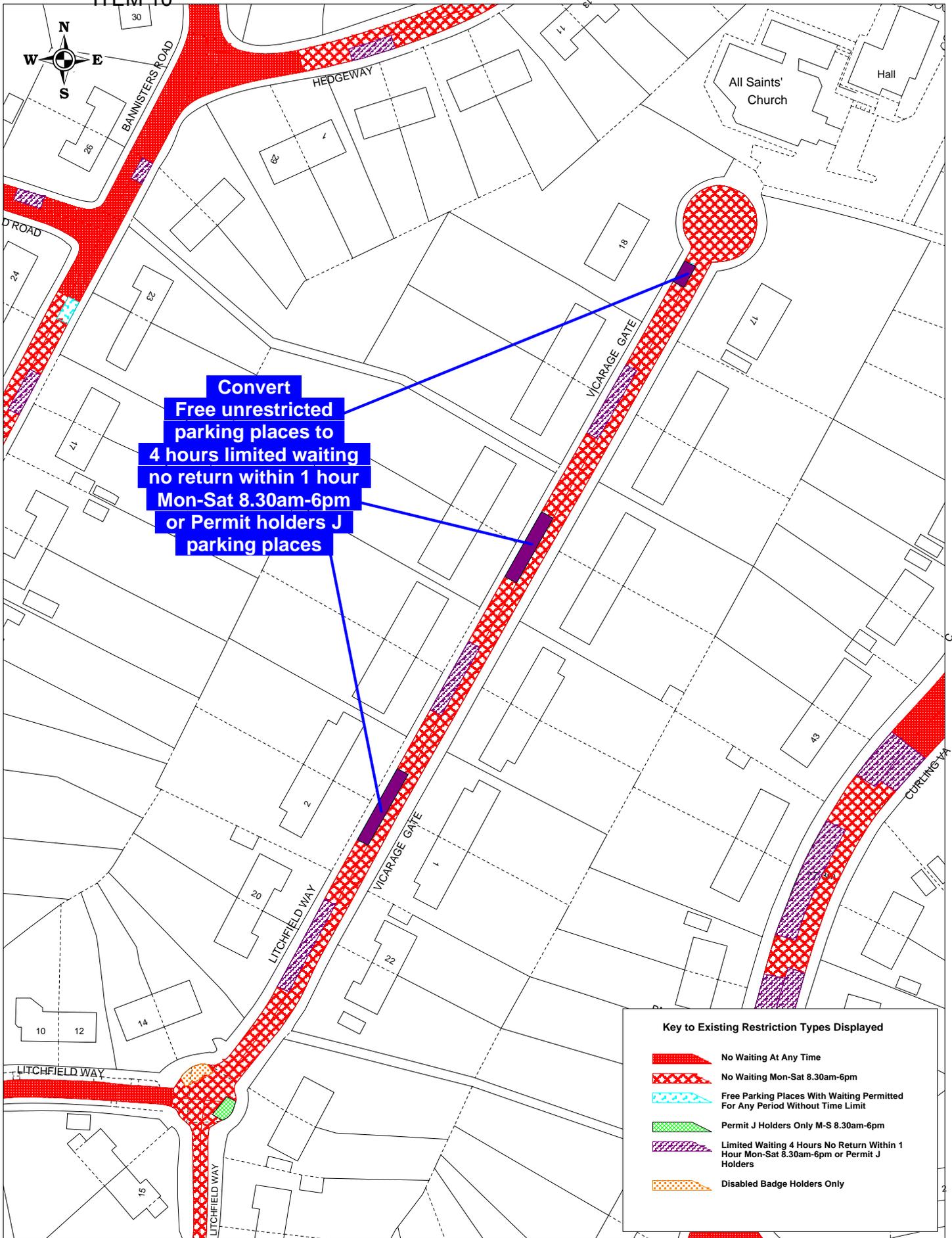
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DATE	21/06/2017
DRAWING No.	GBC/APH/UppertonRdToBeMade
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Guildford parking review -
 Changes to be Made
 Woodbridge Road, Guildford

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DATE	21/06/2017	
DRAWING No.	GBC/APH/WbridgeRdToBeMade	
DRAWN BY	ANDREW HARKIN	



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
	Permit J Holders Only M-S 8.30am-6pm
	Limited Waiting 4 Hours No Return Within 1 Hour Mon-Sat 8.30am-6pm or Permit J Holders
	Disabled Badge Holders Only

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

DATE: 6 JULY 2017
LEAD OFFICER: FRANK APICELLA
 ACTING AREA HIGHWAY MANAGER
SUBJECT: HIGHWAYS UPDATE
DIVISION: ALL

**SUMMARY OF ISSUE:**

This report provides an update on the 2016/17 programmes of highway improvement and maintenance works funded by this committee. The report also details the 2017/18 highways budget devolved to this committee, which was confirmed by Cabinet on the 28th March 2018.

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

- (i) Note last year's expenditure of the devolved budget, 2016/17.
- (ii) Agree to allocate the reduced revenue devolved budget for this financial year 2017/18 as detailed in the report.
- (iii) Agree to allocate the reduced capital devolved budget for this financial year 2017/18 as detailed in the report.

REASONS FOR RECOMMENDATIONS:

The committee is asked to agree the recommendations to enable early progression of works orders.

1. UPDATE

2016/17 Budgets and Forecast Expenditure

- 1.1 At the meetings of the March and June 2016, the committee devolved budget was as follows:-

Capital ITS (Integrated Transport Schemes)	£230,500
Capital Maintenance	£230,500
Revenue Maintenance	<u>£238,000</u>
Total	£699,000

- 1.2 At the December 2016 meeting, and in anticipation of around 30% reduction in committee funding, the committee recommended making allocations to the sum of £460,000, as detailed below.

Revenue maintenance works	£115,000
Cluster funding	£35,000
Capital ITS	<u>£310,000</u>
Total	£460,000

- 1.3 The committee resolved that if the budget proved to be less than the anticipated £460,000, the task group would bring further recommendations to the 22nd March committee meeting.

- 1.4 As in previous years the task group recommended that the revenue funding should be set aside for Community Enhancement and routine operations such as the community gang and ad hoc signs and lines which allows the highway team to respond to day requests for signs, bollards, road markings, and minor maintenance works.

- 1.5 The group also considered that the lengthsman scheme should be funded as in previous years

Community Enhancement (5K/SCC member)	£50,000
Ad-hoc signs, lines, etc, by the area team	£10,000
Community Gang for 13 weeks	£20,000
Ad-hoc maintenance works by area teams	£10,000
Lengthsman	<u>£25,000</u>
Total	£115,000

ITS Schemes from 2016/17 not completed

- 1.6 Below is the list of schemes not completed during 2016/17. The reasons for this were explained at the March Committee, and was due to unexpected accounts.

D4017 Onslow village phase 2: Road safety	£40,000
A323 Aldershot Road: Pedestrian refuge	£25,000
A281 The Street, Shalford: Pedestrian refuge	£25,000
D48 Avenue De Cagny, Pirbright: Traffic calming	<u>£20,000</u>
Total	£110,000

- 1.7 **Annex 1** identifies the 2016/17 budget, allocations and forecast expenditure and reflects that the majority of the programme of improvement schemes was completed by the end of the financial year.
- 1.8 **Annex 2** confirms the current approved list of schemes for 2017/18 and schemes from 2016/17 that were not completed, which have been approved by the task group. However this list of work is undeliverable with the current levels of funding.

Local Committee Budget for 2017/18

- 1.9 On the 28th March 2017 the Cabinet approved the Guildford Local Committee devolved budget for 2017/18 as follows.

Revenue Maintenance	£40,909
Capital (Maintenance & ITS)	<u>£36,363</u>
Total	£77,272

This information has been received very late in the financial year and subsequent to the 22nd March Committee. This compounded with the May local elections, has meant that we are now 3 months into this new financial year, without any formal decisions having been made on committee expenditure in Guildford.

Lengthsman (Localism) Bids for 2017/18

- 1.10 Many new bids and requests for increase allocations have been received. All the Town Councils (TCs) and Parish Councils (PCs) were written to, once this reduced budget was known to advise of this change, and mitigate any risk of early expenditure by them, ahead of any committee resolution.
- 1.11 In order to attempt to somewhat lessen the impact of this, it is proposed to allocate the entire revenue maintenance budget of £40,909, to the ordering of a vegetation gang under the direct control of the maintenance engineer.

ITEM 11

- 1.12 The lengthsmen scheme expenditure was predominantly expended on this type of activity and hence this funding should go some way to maintain this benefit locally.

Local Transport Plan (LTP) Task Group Recommendations

- 1.13 The schemes list Task Group Priorities is attached at Annex 2.
- 1.14 The heavily reduced committee funding for 2017/18 will severely affect the deliverability of this programme and many projects included on the list.
- 1.15 As some of the 2016/17 ITS schemes were not completed before 31st March 2017, it is recommended that the 2017/18 capital budget is used to cover the cost of the 2016/17 schemes, together with a budget to permit officers to continue to provide a service for ad-hoc signs and lines;

Ad-hoc signs and lines (2017/18)	£ 5,363
Gole Road scheme (2016/17)	£24,000
Boxgrove Lane signs and markings (2016/17)	<u>£ 7,000</u>
Total	£36,363

ITS Schemes 2017/18

- 1.16 Annex 2 shows the current approved list of schemes which have been approved by the task group. However this list of work is undeliverable as it is currently in excess of £300,000 with the current levels of funding levels.

Section 106 monies

- 1.17 Section 106 monies are also collected by the planning authority, however these funds are very specific on how they are expended as it is normal for these to be agreed upfront as part of the planning process.

Walnut Tree Close Experimental Traffic Restriction: Update

- 1.18 Following the presentation of the public consultation report to Guildford Local Committee on 20 September 2016, officers were asked to continue with the preparation of both a one-way northbound option and a point-closure option for trial implementation. Members expressed a preference to see a point-closure implemented first, however since then a recommendation was made to implement the one-way measure first for the following reasons:
- a) The one-way measure is more straightforward to implement in terms of the number of turning areas that are required to be put in place.
 - b) To allow for a more gradual and less impactful period of adjustment for users. This period of adjustment may subsequently improve the ability of a point closure scheme to operate successfully.
 - c) To minimise risk to non-motorised users who might continue to expect the levels of reduced traffic on Walnut Tree Close associated with a point-closure if it were implemented first.
- 1.19 Detailed design is currently progressing well to enable comprehensive plans to be produced which may be used to construct the scheme. Officers are

engaging with private landowners to secure an agreement whereby identified parcels of land can be used as highway for the purpose of providing a suitable vehicle turning area. Equipment that is necessary to monitor the impact of the scheme on local traffic has now been installed.

- 1.20 At present, the earliest timeframe that has been identified for construction is Autumn half term, thereby minimising the potential disruption that may initially occur. This will be contingent on the successful resolution of a turning point for southbound vehicles.

Millbrook Car Park: Update

- 1.21 Part of the Guildford Town Centre Transport Package, the scheme will signalise the exit of Millbrook Car Park to enable traffic to turn right and head south. All traffic exiting the car park must currently turn left and enter the gyratory system, regardless of their overall direction of travel.
- 1.22 The scheme is currently at the detailed design stage. Officers from Surrey County Council and Guildford Borough Council are liaising to reach an agreement whereby the county council's contractor will be permitted to carry out the necessary construction work to alter the layout of the car park, owned by the borough.
- 1.23 Construction work is currently scheduled to begin in late January 2018.

Project Horizon (Carriageway)

- 1.24 Horizon is now in its 5th year of delivery. The programme was reviewed in 2016 and has been extended to include all 7 asset types. The Horizon 2 2017-18 (year 5) programme is online @
- https://www.surreycc.gov.uk/__data/assets/pdf_file/0009/126279/Horizon-2-Guildford-v2.1.pdf
- 1.25 The new Horizon 2 rolling programme will include remaining schemes that are being considered for future planned works in accordance with the SCC prioritisation process. The entire rolling programme will be published shortly on the SCC website. Due to the current budget pressures we will not give timescales for these schemes and only provide annual works programmes where budgets are approved

Customer Enquiries

- 1.26 Highways & Transport received 37,104 enquiries and reports during the first quarter of 2017, an average of 12,368 per month, this is in line with the same period of 2016 but an increase from 2015.
- 1.27 For Guildford specifically, 4,464 enquiries have been received of which 1,961 were directed to the local area office for action, 96% of these have been resolved. This response rate is slightly above the countywide average of 95%.
- 1.28 Between January and March, Highways received 100 stage 1 complaints of which eight were for the Guildford area. In addition one was escalated to Stage 2 of the complaints process, no fault was found following independent

ITEM 11

investigation. Two were subsequently passed to the Local Government Ombudsman, who found no fault in both cases.

- 1.29 The Service is continually looking for ways to improve its service and has recently made improvements to the online reporting, allowing customers to see defects that have already been reported and track open reports. The aim is to reduce the number of duplicate reports and remove the need for repeat site visits.

2. OPTIONS:

- 2.1 Officers seek to implement the most cost effective measures which meet scheme objectives.

3. CONSULTATIONS:

- 3.1 Appropriate consultation will be carried out for all schemes.

4. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 4.1 Works will be carried out by SCC's term highways contractor, Keir, who won the term contract in a competitive tender process.

5. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 5.1 None

6. LOCALISM:

- 6.1 Works and schemes are designed to improve and make safer the facilities for local communities in the borough.
- 6.2 The Lengthsman initiative allows parish councils to undertake enhanced maintenance of the public highway. If approved however, the lack of funding to enable this element of localism this financial year, has been attempted to be mitigated by the provision of a vegetation gang in each division.

7. OTHER IMPLICATIONS:

- 7.1 None

8. CONCLUSION AND RECOMMENDATIONS:

- 8.1 As set out in the body of the report.

9. WHAT HAPPENS NEXT:

- 9.1 Officers will continue to progress the programme of works agreed by the committee.

Contact Frank Apicella
SCC Acting Area Highway Manager SW

Tel 0300 200 1003

Consulted:

As described within the report

Annexes:

1. Highways budget and expenditure for 2017/18
2. List of Area Task Group Priorities

Sources/background papers:

Local Committee for Guildford 13th December 2016: Item 11: 'Highways Budgets for 2017/18'

Local Committee Guildford March 22nd 2017: Item 10 'Highways Update'

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SCHEME TITLE	ALLOCATION	FORECAST EXPENDITURE	STATUS/PROGRAMME/COMMENTS
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Complete 2015/16 ITS Schemes

High Street Setts: Residue of 300k LC funding carried forward.	46,000	46,000	13k expenditure in 2014/15, 241k expenditure in 2015/16. Majority of funding in 2016/17 by SCC centre (500k) and GBC (320k)
Ped refuge A281 Horsham Rd, Shalford	30,000	38,000	Complete
A25 Newlands Corner, traffic calming	15,000	20,000	Complete
Ockham Road South traffic calming	20,000	28,000	Complete
Cluster Group funding	35,000	35,000	Complete
Boxgrove schools safety scheme		7,000	Complete other than yellow lines and signs

Sub Total 146,000 174,000 Carry forward to page 1

2016/17 ITS Schemes: Programme approved at March 2016 LC

High Street Setts	20,000	30,000	Complete
Onslow village schools safety scheme	80,000	26,000	Phase 1 complete. Split into two phases spanning 2016/17 and 2017/18, will need to carry forward 40k to next year.
Eashing Lane safety scheme	30,000	56,000	Complete
Reduced speed limit Peaslake Lane	30,000	19,000	Complete
Send safety scheme	50,000	46,000	Complete

Continued on next page

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Annex 1: Page 2 of 5

SCHEME TITLE	ALLOCATION	FORECAST EXPENDITURE	STATUS/PROGRAMME/COMMENTS
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Capital Maintenance - LSR (Surfacing) Schemes

None proposed this year			
Sub Total		0	Carry forward to page 1

Cluster Group Funding

Agreed at March 2015 LC	35000	25,000	10k required in 2017/18 to complete
		25,000	Carry forward to page 1

SCHEME TITLE	ALLOCATION	FORECAST EXPENDITURE	STATUS/PROGRAMME/COMMENTS
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Revenue Maintenance: Allocations approved at March 2016 LC

Ad-hoc signs, lines, bollards etc by SW Area Team	20,000	25,000	Used through the year in response to requests from residents and members.
Community Gang for 20 weeks	30,000	30,000	
Jetter for 5 weeks	25,000	25,000	Now supplied by the centre, so recommendation that funding is devolved to area team for minor maintenance work
Ad-hoc maintenance by SW Area Team	10,000	10,000	Used through the year in response to requests from residents and members.
Funding for Lengthsman Scheme	25,000	20,000	Bids submitted by Ash, Shere and Worplesdon
Sub Total	110,000	110,000	Carry forward to page 1

Community Enhancement

Allocated at £5,000 per SCC division	50,000	50,000	Approved Dec 2013 LC
Sub Total	50,000	50,000	Carry forward to page 1

Highway budgets and forecast expenditure for 2016/17

2016/17 Local Committee Budget

2016/17 Forecast Expenditure (pages 2 to 5 below)

Capital carried forward from 2015/16	137,000	Complete 2015/16 ITS Schemes	174,000
Capital ITS (Improvement) Schemes	230,500	2016/17 ITS Schemes	389,000
Capital Maintenance	230,500	Capital Maintenance -LSR (surfacing) schemes	0
		Cluster Group Funding	25,000
Revenue Maintenance	188,300	Revenue Maintenance	110,000
Community Enhancement	<u>50,000</u>	Community Enhancement	50,000
		Accounts settled for 2015/16 programme	<u>90,000</u>
	Total 836,300		Total 838,000

Annex 2

SCHEME TITLE	2017/18 ALLOCATION	FORECAST EXPENDITURE	STATUS/PROGRAMME/COMMENTS
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As agreed by Task Group and approved at the December 2016 Committee.

2017/18 ITS schemes

Capital Maintenance & ITS (Adhoc signs and lines)		£20,000	General signage & street furniture
Boxgrove Road, Guildford		£8,000	Footway reinstatement
Burpham Lane, Guildford		£7,000	Traffic calming measures (feasibility)
New Road, Chilworth		£5,000	Crossing improvement
Fairlands, Guildford		£10,000	Dropped kerbs
Woodruff Avenue, Guildford		£10,000	Bollards and lines
North Street, Guildford		£50,000	Pedestrian refuge & road table
The Street, West Clandon		£40,000	Traffic calming measures
Woking Road, Guildford		£5,000	Traffic calming measures (feasibility)
Trodds Lane, Guildford		£5,000	Speed limit
The Street, West Horsley		£40,000	Pedestrian crossing
Aldershot Road, Guildford		£120,000	Upgrading zebra to puffin crossing
Wodeland Avenue, Guildford		£10,000	Speed cushions
Sub Total		£330,000	

SCHEME TITLE	2017/18 ALLOCATION	FORECAST EXPENDITURE	STATUS/PROGRAMME/COMMENTS
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2016/17 ITS schemes not completed

Onslow village, Guildford		£40,000	Road safety scheme
Aldershot Road, Worplesdon		£25,000	Pedestrian refuge
The Street, Shalford		£25,000	Pedestrian refuge
Avenue De Cagny		£20,000	Traffic calming measures
Sub Total		£110,000	

Annex 2

Capital Maintenance Allocations		FORECAST EXPENDITURE	
ITS Schemes not completed from 2016/17		£31,000	
Capital Maintenance & ITS (Adhoc signs and lines)		£5,363	
Sub Total		£36,363	Carry forward to page 4

Revenue Maintenance Allocations		FORECAST EXPENDITURE	
Maintenance (Vegetation Gang)		£40,909	
Sub Total		£40,909	Carry forward to page 4

Highway budgets and forecast expenditure for 2017/18

2017/18 Local Committee Budget

2017/18 Forecast Expenditure

Capital Maintenance & ITS	£36,363	Capital Maintenance & ITS (Adhoc signs and lines)	£5,363
Revenue	£40,909	ITS Schemes not completed from 2016/17	£31,000
		Revenue (vegetation gang)	£40,909
TOTAL	£77,272	TOTAL	£77,272

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (GUILDFORD)

DATE: 6 July 2017



LEAD OFFICER: MICHELLE COLLINS, PARTNERSHIP LEAD (WEST SURREY)

SUBJECT: LOCAL COMMITTEE COMMUNITY SAFETY FUNDING

DIVISION: All

SUMMARY OF ISSUE:

The local committee has a delegated budget of £3,000 for community safety projects in 2017/18. This report sets out the process by which this funding should be allocated to the Community Safety Partnership and/or other local community organisations that promote the safety and wellbeing of residents.

RECOMMENDATIONS:

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

- (i) The committee's delegated community safety budget of £3,000 for 2017/18 be retained by the Community Partnership Team, on behalf of the local committee, and that the Community Safety Partnership and/or other local organisations be invited to submit proposals for funding that meet the criteria and principles set out at paragraph 2.4 of this report.
- (ii) Authority be delegated to the Community Partnership Manager, in consultation with the Chairman and Vice-Chairman of the local committee, to authorise the expenditure of the community safety budget in accordance with the criteria and principles stated at paragraph 2.4 of this report.
- (iii) The committee receives updates on the project(s) that was funded, the outcomes and the impact it has achieved.

REASONS FOR RECOMMENDATIONS:

The report sets out a process for allocating the committee's delegated community safety budget of £3,000 to local organisations. It also proposes local committee task group membership for the forthcoming year to enable the provision of informed advice and recommendations to the committee. The appointment of councillors of the Local Committee to external bodies enables the committee's representation on and input to such bodies.

1. INTRODUCTION AND BACKGROUND:

- 1.1 Prior to 2016, the local committee had historically chosen to passport its delegated community safety funding to the local Community Safety Partnership (CSP) to assist in their efforts to tackle crime and anti- social behaviour on behalf of residents.
- 1.2 Following countywide analysis of the projects that were funded through CSPs and the outcomes achieved, the local committee agreed that its local CSP should firstly be invited to provide an outline of any prospective projects that could be supported from the committee's funding for approval. This aimed to provide greater oversight of the committee's expenditure. In the context of the County's Medium Term Financial Plan and the requirement upon all county services to contribute to significant savings, the process would also help to achieve better value for money from projects in support of the County Council's wider community safety priorities.

2. ANALYSIS:

- 2.1 In 2016/17, the committee awarded £3,000 to the Guildford Community Safety Partnership to support Alpha Extreme to deep cleanse properties of some of the most vulnerable clients being considered at CHaRMM and Joint Action Forums. A further update on the project's outcomes and achievements will be provided to the committee in December 2017.
- 2.2 As in the previous year, a clear and simple process designed to support CSPs will be adopted in order that funds can be processed efficiently this year.
- 2.3 Local CSPs will be invited to submit a brief outline of the projects that they would like to put the committee's funding towards, on a simple template designed for this purpose.
- 2.4 To assist CSPs in identifying suitable projects, the following criteria will be provided as a guide:
 - (a) Results in residents feeling safety
 - (b) Has clear outcomes that align with the priorities of the Local Committee and/or the CSP
 - (c) Is non recurrent expenditure
 - (d) Does not fund routine CSP activities (e.g. salaries, training)
 - (e) Is not subsumed into generalised or non-descript funding pots
 - (f) Does not duplicate funding already provided (e.g. domestic abuse services, youth work, transport costs, literature which could be co-ordinated across all CSPs)
- (g) To ensure funds can be utilised within the current financial year, it is suggested that a deadline of **29 September 2017** is imposed for the submission of outline projects by CSPs and/or local organisations. This deadline will be communicated widely to local CSPs and partner organisations.

- (h) To ensure that funds can be distributed speedily and efficiently, it is recommended that authority is delegated to the Community Partnership Manager, in consultation with the Chairman and Vice-Chairman of the Local Committee, to authorise the expenditure of the committee's funds outside the formal quarterly committee meeting cycle. This should allow local organisations to obtain approval, initiate and implement projects with the minimum of delay.
- (i) Once implemented, the CSP and any other recipients of this funding will be required to provide the local committee with a short update on each project, outlining how the funding was used and the difference and impact it has made in the local community.

3. OPTIONS:

- 3.1 All viable options were considered and appraised when forming the recommendations to the Local committee. The previous arrangement, whereby the committee transferred both its funding and the decision-making about how the funding could be used to the CSP was not considered to provide sufficient information on the impact that the funding or the outcomes it had achieved.
- 3.2 The recommended funding arrangements will employ a simple process for the commitment of funds by the committee to enable greater scrutiny over the use of this funding.

4. CONSULTATIONS:

- 4.1 Local committee chairmen were collectively consulted about the process for allocating community safety funding, as recommended in this report.
- 4.2 Local committee member views are being sought on the nominations for representatives on external bodies and on the membership of local committee task groups.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The costs of the recommendations in this report are contained within existing revenue budgets. Early scrutiny of proposed projects by CSPs and local organisations will help to achieve better value for money for the Committee's funding.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 There are no direct equalities or diversity implications. However, through its membership of the local CSP and external bodies, the County Council can help to ensure that local services are accessible to harder to reach groups. The CSP also maintains ongoing monitoring of hate and domestic abuse crimes.

7. LOCALISM:

- 7.1 The proposals contained in this report will enable CSPs and/or other suitable local organisations to submit projects that support the County Council's strategic goal of enhancing resident experience. Membership of task groups and representation on external bodies allows local councillors to consider, recommend and influence policies and services in response to local residents' needs.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	Set out below
Sustainability (including Climate Change and Carbon Emissions)	No significant implications.
Corporate Parenting/Looked After Children	No significant implications.
Safeguarding responsibilities for vulnerable children and adults	No significant implications.
Public Health	No significant implications

8.1 Crime and Disorder Implications

The county council's membership of local CSPs helps ensure the achievement of its community safety priorities. The committee's funding for local community safety projects enables the CSP and/or other local organisations to help to promote safety, reduce crime, and tackle antisocial behaviour and raise awareness of safer practices and behaviours.

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 The recommendations contained in this report are intended to secure greater oversight of the committee's community safety expenditure and achieve better value for money through projects that help to achieve the County's community safety priorities.

10. WHAT HAPPENS NEXT:

- 10.1 The CSP will be advised of the funding process agreed by the Local Committee and invited to access this funding.

Contact Officer:

Michelle Collins, Partnerships Lead, Telephone 01483 518093

Consulted: Surrey's local committee chairmen and local committee members.

Annexes: None

Sources/background papers: Not applicable.

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



DATE: 6 July 2017

LEAD OFFICER: MICHELLE COLLINS, PARTNERSHIPS LEAD (WEST SURREY)

SUBJECT: REPRESENTATION ON TASK GROUPS AND EXTERNAL BODIES

DIVISION: All

SUMMARY OF ISSUE:

This report seeks the approval of local committee task group members and the appointment of representatives to external bodies.

RECOMMENDATIONS:

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

- (i) Members be appointed to the Transportation Task Group and Early Help Advisory Board;
- (ii) The nominated members and substitute members for the Transportation Task Group for the municipal year 2017-18 be as set out in paragraph 2.4, and the terms of reference be as set out in Annex A;
- (iii) The nominated members for the Early Help Advisory Board for the municipal year 2017-18 be as set out in paragraph 2.10;
- (iv) To appoint nominees from the Local Committee to the local partnerships as set out in the report.

REASONS FOR RECOMMENDATIONS:

Good governance practice requires that the Committee reviews membership arrangements regularly to ensure that representation on the committee, task groups and partnerships is fair and provides the best outcomes for the interests of Guildford borough residents.

1. INTRODUCTION AND BACKGROUND:

- 1.1 The Local Committee has historically established task groups to aid the committee in detailed consideration of topics of interest. Each year the committee is asked to review the task groups and establish groups that aid with the work of the committee for that municipal year.

2. ANALYSIS:

- 2.1 The Local Committee considered and comments on a range of highways issues that are relevant to the Guildford borough area. It is therefore proposed that there be a Transportation Task Group that considers items prior to formal committee consideration.

TRANSPORTATION TASK GROUP (TTG)

- 2.2 The Transportation Task Group comprises of members of the Committee who have been selected and nominated by the Committee. The TTG has no decision-making powers itself but provides advice and recommendations to the full Committee. The TTG has the flexibility to meet more regularly than the full Committee and to consider matters on a level of detail which is not always possible during the agendas of the formal meetings of the Local Committee. The recommendations and advice of the Task Group are reported to the full Local Committee for formal discussion and decision.
- 2.3 The membership of the TTG has traditionally been broadly representative of the Committee as a whole, both politically and in terms of balance between the urban and rural areas of the borough. Its members are required to act in the interests of the borough as a whole, rather than representing the interests of their divisions and wards.
- 2.4 Previously the Committee had resolved that the TTG membership should comprise of three members from each council. Additionally, membership has included the Local Committee Chairman and the Borough Lead Member for Infrastructure.
- 2.5 For the 2017/18 it is proposed that the county membership would be Keith Taylor (Chairman), Mark Brett-Warburton and David Goodwin. The borough representatives would be Paul Spooner (Vice-Chairman), Matt Furniss (Lead Member for Planning and Infrastructure) and Nigel Kears.
- 2.6 The Committee agreed to adopt an enhanced remit with items for consideration being brought by both Councils. The enhanced remit included parking, transportation and infrastructure. It is likely the work programme for the TTG will increase. Therefore, the Committee is asked to agree nominations for an additional substitute member of the TTG, one from each council.
- 2.7 The terms of reference reflecting the enhanced remit for the Local Committee can be found at **Annex 1** and the Committee is invited to confirm its approval of these for the year ahead.

EARLY HELP ADVISORY BOARD

- 2.8 The County Council has transformed the way that it is going to work with services both within the council and with partner organisations providing advice and support to families within the Guildford area.
- 2.9 To enable this work, the Early Help Advisory Board is going to be established to ensure that there is a holistic approach to supporting families across the borough.
- 2.10 Historically the committee has had a commissioning role with regards to local prevention, but this has morphed into the new Early Help approach, and therefore there is no need to continue with the Youth Task Group, but to ensure that members have a role in the new work, 2 members are asked to sit on the Advisory Board.
- 2.11 The Committee is therefore being asked to appoint 2 members to sit on the Advisory Board – the proposed councillors to sit on the Advisory Board are David Wright (Borough Councillor) and Angela Goodwin (County Councillor).

MEMBERSHIP OF OUTSIDE BODIES

2.12 Guildford Health and Well-Being Board

The Board is a non-statutory partnership with a strategic membership and objective to focus public health and well-being priorities in the borough. Committee should nominate one representative to sit on the Board. This Group is convened by Guildford Borough Council.

2.13 Safer Guildford Partnership

The Safer Guildford Partnership is a statutory partnership tasked with reducing crime and disorder in the community, as well as tackling negative perceptions of crime. The Committee should nominate one representative to sit on the Executive. This Group is convened by Guildford Borough Council.

3. OPTIONS:

- 3.1 The committee can either make the appointments to external bodies, as set out within the report, or amend these appointments.

4. CONSULTATIONS:

- 4.1 Local committee member views are being sought on the nominations for representatives on external bodies and on the membership of local committee task groups.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The costs of the recommendations in this report are contained within existing revenue budgets. Early scrutiny of local organisations will help to achieve better value for money for the Committee's funding.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

6.1 There are no direct equalities or diversity implications.

7. LOCALISM:

7.1 Membership of task groups and representation on external bodies allows local councillors to consider, recommend and influence policies and services in response to local residents' needs.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	Set out below
Sustainability (including Climate Change and Carbon Emissions)	No significant implications.
Corporate Parenting/Looked After Children	No significant implications.
Safeguarding responsibilities for vulnerable children and adults	No significant implications.
Public Health	No significant implications

9. CONCLUSION AND RECOMMENDATIONS:

9.1 The recommendations contained in this report are intended to achieve better value for money through projects that help to achieve the County's community safety priorities.

10. WHAT HAPPENS NEXT:

10.1 Should the task groups be established, meetings will be convened to discuss topics, and outside bodies will be informed of the new nominations.

Contact Officer:

Michelle Collins, Partnerships Lead, Telephone 01483 518093

Consulted: Surrey's local committee chairmen and local committee members.

Annexes:

Annex 1 – Task Groups and Membership of External Bodies

Sources/background papers:

Not applicable.

SCC LOCAL COMMITTEE (GUILDFORD)**Annex 1****Transportation Task Group Draft Terms of Reference 2017-18****General**

1. The Transportation Task Group is a Task Group of the Guildford Local Committee. The Local Committee will:
 - (i) determine the role, appointees and lifespan of the Transportation Task Group
 - (ii) review the operation of the Transportation Task Group over the previous year
 - (iii) confirm the remit for the Task Group and make this remit available to all Members of the Committee.

2. The Task Group has no formal decision-making powers as a body, but exists to advise and to make recommendations to Guildford Local Committee. The areas of work that the Task Group may consider and provide advice to the Local Committee will include:
 - (i) On and off street parking and Park and Ride services and any surplus income arising from on-street parking available to the Local Committee.
 - (ii) The Community Infrastructure Levy (CIL) and the regulation 123 list along with other developer contributions.
 - (iii) Joint strategic and strategic highways and transportation matters including the development of a Local Transportation Strategy for the borough.
 - (iv) The Local Committee highways budget and Integrated Transport Schemes (ITS) and including monitoring progress as appropriate.
 - (v) As required by a Local Committee decision or advised by the Area Highways Manager the Task Group can consider and comment on the nature, extent and format of consultations on schemes.
 - (vi) The Task Group may consider and review in detail referrals made by the Local Committee e.g. matters related to local petitions, issues raised at local 'Cluster' meetings.
 - (vii) The Task Group may consider and advise the Local Committee on relevant matters referred to the Local Committee by the Guildford Surrey Board.

3. Recommendations to the Local Committee will be supported by a summary of the reasoning behind the Task Group's position and reflect any professional advice of the Area Highways Manager or appropriate officer(s).

4. Officers supporting the Task Group will consult that Group and will give due consideration to the Group's reasoning and recommendations prior to the officer writing their report to the Local Committee.

Operation

5. The Task Group will:
 - meet in private
 - develop an annual work programme

ITEM 13

- formally record its actions
- if appropriate respond to an officer report
- if appropriate submit its own report to the Local Committee or, alternatively, on a quarterly basis report to the Local Committee via the Area Highways Manager's update.

Membership & Governance

6. The Task Group will contain three county councillors and three borough councillors which will include the Chairman of Guildford Local Committee and the Borough Lead Member for Infrastructure.
7. The Task Group will be chaired by the Chairman of Guildford Local Committee.
8. Membership of the Transportation Task Group will be agreed by the full committee at the first meeting of the new municipal year. Other changes to the membership will either follow local elections or on the advice of the full committee.
9. Members of the Transportation Task Group may nominate another member of the Guildford Local Committee to attend the Task Group as a substitute in the event they are unable to attend a meeting. However, the balance of the representation as described in Item 6 and 11 will be retained. A list of substitutes will be agreed at the first municipal meeting.
10. All members sitting on the Task Group will be required to represent the interests of the borough as a whole rather than representing the interests of individual divisions or wards.
11. Members of the Task Group should broadly represent the Committee as a whole, both politically and in terms of balance between the urban and rural areas of the borough.
12. Meetings held in private will base an assumption that any Task Group documentation will be similarly confidential unless officers and members are instructed otherwise.