

ANNEXE 2 : COMMENTS AND OBJECTIONS RAISED TO ADVERTISED ORDER

Ref. No.	Representation Comments
Ash Vale Railway Stations area (introduce various double yellow lines)	(83 representations)
7	<p>I have just seen your proposals for limiting the parking to the above roads. Do you really believe that by extending the yellow lines a few feet that this will in any way address the problems we experience every Monday - Friday due to the train station here at Ash Vale?</p> <p>The station car park has been sold and will be turned into housing. Avondale Estate (by your proposals) will be taking less parking. This will congest our roads further. The Wentworth/Newfield development was built to fit into a small village environment the width of the roads and their layout were never designed to be a B.R. car park. In many cases when a resident takes a vehicle from their drive to the road they are "blind spotted" by parked vehicles.</p> <p>I can only reiterate that your proposals will not improve the situation, but serve to make matters worse.</p>
9	<p>With regard to the proposed parking restrictions to Cypress Grove, Ash Vale I have the following concerns:-</p> <p>1, the proposed restrictions will force more of the cars into the Grove because you are not proposing any restrictions there.</p> <p>2, it will also cause more friction when these cars park in the spaces provided for the residents' only (this is already happening) 3, we also have the businesses from Lysons Ave telling there employees to park around here as the have no spaces, i.e., Barons and the garage next to them.</p> <p>4, we do not see any enforcement officers now so what will change, as when we phone now we are passed around from the council to the 101 number and then to the community support officers and no one takes responsibility.</p> <p>5, we also have cars parked on the pavement, this will get worse as well and we have to pay to fix the paths and verges and drains.</p> <p>Lastly it might be nice if you came round to see the issue, we have in the past had trouble getting ambulances and fire engines through and also on a lesser note deliveries and collections.</p>
23	<p>Whilst I fully appreciate that there is a problem with commuter parking in the area I have to strongly object to the restrictions.</p> <p>I live on Station Road East in the area adjacent to a no parking at any time section proposed. Whilst there is some resident Parking it is not even one space per household. The garages are too small for modern cars and so cannot be used by most vehicles. This means my husband and I often have no choice but to park on the road. These restrictions will make this impossible. They will also only serve to make parking in the small remaining area of the road more competitive.</p> <p>Please do not ruin our lives in this way, I understand this is a cheap option for the council but please try and look at some alternatives.</p>

	<p>A lot of the problem is resulting from commuters and also the industrial units including cobs motors parking vehicles on the road, some are obviously not roadworthy. Perhaps this should be addressed first.</p> <p>Perhaps the restrictions could be put in place from 9.30 to 10.30am, at least this would then allow residents to park here when at home and would then only penalise commuters leaving their car unattended. Whilst this is still not ideal it would be preferable.</p> <p>Having lived under Surrey county council parking restrictions previously I know how intrusive, disruptive and expensive they can be. I cannot stress how strongly I feel about this issue. It will have a huge effect on our lives and I would beg you to reconsider.</p> <p>Recently several train station parking areas for both north camp and ash vale stations have been closed, this has had a notable effect- could these be looked into? Perhaps these could be run by the council as an alternative? Parking at the station is very reasonable but there is simply not enough, if more is made available cheaply or even free I am sure it would help ease the pressures on the estate.</p> <p>Finally please do not let a minority (under 50% of questioned responses) introduce parking restrictions here. We have no choice but to park on the road and these restrictions will make it impossible for households here to have cars (an essential to me as I work in a rural area with no public transport!).</p>
<p>Page 74 37</p>	<p>I am worried you haven't increased the yellow lines enough on the corners and on the entrance to Wentworth crescent, People are very thoughtless when they park, they park close to driveways , on corners and on the entrance to the crescent, you have to remember this road has a lot of old people and getting through the parked cars is sometimes difficult.</p> <p>Hope you can help solve this problem.</p>
<p>42</p>	<p>I live in Newfield Road, Ash Vale. I have just reviewed the website proposals for changes to parking controls within Ash Vale. I am astonished to discover that in spite of the fact that 72.4% of the residents in this road responded of whom 95.2% stated that there is a parking problem in this road, there is no proposal to try to alleviate the problem.</p> <p>The problem is mainly caused by commuters who use Ash Vale railway station and who park in the road during working hours, sometimes till 21:00 hours. They frequently park in such a position that it makes it difficult for us to drive out or return to our drive. Tradesmen have great difficulty parking close to our property and this can make it difficult if they have heavy or bulky equipment to bring on site. In the past, the Police were prepared to loan "no parking" cones when a tradesman was expected, but they are no longer prepared to do so. Our only recourse is to park our car in the road so that tradesmen can park on our drive. This can be a problem if they have a heavy vehicle.</p> <p>The solution must be to restrict the number of commuter car parking spaces preferably by banning parking for more than 4 hours in some areas of the road. This proposal will leave some areas for commuters and some areas for Tradesmen, visitors and residents. At the same time, pressure is required to ensure adequate parking is provided at Ash Vale railway station.</p>

52	<p>I am against any changes to the present parking arrangements in Avondale. I work shifts for a local Company and see first hand the situation for parking both early in the morning, mid afternoon and late in the evening. I understand the frustrations of some residents who object to outsiders using the surrounding roads for commuter parking. But certainly there is insufficient parking for them all at the station, so what choice do they have other than to use roads nearby that are not restricted.</p> <p>Personally i would be far more upset if i arrived home at 11pm after my days work and found i had nowhere to park my car!</p> <p>To conclude please leave well alone</p>
61	<p>I have a particular concern about some proposals made for Avondale parking.</p> <p>Is it proposed that residents will be given permits to park and will this include where the yellow lines are proposed? Although you briefly mention it in your letter, I think you are underestimating the level of displacement the introduction of yellow lines will cause. Whilst I support in principle the idea of no parking on corners or other dangerous areas, there is often no alternative in certain parts of Station Road East. I feel it is simply lack of parking space that is the problem. Adding double yellow lines in those areas will (I fear) simply mean that residents will not be able to park at all.</p> <p>Apart from the provision of additional parking facilities, I am not sure what the solution is. I would be in favour of some kind of residents permit scheme as this would at least help prevent non-residents taking up dedicated bays, which happens often, but worry that simply adding yellow lines without considering the displacement properly is not the answer.</p>
62	<p>Although I have no objections to your proposals, I would however bring to your attention the growing problem being experienced in Rosemary Avenue, Ash vale.</p> <p>More and more commuters are using Rosemary Avenue for day time parking. More often than not they park on the footpaths, which creates problems for pedestrians. If cars do park on the road they cause problems for deliveries and public service vehicles by restricting the width of the road. If you check back through your records, you will find that on occasions in the past the refuse collection vehicle has been unable the navigate Rosemary Avenue, which has resulted in the Council having to send a smaller vehicle the following day. Many residence in Rosemary Avenue are becoming more and more concerned about this growing problem, especially regarding access for emergency vehicles. I would ask the question, could some sort of parking restriction be implemented to Rosemary Avenue, to minimise this potentially serious problem?</p> <p>I have noticed in Winter close, which is near by, the Council have erected a sign stating parking for residence only.</p> <p>Could something like this be implemented in Rosemary Avenue?</p>
63	<p>As far as I can see from your plans, you're introducing additional parking restrictions at the Ash Vale Station end of Station Road East.</p> <p>That's fine, and welcomed, as far as it goes.</p> <p>Unfortunately the problem is that, because Ash Vale Station doesn't provide adequate parking for rail users, people park all along Station Road East and the surrounding roads during the working day, a lot farther than you are currently addressing. As a result the verges on Station Road East between Birch Way and Avondale, and then further along Station Road East to the end of the road where the Industrial Estate is, are destroyed by station users parking on them.</p>

	<p>The restrictions that you're planning to introduce at the Ash Vale Station end of the road are only going to move the problem along the road, with the end result likely to be that station users will start using the (limited) private parking and verges further down the road.</p> <p>There's a few approaches that I believe would address the problem more completely than the current proposals do, albeit with different costs attached:</p> <ol style="list-style-type: none"> 1. Work with the owners of Ash Vale and North Camp Stations to provide adequate parking for all rail users in close proximity to the station, or in a location services by a shuttle bus, and embed this requirement in future planning requirements for all areas surrounding railway stations. 2. In conjunction with the yellow lines, introduce bollards where required along the entire length Station Road East (and surrounding roads) to stop parking on the verges. Support this with a penalty structure and patrol these areas regularly to enforce it. 3. Remove the verges along Station Road East and replace them with parking bays which can be accessed either by a (free) Residents Permit or for a (reasonable) daily charge to station users to recoup part of the cost. Collect by Annual Permit or Pay and Display. This isn't a pretty option, but it's significantly more attractive than the churned up mud that's currently there! Again, patrols of enforcement officers would be required. <p>I'd be happy to discuss any of these thoughts with your team at a convenient time, ideally on site, but for now <u>please consider this to be an objection to the proposals because, although they are a good start, they will end up displacing the problem.</u></p>
<p>65</p>	<p>We are the occupiers of Unit A, 331 Lysons Ave, Ash Vale. We have articulated 40 foot trailers vehicles entering our site with difficulty. We sometimes have to contact the police to have car owner vehicles cautioned about parking half on and half off the pavement directly outside our site entrance/exit road into Lysons Ave.</p> <p>On your Annex A, Ash Vale (plan 2 of 2) it shows the double yellow lines stop a few metres short of our entrance road outside the BMW garage. The result and this will be that cars will be moved down the road from BMW and still be parked half on and half off the pavement. If you extend the yellow lines by a few metres this parking would be stopped.</p> <p>Please review your plan.</p>
<p>73</p>	<p>I am writing regarding the proposed parking restrictions planned for Ash Vale train station. I am all for them but have 1 question. The list of roads to be affected mentions Avondale. Does this mean the Avondale estate as a whole? Only there are single roads on the estate mentioned, like Wellesley Close, and not others like Northcote Road and Maple Close. Northcote Road especially bad and is the worst effected apart from Station Road East due to its close proximity.</p>

76	<p>Very disappointed to see from the proposals that Frimley Road is not included, the parking along this road is very dangerous, with people parking upon the pavement and bumping up on kerbs to park, especially as you have a childcare facility and a primary school in close vicinity.</p> <p>It is quite often that you see parents with buggy's etc. having to walk into the road because the pavement is obstructed.</p> <p>It's very often that I cannot even access the road from my drive because of people parking for the station.</p>
78	<p>We are disappointed that, with the exception of adding three short stretches of double yellow lines, there are no changes in parking controls proposed for the Wentworth Crescent/Newfield Road estate. We welcome the addition of the double yellow lines as these cover areas where parking would be dangerous anyway. However, we were anticipating that the council would take a view of parking over the estate as a whole and introduce measures, which would provide a sensible control of parking. This seems to be a missed opportunity.</p> <p>Having reviewed the survey results, I can understand many respondents stating that they do not feel there is a problem with parking in Wentworth Crescent. If you review the southern side of Wentworth Crescent, this could be considered to be true. However, the northern side of Wentworth Crescent and the length of Newfield Road are heavily congested with parked cars during week days particularly, and any controls applied in these areas would have the effect of moving the problem into the southern side of Wentworth Crescent.</p> <p>There is an added consideration with the southern side of Wentworth Crescent in that there is no turning space and any large vehicle is required to reverse either into or out of the road. Parked vehicles provide an obstacle to such manoeuvres.</p> <p>We would request that further consideration is given to introducing parking controls which would protect access for residents and visitors, reduce obstruction for emergency vehicles, delivery and service vehicles. We would also ask that the council give consideration to the needs of commuters, many of whom travel at times when public transport isn't available, so must find parking near to Ash Vale Station.</p> <ul style="list-style-type: none"> • We would suggest consideration of converting some of the wide verges into parking bays, as any parking controls would encourage parking on the verge anyway. Parking bays could be brought within scope of any parking controls. • We would ask that consideration is given to introducing parking restrictions at certain times of day – e.g. 7am to 10am, 3pm to 6pm, which would not eliminate on-street parking but would significantly reduce it. • Commuters using Ash Vale Station are the cause of most of the on-street parking in the area. There is very restricted parking at Ash Vale Station itself. We would suggest that consideration is given to acquiring some of the land to the west of the canal at Ash Vale Station, between Great Bottom Flash and the railway, to provide off-road parking for commuters. There is space there to create a significant area of parking while retaining a measure of screening from the canal. <p>We would urgently request that this opportunity is not missed. With the recent developments in the Ash Vale area, the parking problem will not reduce as one of the attractions of living in this area is the easy access to London via Ash Vale Station.</p>

I am most interested in the proposal to restrict parking in the area. When the last request was sent I failed to recognize the significance of what was happening so I apologize for my late response.

There are a number of points that do not seem to have been addressed.

1. The Map you are using, shows a 30 year out of date version of my house I cannot comment on the accuracy of the roads but many of the other building structures represented are well out of date. I recommend the use of Bing Maps or Google Maps which are more up to date.
2. The solution does not address the basis of the problem. The problem is that since Ash Vale Station has been extended and more people live around here and use the trains, more people need space to park their cars to get the train. To have more people, improve the train service and then try and restrict their ability to use that train service is something only someone who never had try and actually solve real problems would dream up.
3. There seems to be a possible solution, to use some of the idle Army land adjacent to the railway line at Ash Vale as a car park. It would require negotiation with the army, some bridge strengthening, some tarmac and possibly some road redesign on Vale Road junction with Station approach. But it would provide a source of income to pay for some of this. Perhaps you have failed your negotiations with the Army and I failed to discover the papers covering this.
4. If there were unused parking spaces in the new car park and still a problem, then by all means make the lives of the people living in the affected areas more comfortable with restrictions.
5. If you just go ahead with the proposal it will shift the problem (as you predict) and five years on, more restrictions will be considered. Of course you may well have different responsibilities then and you could thumb your nose at the people being presented with the enhanced problem.
6. Incidentally you seem to have reduced the informal parking space near North Camp (it was unsightly) by the 6 month fencing off operation at the round-about. This must have made the problem near that station worse but left the area tidier.

I am probably not affected directly by the restrictions.

I write with regard to the proposed parking changes on the Avondale Estate in Ash Vale.

I have recently moved into Alder Close and our house backs on to Birch Way. I have noticed since being here that a number of commuters using Ash Vale station use Birch Way and the surrounding roads to park their cars during the day. I myself commute to London but of course am within walking distance of the station and my car (and that of my partner's) stay parked at home all day.

I am very much in favour of the greater restrictions on Birch Way but there needs to be concessions for residents (such as a permit scheme). Alder Close alone has 36 houses so assuming each house has a car (some of course do not but others like mine have 2) then there is not enough space within the Close to park. Some houses have a garage but these were built in the 70s and so are not designed to house modern cars. Equally some of the residents use their cars for work but having the restrictions in force until 6.30pm means there would be a mad clamber to get a space on the Close prior to this (assuming residents work locally and finish at 5.00pm).

My proposal would be to have Birch Way as no waiting between 7.30 and 9.30 and again between 2.30 and 4.30 excluding residents who could obtain a permit. This would mean commuters in the morning could not use the road to park and those going into London for the evening would also be prevented from parking whilst not penalising residents. This of course would disadvantage some commuters using the station and some provision should be made for them though I cannot see how any extension of parking at the

	station could be achieved. I would suggest those who use Ash Vale could use nearby Aldershot or Farnborough where parking facilities are more readily available. And in fact the train service from Farnborough is faster and more frequent than from Ash Vale.
102	Firstly you have not included Newfield Road in your letter listing the roads involved, we suffer badly from the people using Ash Vale station, our road is very narrow and cars parked opposite ones drive makes difficult for us to turn out, any plans to put anything will still cause the same problem, arrange to come down and see for yourself.
108	Why hasn't Newfield Road been included? I have had the road in front of my house swept once in five years because of the commuters parking outside my house. It is annoying when commuters park slightly across my driveway which makes it a bit more difficult for me to reverse out.
112	As a resident in Wentworth Close, Ash Vale, I shall only comment on the (one) change you are proposing to make in our road. I am fully supportive of the proposal to reduce the length of yellow lines currently existing outside of my neighbours house (no 9). This is excellent news and will mean that there will then be sufficient room to park at least 2 cars at the moment there is only room (legally) for one <u>and a half cars</u> which is most irritating !!! We welcome the ability to park at least one more car there as there are so few parking spaces in our road.
115	Am I correct in assuming that any proposals for a residents parking permits scheme has been abandoned as was first mentioned earlier in the plans? I hope this is the case as I feel a parking permit scheme would be disastrous for this particular estate.
117	I understand that some parts of Avondale need yellow lines for safety reasons, but I feel that these measures have gone beyond that. As a residents of Station Road East, we do already have problems parking. This is due to the commuter's that park their cars in the day and don't return until late to collect them, thus making parking a bit of a nightmare. If the council put double yellow lines all round the Car service garage Cobbs (Station Road West) they will all just park along Station Road East where there are not yellow lines, making the parking for residents even worst. I'm a bit confused with the plan. On the plan Station Road East & West are mostly coloured in Orange, but with blue lines pointing to

	<p>particular areas in the Orange. Does this mean that all the Orange bits will be double yellow lines or just where the blue lines are pointing in the Orange bits. Please could you confirm this. There is one section just on the junction of Station Road East & Station Road West that looks like it has a blue line on. This little strip on road next to the industrial units is where residents park, but is behind the White bending line where the road turns. I feel this bit of road doesn't course any safety problems and would make park even worst if is had yellow lines on it. I don't want to moan, but feel we are being penalized because the commuter's are parking on the Avondale Estate, thus coursing extra traffic. Also there is not enough resident parking place to the number of houses, so residents can't all park in the car park. As residents we all have to extra money to maintenance the area on top of the council tax, which is expensive to me being a single parent, but with only one car.</p>
120	<p>We live on the Frimley Road in Ash Vale, just a few hundred meters down from Ash Vale train station. There has always been an issue with parking along here and this does seem to have escalated in the past year or so. Heather Cottages fronts onto the main road, and many of these cottages have spaces for a drive in front of their houses, including ours which has space for 2 cars. A couple have dropped kerbs but many do not although we do still park on what is obviously a 'drive'. We are sandwiched between two houses which do have dropped kerbs. I understand the law says anyone can park on a road where the kerb is not dropped, but not if it is blocking someone in. However this does happen on a regular basis by station users, and I have been blocked in our drive all day by station users (who typically park from 7.45 am until around 7 pm) which is very frustrating and also a worry in case we needed to use our car in an emergency. Sometimes they even park with their cars half hanging over onto our neighbours who DO have dropped kerbs which makes it very very difficult to drive in or out safely for them! Of course, we could pay to have our kerb dropped..... but this is such a lot of money! And we have to send £200 just to ask. Then pay for drawings, then for a big company to come and drop it for us. I understand the cost will be around £1500 which is a lot of money to us, so we feel stuck! We have a son with a disability (aged 14 now) and I have previously asked if there is help available for a situation like this, but apparently not.</p> <p>So, my objection to your new parking regulations is this: putting the regulations around only the Avondale estate roads will inevitably push MORE station parking onto Frimley Road, where the residents (who live here and should really have a right to park here!) already have enough trouble parking near their own homes, and visitors sometimes have to park a LONG way away.</p>
124	<p>I have noted Newfield Road has not been included where we have very bad parking matters. Over many years many new houses have been built and no doubt this will continue, so Ash Vale station will become more popular than it is at the present.</p> <p>The only solution as I see is more red lines to be painted or parking meters to be installed , the latter will then proved more money for the council.</p>
126	<p>There are a couple of areas that I believe can be improved that you haven't got in you plan:</p> <ol style="list-style-type: none"> 1. Ash Vale, The end of "Oaklea" where it joins "Vale Road". A lot of cars park both sides of the road near the junction (both on and off the pavement). I know of several residents of Oaklea, myself included, that have had to slam the brakes on when turning into or out of Oaklea as parked cars have made the road "single width". Also cars parking around the bend in Oaklea cause a problem. 2. Ash, Winchester Road the side of Shawfield Primary School. A lot of cars park on the road / pavement on the same side of the road as the school causing problems getting past, both in a car and on the pavement. I think there should only be parking on the side of the road with the houses. There have been a few times that I have had to get out of the way when a car has been parking on or leaving the pavement.

132	<p>From what I can see on the marked plan the suggested changes to the parking controls will make very little difference to the current lack of parking facilities in the area close to Ash Vale Station. In certain cases however it will merely increase the deal of parking outside of residents properties. It should be noted that there is a marked lack of "policing" of vehicles being parked on double yellow lines. The only long term solution to this problem would be the provision of a decent sized car park within the vicinity of Ash Vale Station. With ever more housing development plans being put into operation the problem which we are currently experiencing with parking will be only be made worse.</p>
139	<p>I live in Wentworth Close.</p> <p>I can see from your proposals that you would like to revoke the parking restrictions in our road (remove some of the double yellow lines).</p> <p>This concerns me for several reasons. On a daily basis we have around 6 cars parked in our road who use our road as a car park so they can take the train at Ash vale. We at times struggle to find parking for our own visitors. We also have a growing family so may in the future need to use these spaces.</p> <p>My suggestion would be to have a waiting time of no more than 2 hours and give permits to all home owners on the road.</p>
140	<p>I am writing to you as I am extremely concerned about a notice that I saw this morning, posted by Guildford Borough Council regarding parking near Ash Vale train station, when I was on my way to work.</p> <p>I have lived in Ash Vale and then Ash for over 12 years now and during that time, as I work in central London, I have been a commuter, travelling daily from Ash Vale train station into London Waterloo. During this entire time I have had to drive to the station as my walk to Ash Vale station would take 45 minutes in the morning and 45 minutes home in the evening and when I have to leave for work just at 6.40 or 7.10am every day, it is simply not possible for me to walk to the station therefore I have always driven to the station. On the rare occasion (probably 10 times in my career) when I have been lucky enough to secure one of the limited parking spaces at Ash Vale train station, this has made my commute bearable. But for every other day of my commute I have been forced to drive around Ash Vale desperately seeking somewhere to park so that I can go to work and support my family.</p> <p>I, along with most other commuters who travel from Ash Vale, who are doing what we should i.e. taking the train and not driving into London, have no other choice but to park in any available legal space within walking distance of the station and even though this adds another 10 minutes on to my commute each way every day, taking me away from my family for longer periods of time, it is a necessary inconvenience so that I can make a living.</p> <p>This morning I was very surprised to see that parking restrictions will be implemented in all of the streets near Ash Vale station which will therefore mean, that most commuters will have nowhere to park. This is very surprising to me, particularly as I raised this problem to Guildford Borough Council two years ago when the planning application was submitted for 400 new houses in Ash and a further 400 in Tongham. I raised the question, where are these people supposed to park when they commute from Ash Vale train station? These are commuters who, owing to them working in London, have driven up property values in and around the area and have therefore increased the value of properties near the train station.</p> <p>I would like you to let me know where commuters will be expected to park when these parking restrictions are applied? What other</p>

	<p>parking will be provided as the parking at Ash Vale train station is no way near ample and this has been the case for over ten years? What assurances are you offering to commuters who are council tax payers in this area? Are you aware of the impact this will have on families?</p> <p>I have a young family and my husband has given up work to look after our son, for this we get no support or help from the local authority as he is not even allowed to claim jobseekers allowance, as he is not a jobseeker. I work in London so that we can pay our mortgage and any time away from my family is very challenging for me. If I am unable to get to Ash Vale train station, this will mean that I am unable to work and what will happen to my family then? I cannot walk to the station as I am unable to leave that early, I can't get the bus as when I have tried that in the past, it has been frequently late and in some cases never turned up and I cannot afford to be late for work.</p> <p>I urge you to think of hardworking, honest, taxpayers such as me as this will be absolutely catastrophic for me and my family.</p> <p>Please respond to me as soon as possible as I am actually sick with worry about this and am dreadfully upset. I think this is grossly unfair and feel that hard working people, who contribute to society, are being completely ignored.</p>
<p>Page 62 141</p>	<p>I write to you in support of the parking restrictions in Ash Vale.</p> <p>I am a private tenant of a property in Cypress Grove (GU12 5QW) and on a daily basis I am left frustrated and angry at the lack of car parking outside our property.</p> <p>Commuters using the train stations regularly and in considerably park their cars in the resident spaces. This is so regular that we are considering moving.</p> <p>I would like to know whether the council will provide permits and the proposals for families with 2 cars.</p> <p>I'd also like to know whether the council intend to create more parking spaces on the Avondale Estate. As there are approximately 3 areas (with dead tree stumps) that could be used to do this.</p>
<p>143</p>	<p>My concern is for the section of road Station Road East/West.</p> <p>It is currently proposed that double yellow lines (no parking at any time) restrictions be made towards the end of Station Road East going into Station Road West. I live at number 100 SRE. We have a forecourt for residents to park but unfortunately there are 13 houses and only 10 parking spaces. About 50% of these homes are rented and not all include the garage en bloc round the corner (mine included). Therefore if double yellow lines are introduced outside on the roads around the frontage of our homes there will be nowhere for residents to park or any visitors (family etc).</p> <p>I realise that many commuters park along this road so therefore an alternative would be to restrict parking to 8.30am-5.30/6pm Monday to Friday as proposed for Birch Way. This would enable residents to park out of working hours. Otherwise where can we go?</p>

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We are disappointed that, with the exception of adding three short stretches of double yellow lines, there are no changes in parking controls proposed for the Wentworth Crescent/Newfield Road estate. We welcome the addition of the double yellow lines as these cover areas where parking would be dangerous anyway. However, we were anticipating that the council would take a view of parking over the estate as a whole and introduce measures which would provide a sensible control of parking. This seems to be a missed opportunity.

Having reviewed the survey results, I can understand many respondents stating that they do not feel there is a problem with parking in Wentworth Crescent. If you review the southern side of Wentworth Crescent, this could be considered to be true. However, the northern side of Wentworth Crescent and the length of Newfield Road are heavily congested with parked cars during week days particularly, and any controls applied in these areas would have the effect of moving the problem into the southern side of Wentworth Crescent.

There is an added consideration with the southern side of Wentworth Crescent in that there is no turning space and any large vehicle is required to reverse either into or out of the road. Parked vehicles provide an obstacle to such manoeuvres.

We would request that further consideration is given to introducing parking controls which would protect access for residents and visitors, reduce obstruction for emergency vehicles, delivery and service vehicles. We would also ask that the council give consideration to the needs of commuters, many of whom travel at times when public transport isn't available, so must find parking near to Ash Vale Station.

- We would suggest consideration of converting some of the wide verges into parking bays, as any parking controls would encourage parking on the verge anyway. Parking bays could be brought within scope of any parking controls.
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We would urgently request that this opportunity is not missed. With the recent developments in the Ash Vale area, the parking problem will not reduce as one of the attractions of living in this area is the easy access to London via Ash Vale Station.

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You should increase the length of the double yellow lines by at least the length of one vehicle at the junction of Newfield Road with Vale Road.

The current situation does not allow enough space to pull on to the correct side of Newfield Road after overtaking Parked Cars to enable one to avoid cars entering rapidly from Vale Road.

Unfortunately both directions are blind until you actually reach the junction.

165	<p>The parking situation on Avondale Estate in Ash Vale (GU12 5ND) as it has been a big issue for a long time.</p> <p>I feel that placing restrictions on parking is a very good idea, however I do have some concerns as to the details of the idea. My partner and I need two cars to get to work as we are both teachers and work in opposite directions, and there is no way that we drop each other off as the schools are closed and we both have to arrive soon after the gates open. If this plan of parking permits comes in to action, we would need two just to make sure we don't get fined, otherwise we would have to move. I know that I speak for more than just ourselves here and as we live in a lovely area, it would be a shame to move over such a minor detail a location of work.</p> <p>On the topic of permits, I agree that they are necessary due to people using up parking spaces during the day to park near the station (I have witnessed this done personally). Another question that I have is when we have guests, will be granted visitors permits to park? Again, we would have to consider relocating if we couldn't have our friends and family over once in a while.</p> <p>Finally, whilst I have your attention, there has been some crime regarding parking since we moved in (about 3 years ago) and we have suffered vandalism to our cars. I have had approximately £800 worth of damage done to my car (which I haven't been able to afford) due to some self-righteous person who believes it is acceptable to 'key' cars and to know off side mirrors and bend/break off windscreen wipers (I have had all three done to me). It is not a personal vendetta against me as I have seen it done to other cars as well. The vandal has been doing this, according to neighbours and I conversing on the topic, for over seven years and the reason seems to be when we park our cars halfway on the pavement due to lack of parking spaces. I do not feel safe parking my car anywhere but the car park (which is full more often than not) and I do not think that this is satisfactory for anybody to feel. There have been several police cases opened over the years but not much done about this. Do you have any suggestions and/or solutions for this problem?</p>
168	<p>Having reviewed your proposal we strongly object to the proposed changes in our road, Wentworth Close.</p> <p>The proposal for Wentworth Close is to remove a double yellow lines on the bend in order to create an extra space, we believe this change to be dangerous and unnecessary. It is opposite our drive and when pulling out we are unsighted to the left, as the road goes round a corner and there is a high hedge to the left (in between the pavement and the road) which blocks the view of the road. Increasing the parking spaces opposite on this blind corner means that when a car is parked there that any traffic coming round this corner will have to move to the right hand side of the road and be in dangerous proximity to us as we try to pull onto the road. We already have to slowly pull on to the road to get to a position where we can see if it is clear to the left. Whilst it is a residential Close we still get drivers driving 30 miles an hour down here and we have already had near misses.</p> <p>The existing parking space directly opposite our drive already makes exiting our drive a difficult manoeuvre. The Close is a narrow road and so when a car is parked opposite the turn onto the road is very tight. As described above this manoeuvre has to be performed whilst trying to see if there is any oncoming traffic.</p> <p>The reasons above apply to the existing parking space opposite our drive and we therefore request that you extend the yellow line up to the drive entrance of number 11, so that this blind corner is properly protected and we can exit our drive safely. Reviewing your proposals most of the changes in the area seem to be to increase the safety on corners by creating and extending the yellow lines on them, which seems very sensible. We only request that you apply this approach to the corner on Wentworth Close and ensure that there is no parking on this unsighted bend.</p>

	<p>It should be noted that all residents in the Close have space to park 3 cars on their private driveways and so there is not a need to create additional parking for residents, and whilst I am happy for commuters to park here in the day I do not think that we should be providing additional spaces for them at the cost of our families safety.</p> <p>We appreciate that from your maps it may not be clear that there is a hedge obscuring the view around this corner. Thank you for taking the time to consider our views.</p>
169	<p>We have checked the proposed parking plan for Wentworth Crescent, and according to the plans we are not going to benefit from any parking consideration. We sent in our suggestions earlier in the year, hoping to be considered, We see that Vale Road could be restricted parking, which will make our road even worse if that is at all possible.</p> <p>I would like to inform you what it is like to live at the first dwelling in Wentworth crescent for parking. I leave for work at approximately 7.10 everyday, even at that time, our drive entrance is surrounded by parked cars using the station. Visibility to drive my car is extremely restricted, due to parked cars, more often or not either their boot or bonnet is parked across our drive, making my exit extremely dangerous.</p> <p>These commuters not only block our drive but they often park both sides of the road making any emergency services access extremely difficult.</p> <p>We have been advised to put notes on their cars which we have done, but they just screw them up and throw them in the gutter.</p> <p>To make all this worse my Husband suffers with Parkinson's Disease he is very able and capable to drive his car but getting out of our drive is very awkward most days. These people that park and run for their train in the mornings, have no consideration for the people who live in the homes they block on a daily basis.</p> <p>The residence of Wentworth Crescent would like some help to be able use their own drives safely.</p>
171	<p>Me and my other half live at Station Road East, at the connecting part to Station Road West, and upon seeing your plan I can see that you're going to make it "No waiting at any time with double yellow lines". Now on the row of houses which we live in, there are 13 houses, bedroomed 2-3, each with at least 2 adults living inside them. The issue I have is that with this row of houses, we only have 10 parking bays so a lot of the road is used as parking (as you can seem 10 bays to 13 houses is not enough).</p> <p>I do not see how the proposed plans are going to help with the current parking issues, and for the residents that are currently living in the Avondale estate, what we need are more parking bays and MORE parking availability rather than have the minimum parking that we do have taken away from us, and making it 100x more difficult.</p> <p>Please tell me that you guys have some way to keep the residents happy, rather than making it more difficult than what we have already.</p>

174	<p>We strongly oppose the introduction of parking restrictions in our adjoining roads. We will subsequently be forced into parking in other local areas as a consequence of these actions, even if this creates extended walks to the work place.</p> <p>Why can a car park not be correctly formed in the local area which would allow train commuters proper parking facilities, we too would prefer this option.</p> <p>The alternative is if enforcement prevails, we will take our employment to a new area which will effect local shops and traders.</p> <p>The parking on pavements and verges is not acceptable and this must be stopped. For safety why not introduce speed humps or ramps and cars parked correctly will slow traffic.</p> <p>We strongly request that these parking restrictions are rejected and do not go ahead.</p>
175	<p>I should start off by saying that whilst I am in favour of the proposed changes, I can only voice my comments & concerns for the area surrounding Alder Close / Birch Way / Station Road East / Northcote Road.</p> <p>That said, I do feel that in some places they do not go far enough, namely:</p> <ul style="list-style-type: none"> • Alder Close seems to be being left unrestricted? <ul style="list-style-type: none"> • Surely this will move anyone looking for a space no longer available to them in Birch Way etc. into this area - Who will monitor this? • Alder Close Residents Parking <ul style="list-style-type: none"> • Opposite the junction of Northcote Road & Station Road East, there are 6 x Resident Only parking spaces. Any restrictions <i>could</i> see commuters using these spaces - Who will monitor this? • Northcote Road <ul style="list-style-type: none"> • Why isn't there 'No Waiting' section proposed here from Station Road East to Sycamore Drive? • Station Road East <ul style="list-style-type: none"> • Why isn't there 'No Waiting' section proposed here from Birch Way to Avondale. Whilst this is currently is not an issue, commuters do park on the verges and these have become rutted and void of grass. <p>Lastly, I think it is fair to say that over the years, the patrolling & issuing of parking fines has been sporadic to say the least.</p> <p>I would be very interested in understanding how this will change with these proposals?</p>
179	<p>I submit that whereas "free parking" exists on many (straight) residential roads, it is only acceptable if such parking does <u>not</u> reduce the length of the road to a single lane for traffic in both directions and is not acceptable if it does.</p> <p>At the Vale Road end of Newfield Road, it is commonplace for a car turning into the road to be met by a car coming along Newfield Road in a "head on" situation. One or both cars come to an abrupt halt. One or other then reverses.</p> <p>Delivery vehicles and refuse collecting vehicles block the road and/or are themselves inconvenienced.</p> <p>Our and other residents' access to their off-road parking is sometimes made difficult by wider vehicles parking all day and</p>

encroaching onto the unmarked entrances. Not in the attached photograph I of course admit, but enough times to be a nuisance and/or to make egress tricky if something is coming the other way.

In general, coming out of off-road parking on the other side of the road to the parked cars is not straightforward especially if the parked car is (for example) an SUV.

Visitors to both sides of the road are met with difficulty.

I understand that the Council is not sympathetic to the opinion that commuters taking this free parking option are causing a form of blight as well as inconvenience. I was told by a councillor a couple of years ago that such people are entitled to the right to work and must therefore be allowed to park where they like within the law. If so, then it becomes a matter of environmental and residential protection. Their choice of station is no doubt not relevant to their exact residence but to the opportunity to park in front of houses thus contributing to road blockage and to traffic activity in the road in question at certain times.

If a sign were put up outside the houses saying “FREE PARKING HERE AT ANY TIME”, there would surely be an outcry. That is the precise actual situation minus the sign.

A great many residential streets are protected by various means – close to shops – close to a football ground. I submit that there is no difference in the case of commuters taking these spaces quite near to a station for nothing. In fact the issue is greater because it is by definition “all day and every (week) day”, not only during time visiting the shops or a once a fortnight football match.

Looking at the proposals for Wentworth Crescent (which are entirely valid in themselves) it strikes me that the overall situation is not being addressed and that an opportunity is being missed.

When turning right into Newfield Road (Vale Road end) from the “slip road” parked cars completely obscure the view of any oncoming cars coming up Newfield Road. Conversely, when turning left out of Newfield Road (into that “slip road”) it is another blind turn as to oncoming cars due to parked cars obscuring. One or other must reverse.

There are numerous examples of how it becomes difficult to turn into driveways and reverse out of them!

Regarding “head on” encounters at the end of Newfield Road, there are tyre marks on the road where a car skidded to a halt to avoid a head on in the single lane / blind turn situation.

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I understand why you have tried to approach the issue of parking around the Guildford area. Its busy on the roads and there are too many cars especially in rush hour.

However as a regular commuter I have to park my car close to Ash Vale station. And many others too. It’s a major link to London.

The station car parking is very limited and the private parking area opposite is small. I can understand that residents hate us parking there but what’s the alternative?

Many of the residents around Ash Vale station are deliberately obstructing parking opportunities by parking badly on public roads

	<p>rather than using their own driveways.</p> <p>We are encouraging people to use public transport aren't we – so why are you making it harder for those of us trying to do that?</p> <p>And heaven knows how much harder it will be once you add in the GBC's strategic plan to swamp the borough with more housing – as cars are the result. Where will they park?</p> <p>You have come up with a decision – now what is the new solution to parking near transportation hubs please?</p>
185	<p>I live on Cypress Grove, one of the roads that parking controls have been proposed. I would like to register my opposition to the proposal. Our family DO NOT WANT this to happen. As far as we are concerned, there is no problem to fix. This is a waste of everyone's time.</p> <p>We already have to pay estate maintenance fees - which we agreed to when we bought our home. We did not agree to additional parking charges (to fix a non-existing issue), which with three children and one income, we can not afford. This will make visits from family and friends a big difficult issue - a massive social impact on OUR home, OUR way of living, OUR life, something that will anger us. It simply wouldn't be fair. If someone has an issue with the parking...well, they shouldn't have moved near a train station. Like moving next to an airport and complaining about the noise.</p> <p>Please do not do this.</p>
188	<p>My husband and I think that it is better to put notices of No Parking between 9 am to 10 am and 2 pm to 3pm at Lysons Avenue, Station Road East, Station road west Wentworth close, Cypress grove, Birch Way, Wellesley Close, Avondale n Wentworth crescent.</p>
191	<p>I am a commuter and I travel every day from North Camp to Reading. I have several concerns about the proposed parking restrictions, particularly in the proximity of North Camp station. These are the following issues:</p> <ol style="list-style-type: none"> 1. I try wherever possible to use the station car park rather than parking on the street. However, the station car park is very small and runs out of space quickly. 2. In these situations (usually Monday to Thursday) I am often forced to park elsewhere due to the lack of parking facilities at the station. 3. If these parking restrictions are imposed, from your plans it looks like there will be various "no parking" zones or 1 hour zones, but nothing that could be of any use for someone in my position. 4. May I suggest that around station road West there be parking metres consistent with the tariff of the station car park? This way commuters could still park if the car park is full.

5. Finally, if this is not possible I would urge a reform of the North Camp Station car park to provide sufficient parking for the commuters who currently use it. It would of course, be nonsensical if the parking restrictions were to be brought into force and there was nowhere for commuters to be able to park.

Of course, I understand the frustration of the residents at the Ash Vale station end of the estate. However, it is quite unfair not to allow commuters any parking rights whatsoever and worse still, to punish those who genuinely want to pay to park near north camp station. The problem for us is the lack of paid station car park space. I am sure the vast majority of people would use this, were a sufficient amount of commuter parking space provided. If I am not able to park, my commute would be extremely arduous.

So, as I currently understand the situation, the residents get their way, but no provision or thought is given to the situation of the commuter- particularly around north camp station.

I look forward to hearing what the plans are to accommodate people like myself who need to be able to use North Camp station and its parking, in order to get to work on a daily basis.

We are residents of the Avondale estate and are writing to express our concern and objections to the proposed parking restrictions, particularly those affecting the area from the Enterprise/LDC business estates leading into Station Road East.

Our courtyard alone consists of 13 properties (80-104), with an allocated car park for just ten cars. Given the modern day and age, many of these households run two cars and we believe currently for our courtyard alone we have a total of around 20 cars. This leaves no other option but for residents to park on the surrounding roads as there is simply not enough allocated parking available and with a number of the properties being rented, which do not include garage use, there are no alternative options. Combine this with the second courtyard opposite, as well as the additional flats and it should serve as a clear indication as to what impact the proposed new restrictions of double yellow lines would have on residents.

Although we would concur that there are parking issues around the estate which need addressing, most of these are caused by the local businesses (Ash Vale Mot Centre often has numerous cars parked in this area) and railway commuters. Any proposed restrictions should take this into consideration as to how to restrict this usage without having a detrimental cost to residents as a whole.

If restrictions are to be implemented, then we would like to propose a couple of alternative options to be considered around this area. We have tried to include diagrams indicating changes as best as possible. For clarification, the areas being talked about are as if entering the estate from the industrial section, having just passed the entrances to the LDC Business Centre on the right.

Option1: (*Ashvale-option1.pdf* attached; yellow sections indicate double yellows, pink sections time restrictions)

Just after the entrance to LDC, you go over a road narrowing point which acts as the entrance proper to the residential estate. We feel from this point forward the majority of proposed double yellow lines should be changed to that of restricted time zone parking, with enforcement between Monday-Friday, 9:00am – 4:00pm. (Although on the Ancell's Farm estate in Fleet, they have successfully implemented similar Monday-Friday restrictions just covering the lunchtime period 12-2pm, which are easier to monitor as do not take such a large time resource).

This would act as a deterrent to business and railway commuters, but would provide enough flexibility for residents going to and from work or to move cars accordingly during the day. A few exceptions for actual implementation of double yellows though should still

apply, as enforcement on direct corners and the road area opposite the entrance to courtyard area for houses 80-104 would be sensible as it is unsafe for cars to park here.

Just before the entrance on the left to the car park area for houses 80-104 there is safe parking for two vehicles. Also further back, there is a short entrance road leading to garages behind houses 129-131, on the right hand side of this entrance there is also safe parking for three cars, the time restrictions would work for these stretches and certainly do not require double yellow lines. Beyond the entrance to courtyard 80-104 on the left, no parking restrictions are planned and I feel that this is right and should remain unrestricted.

Option2: (*Ashvale-option2.pdf* attached; yellow sections indicate double yellows, pink sections time restrictions)

Another approach would be for the shutting/blocking of the road at the estate entrance point (just after LDC entrance on the right before the garage entrance on left). This would serve to separate the industrial and residential areas and effectively create two end turning areas. This approach would hopefully help to further discourage business vehicles from entering and parking in the residential estate and may actually help to better ease parking options for all.

For the residential side, this area could then have both sides of the road converted to time restricted parking (no parking Mon-Fri, 9am-4pm), so to discourage businesses/commuters from parking there, but allowing residents greater freedom and flexibility to park as required at evenings and weekends (with noted double yellow area still imposed for safety). The business side then could have parking restrictions lifted, which would also allow them greater flexibility in their activities.

All other areas should remain unchanged to help allow for flexibility for times when vehicles cannot be moved.

Option3: (Based on Option1):

A possible further option, would be a slight revision on the time restricted option as I have proposed in Option 1, with the setting up of time restricted parking zones as outlined (Mon-Fri, 9am-4pm), but with the additional option that residents can park during the restricted times, if a residents permit was purchased and displayed (i.e. time restricted permit holder only parking). The permit(s) could then be purchased by a household if they wish at a small cost (£50-£100 per vehicle/per year, two maximum per household), for use of these areas during restricted hours, with all restrictions then lifted at evenings and weekends.

All other current restrictions/non restrictions would stay in place so that residents have options for parking in certain sections of road during the day without issues, their own car park area, or the ability to move a vehicle as required during restricted working hour times, but unrestricted at evenings and weekends.

Any of the above options could be combined, however the overall solution must still be one that works for the community as a whole, both business and residents. Given the current proposed parking restrictions, we would certainly ask the council to strongly consider alternatives for this area, as the current propositions would just not be workable.

The current issue of parking on the estate though as a whole should actually act as a flag to the council for addressing one of the main causes of the problem, which is the current lack of parking facilities at Ash Vale and North Camp stations. With the recent re-layout of the roundabout at North Camp station, parking for commuters was actually reduced, when careful planning could have increased these facilities. Until this issue is addressed, with investigation of possible solutions (possible purchase and conversation of local privately held land/business units) then the actual underlying cause will always be an issue.

198	<p>I am surprised Northcote Road is not included. The concern is there are private garages in roads coming off Northcote Road and DYL are needed on corners, as people are parking on them. The access roads are to around 30 garages. There is a problem with sight lines and it is dangerous. I myself have had a collision. There is also blockage of access for emergency vehicles/delivery vehicles.</p> <p>I don't mind commuter parking in bays that nobody is using at those times, but there are no markings so people park badly and cause obstruction.</p>
199	<p>I have the following comments / concerns to put forward.</p> <p>As a home owner & resident of Wellesley Close in the Avondale estate, my main concern relates to the new double yellow line restrictions proposed on Station Road West. I assume that the cars parked along there during the day are either from:</p> <ul style="list-style-type: none"> • Workers from the surrounding industrial works • Commuters using North Camp station • The Ash Vale MOT Centre <p>Although cars parked there during the day are slightly annoying my concern is that these new restrictions will force parked cars and cars waiting for the MOT centre to move into the estate, which is already starting to have parking issues of it's own.</p> <p>Although I am not entirely against the new proposals, it is evident that some parking for non residents in the immediate area is required or rather inadequate and so should be addressed as to not impact on local residents.</p>
206	<p>It is disappointing that the control proposals for the Wentworth Crescent area merely concentrate parking into a more cumbersome but not safer manner. In particular regarding the proposed double yellow lines to be set up at the lower end of the crescent.</p> <p>I appreciate it is not the intention to meet the needs of the Council tax and additional Parish tax paying residents in preference to the convenience of transient commuters parking needs of Network Rail facilities. However, the proposals merely enforces the parking to then make vehicular egress and exit of properties at 48, 65 and 63 even more difficult than the current occasional respite from commuters parking on various sides of the road in the vicinity.</p> <p>The solution, short of more extensive controls as previously offered, is to at least extend the double yellow lines to cover both sides of the road along the frontage of properties 63 and 65. This not only improves the safety of better sight-line but allow some semblance of practical egress and exist from the above mentioned properties.</p> <p>Unfortunately it seems the exercise is more of procedure than problem solving but I look forward to hearing of the committee's common sense approach. Failing that the king offers of a substantial drop in the properties could tax or the gratis installation of dropped kerbs to coincide with the width of the property access, introduced by so many residents because of the historical difficulties of on-road parking, I'm sure would be considered.</p>

216	<p>I am very disappointed at the extremely limited scope of the changes and feel that they amount to no more than just tinkering with a few yellow lines, rather than addressing the underlying problems in the area.</p> <p>The key issue is that of commuters using the Avondale estate and other surrounding roads as free parking for Ash Vale station. This increases the amount of traffic on a residential estate, posing a safety risk, and reduces the space available for residents and their visitors to park.</p> <p>The areas affected (along Avondale, Station Road East/West and Northcote road are hardly affected by the proposed changes, so commuters will continue to use them as a free car park instead of paying to use the station car parks at Aldershot or Farnborough.</p> <p>Secondly, there is a serious issue with pavement parking in the estate, as a consequence of there being insufficient free parking spaces for residents and their visitors. Often the pavements on the east side of Avondale and the south end of Northcote Road are completely blocked by vehicles, leaving no room for pedestrians to pass, let alone parents with pushchairs or disabled people. This again poses a safety risk, as these people then have to walk in the road.</p> <p>Finally, experience suggests that the double yellow lines in the area are completely ineffective anyway, as many people park on them as a matter of course, and no enforcement action ever appears to be taken. This is particularly common at the junction between Northcote Road and Station Road East.</p> <p>I would like to see a much more comprehensive solution proposed, that addresses the problem of commuter parking, while ensuring that residents and their visitors have access to enough parking spaces to avoid having to park on pavements, block garages or block driveways. This should possibly include working with South West Trains, Network Rail, the MOD and other parties to come up with a proper parking solution for Ash Vale Station, so that commuters have alternative parking options.</p>
227	<p>I want to raise my objections I on occasion park in this estate, to visit friends or to get the train. I realise that the main concern to residents is commuters using the parking space in the roads where they live. If the proposed parking restrictions come into place this raises the question of where the commuters will park. Ash Vale train station has extremely limited parking (approx 25 spaces) which is why people taking the train from Ash Vale have to park in the neighbouring residential area. So the restrictions will just move the parking a bit further away along Vale Road or towards Stratford Road (where there is Holly Lodge school and parking and volume of cars in this road is already a safety issue for the children). Or there is the fear that commuters will still park in Avondale, but not park sensibly causing more safety risks.</p> <p>Is there a way to provide more parking for Ash Vale Station?</p> <p>Due to the impact on the surrounding area I strongly raise my objection to the proposed parking restriction in the Avondale Estate in Ash Vale.</p>

228	<p>Noting the absence of any reference to my road (Newfield Road), I am somewhat surprised given :-</p> <ol style="list-style-type: none"> 1) of all the roads surveyed, Newfield road had the highest response rate of 72% 2) of the respondents, 86% strongly agreed that there is a parking problem and a further 10% agreed there was a problem 3) 70% were strongly in favour of parking controls and a further 10% were in favour <p>I am not sure how this can be ignored in favour of others with lower response rates and lower expressions of opinion regarding problems ?</p> <p>Having contacted my local councillor I was told that the main problem with newfield road was that there was not a majority in favour of a particular control method. It can't be totally surprising when you list a number of options that opinion will be split ?</p> <p>Surely further contact with the residents of Newfield road following this overwhelming expression of concern is not unreasonable ? Or if nothing else, an explanation of why nothing is being done ?</p>
233	<p>The new proposals look great and will definitely help with road safety, which is a real issue around Tesco especially at busy times; so I welcome your proposals.</p> <p>I am contacting you with reference to Station Approach in Ash Vale and wonder whether it would be possible, when the new yellow lines are laid down, to update the lines in the car parking. Currently there is a problem with cars parking illegally on the yellow lines and out of the marked bays, including the boat slip to the canal! My main concern, however is vehicles parking towards the bridge which causes the road to then be blocked for emergency vehicles preventing access to the army land. This year was especially worrying as a fire was coming along the railway line and they had to reverse and find access further into the village, which all takes time.</p> <p>Originally when the car park was modernised, there was writing on the road which stated 'keep clear emergency vehicles'. This has worn away over time and the parking out of spaces nearer the bridge narrows the gap and means that the fire engines cannot get through.</p> <p>I understand that there are budget restraints for this sort of thing, but I really hope that you will consider this as part of the review as it could genuinely save lives.</p>
234	<p>We are broadly in favour of the proposed changes, which if enforced, will remedy the current problems around the Avondale development (where we live) of junction and pavement parking. Pavement parking by cars and vans around Station Road West and Avondale is a serious problem often causing ourselves to walk on the road, often on bends. Parking on the junction of Wellesley Close and Avondale is a serious access and visibility issue as the parked vehicles blocked the view of oncoming traffic.</p> <p>These proposals appear to deal with the issues outlined above, therefore we would like to register our support. These measures will require serious enforcement by Guildford Borough Council as there is a clear oversubscription of parking in Avondale and as a result anti-social parking is well ingrained.</p>

238	<p>I would like to make a suggestion to aid the disabled and elderly people living in and around Ash Vale. I whole heartedly approve of your proposals for the whole of Ash Vale including Avondale Estate. Perhaps making the zebra crossing at the station over to Avondale with lights as it is very dangerous when a train comes in and parkers rush down the stairs over the crossing without waiting for motorists to stop.</p> <p>My main suggestion is that the ' free parking Places with Waiting permitted for any period without time limit' be made into disabled parking. There is insufficient disabled parking with one space either side of the main Wharf Road and the obliterated one at the mouth of Balmoral Road which is always used by able bodied drivers. The free parking area outside of the Solicitors is always double parked and very dangerous if left as a free for all.</p>
244	<p>We live in Wentworth Crescent in the last bungalow on the left hand side before the private end.</p> <p>A few years ago the Council put railings across the walkway to the private side to stop cyclists riding straight through into the middle of the road outside our bungalow as we had our car hit by one such cyclist.</p> <p>Also our neighbour across the road has a pole in the middle of their drive to stop vans and cars using it to turn round in.</p> <p>So the problem we have is if anyone parks tight to our driveway it makes it really tight for us to get our vehicles out.</p> <p>At the moment we are quite lucky we dont get many cars parking up this end, but with the car park at Ash Vale station possibly closing we think this will change.</p>
255	<p>Moving on to your proposals around North Camp station, I have heard a rumour that the car park may be taken away? If that is the case then people will still need to park near the station and it is convenient for them to do so in the roads around the station. Please do not restrict their options.</p> <p>Your proposals do not seem to take into consideration that when shopping or taking a train people need to park somewhere, our cars do not magically disappear nor do we have endless supplies of cash to pay for parking all the time. Please help us to go about our daily lives with ease and not obstruction. Your proposals are not helpful when there are not enough alternative options I.e. sufficient parking areas off road that are free.</p> <p>As a council tax payer I object strongly to your approach and it is not helpful. Why not focus on restricting parking in areas that ARE a problem such as Frimley Road up from Ash Vale station where the road is not wide enough to allow the traffic to flow safely as cars park up the whole of one side of the road. Add a bus to that and you have a recipe for accidents.</p> <p>Please consider the impact of what you are proposing to real people rather than just block the roads off so that Ash Vale becomes so restricted that its people can't go about their daily lives.</p>

260	<p>Station Road East near the junction with Birch Way. If cars are allowed to park both sides then it is impossible for a lorry or more importantly a fire engine to get through. As you are considering changes to the parking controls within Ash Vale would you please only let cars park on one side of the road.</p>
261	<p>I would like to re-state the comments I made in my original returned questionnaire earlier this year - all comments made then are relevant today.</p> <p>Further to my earlier comments, I would also like to add that I strongly object to any lessening of the parking restrictions in Birch Road, Ash Vale - the section between Lysons Avenue and Cypress Grove, on the side where there is access to the residents' garage area. Any parking/waiting along this part of the road makes it extremely dangerous to exit from the garage area because the view is severely restricted and manoeuvrability in and out of the garage area is also restricted, particularly when there are vehicles parked on both sides of the road.</p> <p>I obviously object to any restrictions that would make parking more difficult for residents.</p> <p>Whatever parking regulations come into force as a result of your surveys etc., they will need to be enforced on an <u>ongoing</u> basis.</p> <p>Whilst writing, can I also make the point that the road turning off Lysons Avenue into the Tesco Express car-park is dangerous for pedestrians. It might help if the pavements on both sides of the access road were continued round into the car-park .</p>
264	<p>I have now looked at the proposals and fully agree that Lysons avenue should be fully yellow lined as since Tesco opened the amount of traffic has increased.</p> <p>Birch Way should have timing restrictions as to when parking is possible but feel 830am to 6pm is too long. I would suggest 10-2pm is better allowing residents to still park in this area. Stopping the overflow of commuters and business parking.</p> <p>The yellow lines into cypress grove are, in my opinion, are going too far in and need to be reduced back as this will effect many residents in this road.</p> <p>I notice Alder Close (my road) is being left without lines, which i feel is right as there is little space here to park anyway, however to extend the lines into cypress will just bring more parking traffic into our road that is non-residential. I would like to see perhaps some passive signage "Residents Only Parking" being placed to stop commuters parking in our road.</p> <p>I would still like to suggest that the grassed (mud) verges in station road east and around be turned into proper parking bays to ease access and egress to Avondale.</p>

267	<p>I cannot believe that the only action being taken in our road (Wentworth Crescent) is to add 2 small areas to the yellow lines already here. It has become a nightmare for many living in our road and also Newfield Road. At times I cannot back into my drive due to the positioning of parked cars, which means I have to back out blindly hoping nothing will hit me and there are many others who are in the same position.</p> <p>I understand that the car parking area opposite the station was offered to both GBC and Network Rail but both declined so this means an additional amount of commuters wildly cruising round getting ever more desperate to find a parking spot. Avondale are having many more yellow lines which adds to our problem. Why on earth would GBC/NR make an already difficult and dangerous situation even worse for us?</p> <p>After so many years enjoying our lives and bringing our children up here we are now being held captive by bad decisions by GBC.</p> <p>There are many senior residents who are severely distressed by the situation and can't comprehend what to do about it.</p> <p>I urgently ask that you reconsider the proposals.</p>
268	<p>I am writing to strongly object to your proposal to further restrict parking in the roads in the vicinity of Ash Vale train station.</p> <p>Could you please confirm to me the justification of this restriction as parking is already very limited in this area, especially as we are being urged to take public transport rather than use cars.</p> <p>I would also like you to consider the following points:-</p> <ul style="list-style-type: none"> • I am a commuter and can no longer cycle to the station due to a debilitating illness, so have no option but to park close to the station. • The parking outside the station (Station Approach) is totally inadequate for the number of train users. This has been the case for a number of years and is not a recent development. • If you are intending to further restrict parking in the immediate vicinity, additional parking elsewhere needs be provided. The number of commuters can only increase with more people moving further out of London due to the high cost of living in the capital. <p>I have noticed that many residents, not just commuters, park in the proposed restricted areas, with some households appearing to have 2 or more cars or vans.</p>
274	<p>I am writing to express my surprise that, according to everything I have seen and read about the parking controls within Ash Vale and Ash Vale station, that Newfield Road appear to have been totally ignored reference Ash Vale station commuters parking within this area.</p> <p>I believe the response to GBC's questionnaire, from Newfield Road, was excellent although mixed some people were not bothered about the parking and some were very concerned.</p>

This problem is likely, in the very near future to be exacerbated by the land being sold near Ash Vale station which is being used for station parking at the present time and as stated in your letter dated 30 October 2015 "it may be a number of years before we look again at parking restrictions in this area".

On my questionnaire I expressed this concern and suggested limited parking ie 4 hours, no return within 3 hours which would deter commuters from parking in Newfield Road, which is not very wide and although they park on one side of the road they are now tending to squeeze 3 cars in and overlapping the kerb drop down which makes it difficult for homeowners to manoeuvre their cars in and out of their drives (I had the opening to my drive widened a few years ago because of this problem).

To make you aware not only do commuters park in Newfield Road/ Wentworth Crescent during the day but sometimes will leave their cars parked for several days and on more than one occasion for a week or two weeks!

It is apparent that no consideration has been given to the parking problems in Newfield Road.

I understand that a number of residents in the road, as well as myself, replied to your original survey/questionnaire, airing their views on the parking problems. In fact 95.2% stated that there is a parking problem in Newfield Road.

As you are most likely aware, the road is narrow and therefore with cars being parked as close as possible to the curb drops, which unfortunately do not extend to the width of the drives, it proves extremely difficult - sometimes impossible - to access and exit drives. When cars are parked during the week by commuters, there is only one car width left of the road, which is sometimes restricted during the day by vans and lorries and can be dangerous since vans and cars seem to travel at high speed in this restricted space. Naturally it would help if the Council was at least willing to drop all the curbs to match the entrances to the drives, which many residents have widened to allow more cars to park on the drives, simply because of the parking problem.

Naturally most would like to see parking restricted to a few hours a day, but if this is not possible at least parking bays could be marked out in sensible positions with single yellow lines between, to allow a short period for off loading and a further single yellow line on the opposite side of the road, again to permit a limited period for off loading.

It appears that for some reason the Council has failed to even discuss the parking issues in Newfield Road, or at least I could not see any reference in the minutes. I was of the impression that a basic rule of Councillors, especially after receiving results from a survey, was to debate and consider the best solution to a problem in the interest of the public who appointed them. From my conversation with a few residents they are angered by the little consideration given to the results of the survey which from memory was actioned prior to the last Council elections and which gave the impression that the Conservative Council was at long last dealing with the parking problem. It seems your solution is to do nothing.

As you clearly state 'it may be a number of years before you look again at parking restrictions in the area' I trust that you will consider the parking problems in Newfield Road and advise the residents prior to making your final decision to proceed with your proposals.

Incidentally, I have heard that a plot of land adjacent to Ash Vale station was offered to the Council recently to ease parking in the area, but apparently this offer was rejected. This may be untrue, but if it is true perhaps you could advise why, when a car park is sorely needed, it was rejected, as it seems to conflict with comments made to me by a Councillor a few years ago that the Council

	<p>had previously endeavoured to obtain land for parking but was unsuccessful.</p>
283	<p>I would like to raise an objection to those parts of the current parking proposals that reduce the available parking in the area within a 5-minute walking distance of Ash Vale station (e.g. Wentworth Crescent and adjoining roads). For those of us that commute by train it is already exceedingly difficult to find suitable parking within a reasonable distance of the station.</p> <p>I would further like to suggest that the council re-evaluates some of the existing parking within that area since they seem to serve little practical value. By having double-yellow lines in all roads within the immediate proximity of the station, all that it does it to force motorists to park slightly further away. This does not solve any problem and instead just moves it from one street to another. It would seem sensible for the council to accept that those streets that are nearest to the station should facilitate parking for the station.</p>
296	<p>I moved to my house in Frimley Road, Ash Vale just over a year ago.</p> <p>When I first moved in, I was aware of a certain amount of commuter parking but did not consider it a particular problem at the time we were asked for our opinion.</p> <p>However, over the last year I have seen this escalate to the point where I do consider it a significant problem. If I leave my house before 730 in the morning, I know a commuter will park a car outside my house and this will remain there until at least 6pm (often much later). This also applies to every free stretch of kerb for some considerable distance either side. The only free spaces are spots vacated by people who leave for work after the commuters are all already parked. Obviously we do not just need to park ourselves but need contractors to do work on our houses, invite visitors and accept deliveries. All this needs planning ahead rather than something you can just take for granted as virtually every free space will be taken.</p> <p>Many of the commuter vehicles we see regularly parked are large and take up the space of more than one small car. If they remain parked until 6pm (often later) then residents returning from work simply struggle to find a spot.</p> <p>Just recently we have seen contractors regularly parking across dropped kerbs and causing an obstruction (because there were no other available spaces).</p> <p>In addition to the commuters I have also seen an increase in the parking of large commercial vehicles over night and sometimes for several days at a time which again puts pressure on parking spaces for residents. Heather Cottages is a row of narrow cottages and some residents obviously have more than one car.</p> <p>A further point (but very relevant to the parking situation) is the complicated nature of a dropped kerb application which I've discovered requires separate applications to both Guildford Borough Council and Surrey County Council. If there was a simplified combined process I suspect more residents would try to improve matters by creating their own off road parking spaces.</p>

	<p>I would now actually prefer to pay for a resident's parking permit, particularly as any proposed restrictions to parking in other areas are likely to put even more pressure on our road. It is a busy road and all the jostling for spaces is a cause for concern.</p> <p>As I have seen the parking situation get more difficult in just over a year I am concerned about future developments. I would, therefore, like to see further consultation about the current difficult situation in this particular stretch of road.</p>
309	<p>I am very surprised that the road nearest Ash Vale Station, Frimley Road, which is already heavily used by commuters, is not included.</p> <p>The extreme number of vehicles parked along Frimley Road - especially the few hundred yards nearest the station, has already resulted in it being virtually one way with few, if any, 'passing' spaces. The restrictions put on nearby roads will, I suggest, exacerbate this problem. It would seem logical that the Frimley Road be given residents' parking rather than allowing it to continue as an overflow car park for Ash Vale station.</p>
316	<p>Whilst I understand the need to introduce new controls (I attend the local Police meeting each month and hear from other residents about the issues they face on a weekly basis) I don't feel that they will address the underlying problem. I live along the Frimley Road and commute into London each day walking to Ash Vale station. I recently moved back into the area (my parents also live along the Frimley Road and have done for 35 years) and have noticed the many changes that have taken place and the increase in traffic and cars being parked in the area. The latest of these is the new housing development where the George Pub once stood. The number of cars has increased that use Frimley Road (the opening of the bypass saw a dramatic decrease in traffic but it's been slowly increasing) and the number of cars parking on Frimley Road has also increased. I regularly have commuter cars parked on the road outside my driveway, some are left there for days making it extremely difficult and dangerous for me to exit. I have on some occasions had to ask someone to see me out so that I don't have an accident. I've attached some photos to illustrate the problem.</p> <p>By introducing the proposed changes all they will do is move the problem on to other areas that surround the stations including Frimley Road. Residents who are impacted will then have years to wait before Guildford Borough Council undertake another study to see what improvements can be done. I note from the survey that residents along Frimley Road when asked what improvements they would like to see stated double yellow lines as their preferred solution. I'd welcome double yellow lines from Ash Vale station along Frimley Road to deter commuters from using it for parking but this hasn't been put forward as part of your proposal. I didn't have the opportunity to comment at the beginning of the year if I had I would also have asked for this as a solution.</p> <p>I'd also like to see along side the current proposals some space made for commuters so that they don't have the need to park along the roads, often on bends / pavements / across driveways etc but this hasn't been provided. I'd ask you to think again, as the number of cars will only grow and we actively encourage people to use public transport to travel we should help to facilitate this.</p> <p>I'm happy to discuss this further to see if there are any additional things that can be put in place that will make the whole of Ash Vale, not just a select few roads, a nicer place for it's residents.</p> <p>I'd welcome double yellow lines from Ash Vale station along Frimley Road to deter commuters from using it for parking but this hasn't been put forward as part of your proposal. I didn't have the opportunity to comment at the beginning of the year.</p>

318	<p>We have lived in Frimley Road for 35 years and over this time have seen a marked increased in the number of vehicles parking along our road.</p> <p>We feel that the proposals do not address the problem but merely push it further along and therefore will lead to issues in those roads not covered by the proposal. From the results of the survey taken in January residents along our road said they believed there was a problem with cars parking along it and of the possible solutions were in favour of double yellow lines (30%).</p> <p>Of the respondents asked that replied to the survey 57% agreed that there was a problem along Frimley Road with 43% saying they would like formal parking controls. If neighbouring roads were to have parking controls introduced 55% of respondents in Frimley Road said they would also wanted to have parking controls along Frimley Road. The reason why they responded in this way is they know that if you carry out what you've proposed Frimley Road will become a car park making it extremely difficult for residents to get in and out of driveways and making the road dangerous. We have a nursery along Frimley Road and some parents already park on Frimley Road to collect their children. Holly Lodge school traffic also impacts our road as parents park cars and cut through Carrington Lane park to collect children from the school. We would be in favour of double yellow lines to keep the road safe.</p> <p>There are many elderly residents along Frimley Road (we are in our 60's) who find it increasingly difficult to get out of driveways safely. We have a caravan and don't use it as often as we'd like due to the challenges of manoeuvring it out of the driveway due to the poor visibility with cars parked either side of the drive.</p> <p>We hope you will reconsider the proposals to address the issue properly i.e. the lack of commuter parking which we feel would help alleviate a large number of vehicles parked in the area.</p>
322	<p>I live with my family on Frimley Road in Ash Vale and would like to make the following comments about the proposed parking controls being introduced around Ash Vale and North Camp stations.</p> <p>Since you last wrote to us about the parking along our road there has been a noticeable increase in the number of cars parking along Frimley Road in front of our house. Commuters who leave their cars on the road for 10/11 hours a day are putting increasing pressure on residents' parking and any visitors / workmen they use. Although we have a drop kerb which should give us access to off road parking at the front of our house, we are regularly blocked into or off our driveway by people either partially or fully blocking the drop kerb.</p> <p>With regard to the proposed changes, although there are not a great deal of changes, the increased parking restrictions along roads which are further from or an equal distance from the station as we are can only have the effect of forcing more commuters to try and park along Frimley Road.</p> <p>In light of the rising number of commuters already restricting the parking along Frimley Road, along with the likely future increase in these numbers when the proposed parking restrictions you have outlined are put in place, I would now be strongly in favour of residents' permit parking being placed along Frimley Road.</p>

We broadly agree with the proposals (for the Avondale Estate) and would like them to go further.

We would, in addition, like to see bollards or railings at the kerb side to prevent pavement parking. This causes wear and tear (creates large puddles on the grass verges and areas that can't be swept and maintained), reduces the more natural areas and makes walking here more unpleasant. It is particularly difficult when you are walking with toddlers and a buggy for instance and must be difficult to negotiate too for those with disabilities.

We would especially like to see this measure in Station Road West and Station Road East. Commercial vans, one company in particular, are using the grass area as a personal loading/ unloading / parking area on the corner of (1) Station Road East and Birch Way. (2) On Station Road West outside the company SIG (on the map proposals this is marked as Lysons Link South) lorries park up to rest on the pavement, sometimes two at a time and there is no pavement opposite so as a pedestrian you have the choice of squeezing between the lorry and fence/bushes or walking in the road. This is our route to Holly Lodge Primary School and this is not a safe choice when you have two young children to protect.

A lamppost (now replaced) was knocked down at the point outside SIG recently, presumably by a lorry reversing or driving into it when they were pavement parking. Please note that the lamppost is not on the kerb but actually on the far pedestrian side of the pavement in the bush / fence area.

We would also like to see railings put on Lysons Avenue across the road from the entrance to Station Road West up to Holly Lodge Primary School and on or at points on Station Road West. Station Road West is a main point of entrance for long industrial vehicles (refuse collection lorries/ cargo lorries/ trucks carrying skips etc.) It is a really busy route when children are walking to school here and there is no protection for children from vehicles which travel very fast on these roads and nothing to prevent children from stumbling into the road when there are groups of them.

Recently the railings at the corner of Lysons Avenue and the entrance to Carrington Lane Recreation Ground / recycling point (used also for school parking) were knocked down, presumably by a vehicle coming off the roundabout (B3166/ Lysons Avenue / Stratford Road roundabout). The damaged railings are yet to be replaced and this could be taken as an ideal opportunity to extend their length and so offer greater protection.

If the area towards the top of Station Road East (opposite the station) is to be used as a waiting area for drop offs then road signs should be put up to limit speed to 5mph.; as although we don't live there we have seen cars driving too fast there and we know that a pet cat has been killed by a hit and run driver in the past.

In general, we would like to see road markings and signs in the area improved. Lorries are often going from Station Road West to the Avondale estate area and getting stuck despite 'No HGV entry' signs (which have at times faced the wrong way or been dropped to ground level). We would like to see speed restrictions on Station Road West and the whole estate area as (1) commercial HGV vehicles don't appreciate that it leads to a residential area and (2) that it is a school route for children from the estate; and (3) also car and other vehicle drivers in the area drive faster than necessary. We would like to see warning signs for vehicles coming off the roundabout and into Station Road West that school children walk these roads. We would be happy to see speed ramps installed to assist speed reductions, particularly in Avondale and Birch Way.

	<p>We also wonder if the council will put measures in place to see that these areas will be patrolled in future by traffic wardens / officers, to ensure that the new regulations are put in practice to make a measurable difference to the safety and quality of life of people who live in the neighbourhood.</p>
325	<p>I live in the Avondale area and experience issues with parking on a regular basis. I wholly support introducing parking restrictions although understand the conflict with residents needing somewhere to park. My issues are purely based on safety:</p> <ol style="list-style-type: none"> 1. The entrance to Avondale (Northcote Road) must have full restrictions, double yellow lines, introduced up until the entrances of Alder Close and Cypress Grove. Parking of vehicles here creates a bottleneck with vehicles entering/exiting a busy estate. The parked vehicles on this bit of road also create blind spots which I find dangerous, especially when larger vehicles are parked there. With some vehicles going in or out of Avondale at speed this risk is exacerbated. 2. I live on the 'Avondale' road itself and either park in my allocated courtyard parking or garage. The parking is so bad often when I leave where I've parked I am pulling out onto the road blind due to a) the double parking and b) vehicles parked too close to the entrances of the courtyard car parks or garaged areas. A solution needs to be explored as there is a risk of collision with another vehicle or worse still a pedestrian. Possibly this could be restricting parking on at least the entire section of one side of the road and/or introducing double yellow lines near parking and garaged areas.
330	<p>I live in Newfield Road and the whole of our road Monday - Friday 7am to 6-7pm is completely full. There is no where for any van deliveries, any visitors, or even any emergency vehicles to park. Also I am fed up with people parking on the grass verge outside my house, which is starting to become a mud bog. \please see photos taken at a week end and then taken during a week day to see the difference. Once you stop parking in other roads then this will become worse & worse.</p>
336	<p>I live in Sycamore Drive, Ash Vale.</p> <p>I am pleased that GBC are taking some action on the serious issues of parking by commuters near Ash Vale Station.</p> <p>I live in Sycamore Drive and I see that even though we were asked to comment last time you consulted, there is no mention of restrictions in parking in Sycamore Drive.</p> <p>We have a serious problem with station parkers not only from Ash Vale but also North Camp Station (we have an easy walk way through to North Camp) I have even seen parkers who are going away on holiday with cases/ bags etc, departing on the North Camp Gatwick route and parking near my house for two weeks. I have seen this 3 times in the last 6 months.</p> <p>On one day last week (week of 23rd Nov) There were 9 station cars parked in Sycamore drive.</p> <p>This is a normal day and on some days the numbers of station parkers from either station are more. Often those parking do not return for their vehicles until 6.30 and even later. Residents and their visitors find it extremely difficult to park.</p> <p>Commuters park on our residential roads to save money, two weeks holiday parking is expensive and daily commute parking is also</p>

	<p>easy if it is only a few streets away from the station.</p> <p>I have a parking bay outside of my house and I have even come home with a station parker parked across my parking space. I would ask for restrictions for parking to include Sycamore Drive.</p> <p>If Sycamore Drive is not included in the debate and the new restrictions then the Drive will become the next road with total parking for both stations.</p>
337	<p>Love the proposal for all the yellow lines on the Avondale estate, why bother the cars parked over all the yellow lines on pavements outside Cobbs motors should tell you that there's not enough man power to enforce the yellow lines dangerous parking as it is.</p> <p>You keep building more units around the area without enough parking as it is, maybe a car park would be a bit better so the people using those units had somewhere to park, that's not including all the cars parked outside our house using the train station, when we get home from work boom no where to park. So more yellow lines would be a waste of paint, cars will be parking all over the place still, stop building think where people will park first let's see some carparks laybys etc to help the problem not yellow lines to cause more problems.</p> <p>Yours against these unenforceable restrictions.</p>
350	<p>What really concerns me and probably most of the residents is the dangerous, well used vehicular and pedestrian access to our estate from Lysons Avenue through the industrial area caused by the operators of what was formerly "Cobbs Motors" who appear to be a rough breed with seemingly little or not respect for the environment or regard for our laws.</p> <p>Irrespective of their large yard, they have literally commandeered the adopted road areas around their premises including the hammerhead and access to the next door empty factory with parked vehicles many of which may not be legal.</p> <p>They have also been reputed to have dumped customers scrap cars on our private estate roads thus causing towage costs to our Residents' Association.</p> <p>Opposite their works is a 90-degree blind bend and although there are existing and barely discernable double yellow lines on both approaches, during the day time they are totally ignored by either theirs, their customers or suppliers vehicles who park on the road/pavement and any car driver or cyclist need to take this bend very much at their own risk.</p> <p>Even though I had right of way, I have actually encountered and had near misses on a couple of occasions with vehicles shootout out of their car wash into the road without stopping although there is a white stop line across their yard entrance/exit.</p> <p>I have also witnessed the Police patrolling this area on rare occasions but unfortunately they appear totally blinkered when passing obviously offending vehicles and I have never seen them either slow down, stop or take any notice whatsoever!</p> <p>In addition, HGV artics and other commercial vehicles have to negotiate through these vehicles to access the LDL and Guildford Borough Council industrial estates and on their exit, they are inclined to take the seemingly easier rout with difficulty for them along Station Road East through our housing estate on roads not designed/intended for HGV use.</p>

	<p>At the intersection of Station Road East / West at the start of Avondale, there is an existing width restrictions and “No HGV vehicles” signage but it appears that the vast majority of drivers that I have encountered getting stuck on the Avondale Estate are foreign and may not be able to read English, or don’t care (Isn’t there a symbolic international road sign which prohibits HGVs?)</p> <p>Subsequently, as a regular driver/cyclist with subsequent concerns for my safety I am now disinclined to enter or exit Avondale through the industrial estate.</p> <p>However, the alternative and main exit/entry point for Avondale directly onto Lysons Avenue also has its own safety concerns due to the illogical allowance of kerbside parking on the south side of Lysons Avenue opposite Barons close to its junction with Birch Way.</p> <p>Parked vehicles can totally obscure oncoming traffic coming form the left (North Camp Station direction) when exiting from the Avondale Estate, which for a right turn necessitates sticking the nose of your car almost half way across the carriageway for a better look, thus making you vulnerable.</p> <p>Returning to the aspect of road safety within the industrial area may I suggest the following:</p> <ol style="list-style-type: none"> a) A continuous white centreline marking is installed around the blind bend outside of the waster transfer station to deter motorists cutting the corner on a totally blind bend. b) A continuous white stop line is installed across the mouth of the transfer station with internal signage to stop dustcarts driving straight out of their yard which for them is a blind exit to cars, cyclists and pedestrians crossing the mouth of the yard from North Camp Station into Station Road West. c) That all of the existing yellow lines around the blind bend opposite Cobbs are re-painted and added to as necessary. d) That all of these measures are monitored and offenders are prosecuted, a few well placed tickets get notices and the word quickly spreads.
362	<p>I am quite happy with the parking situation in Wentworth Crescent as it is. Nevertheless, it might be a good idea to have a parking area by the station.</p>
363	<p>The exit from Newfield Road onto Vale Road service road is a T-junction with no visibility of traffic coming from the left or right. As we now have to exit Newfield Road on the right hand side of the road due to the commuter parking for Ash Vale station on the left hand side of the road it is in my opinion dangerous. When I exit the road I stop to make sure nothing is going to fly round the corner,, and when I come in from the Ash direction I edge up to the entrance and look down the road before I proceed.</p> <p>Unfortunately, not everyone does the same especially the younger generation, yesterday I had to go out twice and on both occasions when I was almost up to the point where I could move over to the left side someone came round from the Ash direction at considerable speed, fortunately they were able to stop before they hit me. A couple of years ago on one such occasion, I was given a lot of abuse from the driver fo being on his side of the road.</p> <p>Although I am aware of the difficulties associated with trying to prevent inconsiderate parking, I am aware that you are considering</p>

	<p>extending the double yellow lines in Wentworth Crescent at its junction with Newfield Road. Because of the issues highlighted above I believe you should give similar consideration to this at Newfield Road's junction with Vale Road service road, even if it does push commuters further down the road. At least it would be safer to exit the road, provided that commuters do not park across my driveway and make it completely impossible for me to get out.</p>
365	<p>I am writing to express my concerns about the proposed parking restriction changes around the Ash Vale station area. The main one is the displacement of the problem to the neighbouring roads – especially the un-gated, private ones where there is currently only a minor problem with trespass in the form of illegal parking and the turning of vehicles by members of the public. Any approach to these drivers usually results in abusive language and threatening behaviour. Little respect is generally shown to private property and their vehicles can be left abandoned anywhere. Will the Council provide compensation to the residents that will allow the installation of electric gates to private roads if there is any appreciable increase in unwanted nuisance?</p> <p>I imagine the residents, whose properties have no off-street parking facilities and run along the public roads, will also have concerns about not being able to park easily outside or near their houses.</p>
371	<p>As a resident of many years the problem is just being pushed onto roads which cannot cope. If you restrict parking on Wentworth and Vale roads the next stop is our small cul-de-sac which has problems when any work is being carried out on Wentworth. If this goes ahead you need to consider some sort of restriction on our close or it will become a car park and as we are a cul-de-sac it means a lot of vehicles trying to park and when they can't race to find somewhere so they don't miss their train in a small area. We realise people have to park somewhere but hope you will take this into account when you make your decision.</p>
372	<p>I am a resident on the Avondale Estate and I feel the proposals being put forward are on the whole unacceptable. On our courtyard alone we have parking for ten cars serving thirteen properties with a total of twenty cars at present requiring spaces to park. That in itself should serve to show you what your current proposals would do for us residents. This is just our courtyard and does not include the one opposite us of the flats next to the other courtyard. I have included points I have made to the council on another occasion on a separate piece of paper.</p> <p>I am going to try to offer a couple of ideas that might serve both the residents and the need for less dangerous/inconsiderate parking, which is a problem that does need addressing. To do this I am going to be writing as though we have come into the estate through the industrial part (Station Road West). The point I am going to start from will be just before the LDC Business Centre which will be on the right.</p> <p>As we go past the LDC we come to the garage block (on the left) after which you propose double yellow lines all the way round up to the entrance of our courtyard. I think a time restrictive parking zone there would be more appropriate except where the corner itself is, there double yellow lines I feel are still needed as it is a danger. The time restrictions I feel best suited for there are Monday-Friday no parking between 8.30-16:30. This gives residents time in the morning to move their cars or go to work and stops commuters and the business units parking there and being a nuisance all day long, and the slightly earlier than usual end time restriction means people who live here can park their cars without being inconvenienced. I would put yellow lines on the right hand side from the LDC up to the junction on the right, which leads to garage blocks for the other courtyard. I would not put yellow lines on the entrance on the road hand side as you can safely park three cars here, again I would impose the same parking time restrictions</p>

here instead. As we go around the corner to the left there is enough space for two cars to park before the entrance to our courtyard, here there should be the same time restricted parking. On the opposite side to the entrance of our courtyard should be double yellow lines as cars parked there are a danger. Continuing on down the road past our courtyard up to the garage block on the left hand side I do not think any parking restrictions should be in place and on the right hand side there is a little bay for parking so no restrictions need to be in place there. Everything else past the last garage blocks on both sides should remain the same.

An alternative proposal would be to shut the road off to traffic just past the LDC entrance / exit and still improve most of the above restrictions with exceptions. This will stop / restrict the businesses parking on a residential estate especially the motor businesses who have vehicles littered all over the place, making most of the roads hazardous where they leave them all in disarray. If this was done I would like to see a turning only zone near the LDC end. Then I think you can impose time restrictive parking as above but on both sides actually increase the amount of available parking spaces for residents. It would then be possible to introduced a mirror image on the other side of the now blocked road, without the time restrictive parking again actually increasing the available parking for the businesses without being a hazard or a nuisance to any of the residents. This way we try to segregate the residential side from the industrial side, which I can only see as a win-win situation for all concerned.

It could also be possible to combine / merge the above ideas to suit the needs of the community rather than to restrict it. We all have to live somewhere so it is in everyone's interest if we can work together to find a suitable resolution.

As I mentioned before, what it being put forward at the moment is simply not workable for pretty much everyone concerned, residents and businesses alike.

Yours firmly against the proposed restrictions.

373

We are residents on the Avondale estate and are writing to express our concerns and objection to the proposed parking restrictions, particularly those affecting the area from the Enterprise / LDC business estates leading into Station Road East.

Our courtyard alone consists of 13 properties (80-104), with an allocated car park for just 10 cars. Given the modern day and age, many of these households run two cars and we believe currently in our courtyard alone we have a total of around 20 cars. This leaves no other option but for residents to park on the surrounding roads as there is simply not enough allocated parking available and with a number of properties being rented, which do not include garage use, there are no alternative options. Combine this with the second courtyard opposite, as well as the additional flats and it should serve as a clear indication as to what impact the proposed new restrictions of double yellow lines would have on residents.

Although we would concur that there are parking issues around the estate which need addressing, most of these are caused by the local businesses (Ash Vale MOT Centre often has numerous cars parked in this area) and railway commuters. Any proposed restrictions should take this into consideration as to how to restrict this usage without having a detrimental cost to residents as a whole.

If restrictions are to be implemented, then we would like to proposed a couple of alternative options to be considered around this area.

Option 1

Just after the entrance to LDC, you go over a road narrowing point which acts as the entrance proper to the residential estate. We feel from this point forward the majority of the proposed double yellow lines should be changes to that of restricted time zone parking, with enforcement between Monday-Friday 9am-4pm (although on the Ancell's Farm estate in Fleet, they have successfully implemented similar Monday-Friday restrictions just covering the lunchtime period 12-2pm, which are easier to monitor as do not take such a large time resource).

This would act as a deterrent to business and railway commuters, but would provide enough flexibility for residents going to and from work or to move cars accordingly during the day. A few exception for actual implementation of double yellow lines should still apply, as enforcement on direct corners and the road area opposite the entrance to the courtyard for 80-104 would be sensible as it is unsafe for cars to park here.

Just before the entrance on the left to the car park are for houses 80-104 there is safe parking for two vehicles. Also further back, there is a short entrance road leading to the garage behind 129-131, on the right hand side of this entrance there is also safe parking for three cars, the time restrictions would work for these stretches and certainly do not require double yellow lines. Beyond the entrance to the courtyard at 80-104 on the left, no parking restrictions are planned and I feel that this is right and should remain unrestricted.

Option 2

Another approach would be to close off the road at the estate entrance point (just after LDC entrance on the right before the garage entrance on the left). This would serve to separate the industrial and residential areas and effectively create two turning areas. This approach would hopefully help to further discourage business vehicles from entering and parking in the residential estate and may actually help to better ease parking options for all.

For the residential side, this area could then have both sides of the road converted to time restricted parking (no parking M-F, 9am-4pm) so to discourage businesses / commuters from parking there, but allowing residents greater freedom and flexibility to park as required at evenings and weekends (with noted double yellow areas still imposed for safety). The business side then could have parking restrictions lifted, which would allow them greater flexibility in their activities.

All other areas should remain unchanged to help allow for flexibility for times when vehicles cannot be moved.

Option 3

A possible further option, would be to slightly revise the time restriction option as I have proposed in Option 1, with the setting up of time restriction parking zone as outlined (M-F, 9am-4pm), but with the additional option that residents car park during the restricted times, if a residents permit was purchased and displayed (i.e. time restricted permit holder only parking). The permit(s) could then be purchased by a household if they wish as a small cost (£50-100 per vehicle per year., two maximum per household), for use of these areas during restricted hours, with all restrictions then lifted at evenings and weekends.

All other current restrictions / non restrictions would stay in place so that residents have option for parking in certain sections of road during the day without issues, there own car park area, of the ability to move a vehicle as required during restricted working hour times, but unrestricted at evenings and weekends.

	<p>Any of the above option could be combined, however the overall solution must still be one that works for the community as a whole, both businesses and residents. Given the current proposed parking restrictions, we would certainly ask the council to strongly consider alternatives for this area, as the current proposals would just not be workable.</p> <p>The current issue of parking on the estate though as a whole should actually act as a flag to the council for addressing one of the main causes of the problem, which is the current lack of parking facilities at Ash Vale and North Camp stations. With the recent re-layout of the roundabout at North Cam station, parking for commuters was actually reduced, when careful planning could have increased these facilities. Until this issue is addressed, with investigations of possible solutions (possible purchase and conversion of local privately held land / business units) then the actual underlying cause will always be an issue.</p>
377 Page 108	<p>Station Road West is horrendous. Cobbs or whatever they call themselves now, block both sides of Station Road West with cars, vans etc, plus they are selling second hand cars as well.</p> <p>They are parked on the bend both sides, so many many times, that on several occasions, as car or van charge up the road and on the bend, poor me in my car gets almost smashed into.</p> <p>Cobbs is too big for its premises and they should move to larger ones. GBC take rent from them I gather?</p> <p>The buildings are so old and dilapidated they should be pulled down. So please please put double yellow lines down and enforce them.</p> <p>Station Road East is now getting just as bad, cars park on pavement, and on the grass verge (no grass left). You might as well tarmac these areas over and let them park there, or introduce double yellow lines again to stop them (and mean it again).</p> <p>I have lived on the Avondale Estate in a double from new 29 years ago. Please take note of what I am saying and bring in the introduction of parking restrictions ASAP.</p>
384	<p>I am extremely disappointed with the Council's suggestion and will continue to campaign in order to ensure that every safety aspect regarding this dangerous corner, ref restricted parking etc be fully implemented. Therefore I fully concur with the following:</p> <p>It is disappointing that the control proposals for the Wentworth Crescent area merely concentrate parking into a more cumbersome but not safer manner. In particular regarding the proposed double yellow lines to be set up at the lower end of the crescent.</p> <p>I appreciate it is not the intention to meet the needs of the Council tax and additional Parish tax paying residents in preference to the convenience of transient commuters parking needs of Network Rail facilities. However, the proposals merely enforces the parking to then make vehicular egress and exit of properties at 48, 65 and 63 even more difficult than the current occasional respite from commuters parking on various sides of the road in the vicinity.</p> <p>The solution, short of more extensive controls as previously offered, is to at least extend the double yellow lines to cover both sides of the road along the frontage of properties 63 and 65. This not only improves the safety of better sight-line but allow some semblance of practical egress and exist from the above mentioned properties.</p> <p>Unfortunately it seems the exercise is more of procedure than problem solving but I look forward to hearing of the committee's</p>

	<p>common sense approach. Failing that the king offers of a substantial drop in the properties could tax or the gratis installation of dropped kerbs to coincide with the width of the property access, introduced by so many residents because of the historical difficulties of on-road parking, I'm sure would be considered.</p>
386	<p>I am very concerns as to where I am going to park (in Ash Street). I have lived in the same property for 40 years and there has never been a problem with parking and referring to the map enclosed, I don't think you realise that there are zigzag lines which are close to my property due to a pedestrian crossing.</p>
410	<p>While you have made some proposed changes, in my view, you have not made enough more direct changes, to affect the current over crowded parking situation.</p> <p>If you introduced single yellow lines on the north side of Station Road East (between Birch Way and Northcote Road) train commuters will only park on the other side (south side) of the road so you gain nothing. If you introduced single yellow lines on both north and south sides of the road – Mon-Fri 8.30am-6pm. You would see a marked difference during the weekdays. Saturdays could see parking both sides of the road, then you have a problem.</p> <p>In the very near future you are going to have a problem with cars parked on the west side of Lysons Avenue, between Birch Way and Station Road West (both sides of the road). Cars and lorries are beginning to park there during the day (west of Birch Way) causing a travelling problem for through traffic. Single yellow lines the whole of Lysons Avenue would stop this (both sides).</p> <p>One of the biggest problems at present is the lack of a traffic warden. I have lived here for 9 years and have seen a traffic warden TWICE. Cars are always parked illegally in Station Road East and Birch Way, both on double yellow lines and on grass verges. Again this is train commuters, but also businesses in private houses parking illegally. It needs more than just a "random check" by a traffic warden.</p> <p>Whatever is done will help the parking situation. None will affect us as we park on our property and have double yellows outside our property.</p>
411	<p>I think the current restrictions should be left as they are with the exception of Lysons Avenue. Parking opposite the BMW garage can cause congestion not only when delivery vehicles are trying to gain access to business, but when normal traffic is simply moving up and down the road any time of day. The other area prone to congestion is around Collards yard where I understand a number of their staff park in the road, when they should on the premises.</p>

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