

DENE ROAD AREA - FURTHER INFORMAL CONSULTATION RESPONSES SUMMARY (DEC 12 - JAN 13)

Road	Comments
<p>Dene Road 52 properties 9 comments 17% response rate</p>	<p>I have the following comments to make upon it:- 1. I think the proposal to convert the single yellow lines to double yellow lines along Dene Road, London Road and Epsom Road, is sensible. 2. Please consider converting the existing pay & display only bays on London Road opposite GLive into dual pay & display/Permit D parking spaces. I do not believe that there is currently (or following the changes proposed in your letter should they proceed) enough Permit D parking spaces to accommodate all those with that permit, especially with the loss of the single yellows proposed. 3. Unless there is a safety issue (which I assume not as otherwise you would be looking to convert those lines to double yellow), I do not think the single yellow lines at the Denmark Road end of Dene Road need to be extended from 8.30am - 6pm to 8.30am - 9pm. This just penalises those residents who, you mention, do not have a Permit D or have a Permit D but all the residents/dual bays are used. Please note that my comments on the proposals in your letter are made on the assumption that Permit D residents will be able to park in the GLive (and other pay & display car parks) for free between 9pm - 8.30am. Thank you for giving me the opportunity to give my views on the parking situation. GLive has now been open for business for 17 months and the pressure for parking in its immediate vicinity is enormous, especially when there is an event on. Shoppers/St Joseph's attendees on a Sunday are also a problem. As the parent of children who are still too young to get themselves around Guildford on their own, I have no choice but to move my car during the early evening or on Sundays to get them to Cub meetings, swimming lessons etc, so an early resolution to the current situation is essential. I am sure I am not alone in needing this.</p>
	<p>My wife and I are in total agreement with your proposals for changes to the parking restrictions on the roads local to the G-Live Venue. The sooner they are put into action the better. At the moment every time that there is an event and all day every Sunday all local residents lives are being made a misery by the inconsiderate parking of the visiting motorists.</p>
	<p>I strongly agree with the change to the proposed control hours. The main issue is with G-Live, when events are held. Dene Road is used by users of G-Live leaving no scope for residents parking.</p>

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Road	Comments
<p>Dene Road (continued) 52 properties 9 comments 17% response rate</p>	<p>I feel that I need to make some points about the proposed changes which will affect all residents in Dene Road where my flat is situated. I do not drive, but have lived in the road for over 25 years and feel well qualified to comment on the problems experienced by residents in Dene Road. Your letter states that the feedback clearly supported an increase in the operational hours of the controls associated with the parking bays. This has only really become more necessary since G-Live opened and patrons to it have opted for any free parking along Dene Road rather than pay for parking. So I agree that an increase in operational hours will help those who have a residents parking permit to find space near there homes. But there are other issues around this. I have been told that anyone living in the road has to go onto a waiting list for residents parking permits for some time before one can be issued to them. I was told this includes long term residents like myself as well as new tenants. Your letter states that the changes to the operational hours of the permit scheme could mean that those residents without a valid Area D permit might not be able to park on the street near their homes outside the present control hours. The house where my flat is has multiple occupancy and many of the tenants come and go within a year so would likely never get to the point where they could buy a residents parking permit, so would under the new proposal always have to pay for parking in Dene Road, 7 days a week at the extra cost that the increased hours would bring in. This could have a detrimental affect on rentals in the road as prospective tenants would have to find the extra money for extra parking hours. I would also add that the flats between them must pay over £600 a month in Council tax based on what I have to pay compared to the houses in single occupancy in the road. At present, I do not think that there are any car owners in the house but this does not mean that we are not affected by the changes proposed to parking restrictions, and I believe that for this system to be fair to all residents, and landlords you need to consider the following : a) That the number of visitors permits allocated per house be increased from the current 30 (how was this figure arrived at??) to at least 52 to allow one visitor a week to park free outside the house. Your letter states that residents may become more reliant on the scratch cards for guests if the changes take affect and the current system seems to ration residents of Dene Road to the visitors they can have. b) that the visitor parking permits be allocated per household, not per house. Under the current system if one resident buys all 30, the other flats cannot buy any for the year. As we all pay council tax and have to pay for the permits this seems a very unfair system, and favours those who know about the permits in advance. c) that residents be allowed to buy a loading/unloading permit valid for a year that will allow a vehicle to park outside the property at any time during the year for up to 15 minutes to</p>

allow loading and unloading to take place. There have been cases where residents have had to pay for a parking tickets for delivery men to make deliveries when all that was needed was a small window to make the delivery. This would also cut out any discrimination felt by those older residents who are not registered disabled and do not drive but need someone to take them shopping, and need help walking from car to home, help them with luggage etc. I do not think that they should have to pay for parking if the need is only to assist someone back into their home and a permit allowing someone to be picked up or dropped off would get around this problem and still bring you extra revenue.

DENE ROAD AREA - FURTHER INFORMAL CONSULTATION RESPONSES SUMMARY (DEC 12 - JAN 13)

Road	Comments
Dene Road (continued) 52 properties 9 comments 17% response rate	<p>I live in Flat 3, 18 Dene Road, and would like to comment on the proposed changes to parking arrangements for the area. I do not have a car myself but do use parking scratch cards for visitors or workmen needing to park. The main problem with availability of parking spaces in Dene Road seems to me to be caused by people attending evening events at G Live and parking for free in Dene Road, and other adjacent roads, rather than paying to use a car park. Most of the events at G Live start at 19.30, although some only start at 20.00, so I think that extending the operational hours of the permit scheme to 20.00 would be sufficient to prevent most users of G Live from parking for free in the area, but would enable at least some evening visitors of residents to park in the road without having to use a parking voucher. I do not think that there is such a problem of availability of parking spaces on a Sunday and would be in favour of keeping existing arrangements for Sundays.</p>
	<p>All of the proposed changes look appropriate particularly the extended residents only hours in and around Dene Rd.</p>

Whereas we support your efforts in this respect, we do not feel that the proposed changes go far enough. During consultation with the Council over the massive building project of the hotel and G-Live building, we made it clear that this would hugely impact the lives of Dene Road residents. Our concerns were heard but you and your agents assured us that we were incorrect and that they had planned to mitigate all of our worries. Since the hotel and G-Live have been in operation, my car has been hit by delivery trucks on 4 occasions. Trucks attempt to squeeze down Dene road from the London Road end rather than using the G-Live access road or the Denmark Road end entrance. Several of my neighbours have also suffered in this way including one car being written off with the perpetrator still denying liability. For my own part, the perpetrator has only been brought to book on one occasion and my out of pocket costs have been nearly £2000. · Dene Road should be residents only parking 24/7. If you wish to give free parking to shoppers, why not do this in your own car parks rather than inconveniencing us to boost your coffers? · Dene road should be restricted to vehicles under a certain size to prevent continuing damage. · Zone D residents should be given free access to all town centre car parks to compensate us for the awful inconveniences imposed on us by your lax planning of the G-Live and hotel buildings. Dene Road residents with a second vehicle registered to their address should be allowed to park free of charge in the G-Live and Dene Road car parks (FURTHER COMMENTS RECEIVED FROM SAME ADDRESS UNDER A SEPARATE COVER - SEE NEXT COMMENTS).

I have reviewed the details and also your proposed changes. I really feel that these changes, even though they may go some way to resolving the issue, do not go far enough to prevent the appalling parking situation in and around Dene Road, particularly on nights when there is an event at the hotel or G Live. On many occasions I have come home and been forced to park a good 10 minutes' walk away from home whereas the general public can park free of charge and in throwing distance of where they are going to! You mentioned In your letter that increasing the hours for residents parking would result in the residents having to rely on parking permits to enable visitors to park in Dene Road. If this is the case, will the number of permits allowed per house be increased? If my partner visits me every weekend, I would not have access to enough permits for the year – The current issue limit means we do not already have enough to cover a year. Will you be “policing” the area with the extended times, as if you don't then it will not improve the situation as people will still park here as they will know that they will not be punished for doing so, and therefore not rectifying the problem at all (COMMENT FROM SAME ADDRESS AS PREVIOUS ONE)

DENE ROAD AREA - FURTHER INFORMAL CONSULTATION RESPONSES SUMMARY (DEC 12 - JAN 13)

Road	Comments
<p>Dene Road (continued) 52 properties 9 comments 17% response rate</p>	<p>I do not mind the proposed scheme to extend the resident bays until 9 p.m. But I am TOTALLY OPPOSED to any alteration of the present single yellow line scheme especially in Dene Rd ; as you correctly point out on the back of your covering letter this will undoubtedly greatly inconvenience residents use of Dene Rd, and add to the perception of a no stopping area. I would also like to raise these further objections to the proposed yellow line alterations - Speed, by excluding parked cars you will give the appearance of wider freer streets thereby motorists will tend not to be so cautious as they would be if they had parked cars either side of the road .This would be especially true for entrance into Dene Rd ,where in the middle of this street the road width would be greatly constricted by residents bays on both sides. This would be doubly true for the other end where lots of visitors still miss the no entry signs and carry on up Dene Rd in to this very constricted area causing more trouble. Lorry access, Do I read into these proposed alterations your desire to make it easier for large lorries to enter Dene rd to get to (you have already taken at least 1 car length off Dene Rd without consultation at the denmark Rd end) ,G live and the Radison hotel- more than they are already doing because this is more of the same non sense as above, by encouraging large vehicles into a previously quiet residential road only to become stuck and damage residents cars as has already happend- some vehicles even being so badly damaged that they where writtenoff! IT appears to me that these proposed schemes and alterations are all part of G.B.C. hidden agenda to rectify the over development of a town center site to justify the building of G live and the Radison Hotel allowing them to dominate the whole area much to the detriment of the residents, and local business.</p>
<p>Denmark Road 3 properties 0 comments 0% response rate</p>	

<p>Eastgate Gardens 40 properties 3 comments 8% response rate</p>	<p>In response to your further consultation, I would like to point out that some of the parking problems in the above area arise because existing restrictions are inadequately enforced. I can't speak about London Road and the Epsom Road but in Eastgate Gardens cars are frequently parked on double yellow lines and or pavements in both the area around the Catholic Church and in the area between the upper High Street and the Eastgate Gardens car park. Whilst the number of residents affected may be relatively small, it is also a massive problem for visitors, especially those with young children and pushchairs because they are forced to walk in the road. I support the changes to the parking restrictions but they are only a useful tool if they are enforced.</p> <p>I fully agree with all of these proposals.</p>
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DENE ROAD AREA - FURTHER INFORMAL CONSULTATION RESPONSES SUMMARY (DEC 12 - JAN 13)

Road	Comments
<p>Eastgate Gardens (continued) 40 properties 3 comments 8% response rate</p>	<p>I would like to oppose the extended parking restrictions particularly in Eastgate Gardens, myself and my partner live at Cavendish House, Eastgate Gardens and currently have a D and an A permit for our cars as we haven't been allowed to both have D permits. I have the A permit in my car and during the week this doesn't prove an issue as I can park in Eastgate Gardens after 6pm but on a Friday evening and at the weekend I have to park in A or risk a fine. This is proving increasingly difficult to find a parking space – I park either in Springfield Road or Foxenden Road at the weekends, these are both heavily residential and VERY busy and have limited spaces. On walking back to our property – a good ten minute walk – there are then numerous parking spaces in Eastgate Gardens and Denmark Road which then remain free over the weekend period. By extending the parking restrictions to 9pm on all days of the week I fear that I will not be able to park anywhere in area A due to the amount of cars and residential houses without incurring a considerable walk to my property – one that I do not relish in the winter and dark evening due to a limited amount on street lighting, it is particularly galling after having to drive around searching for a space and then having a long walk to our property, to then find countless spaces right outside. The main houses that are actually in Eastgate Garden all have driveways so are not influenced by this restriction and I believe that not allowing more than one D permit per household extremely unfair – and also unfair on residents in the A zones that then themselves have to drive further afield to find a space.</p>

<p>Eastgate House 33 properties 0 comments 0% response rate</p>	
<p>Epsom Road (part) 189 properties 7 comments 4% response rate</p>	<p>We are totally against proposals to change Epsom Road single yellow lines to double yellow. As a business many if our customers drive to us and lack if parking severely hinders are business. There us already serious lack of parking in this area, last thing we need is for GBC to make this worst. Especially as our business rates are extremely high.</p> <p>My wife and I live at No 27 Epsom Road, GU1 3LA, at which point there are currently single yellow lines on both sides of the road directly outside our property at the brow of an incline. Due to vehicles parked on the road and, invariably, partly on the pavement, we find it extremely difficult to safely drive out of our driveway because our visibility to oncoming traffic is severely marred. The width of the two-way carriageway is also greatly restricted, thereby causing a hazard for bus and lorry drivers. The situation is exacerbated by drivers stopping to collect take-away food from the shops in the nearby parade on the north side of Epsom Road, opposite the junction with Jenner Road. I am, therefore, writing to you to express my support for the conversion of the single yellow lines to double yellow lines at this point in Epsom Road, as soon as possible before there is a serious accident.</p>

DENE ROAD AREA - FURTHER INFORMAL CONSULTATION RESPONSES SUMMARY (DEC 12 - JAN 13)

Road	Comments
<p>Epsom Road (part - continued) 189 properties 7 comments 4% response rate</p>	<p>I object most strongly to any attempt to change the existing yellow line which at least allows visitors to my home to park on the road in the evenings. My home at 33 Epsom Road lies behind No.31, accessible only by a shared path and had therefore no parking access. I buy parking permits available for bays in Hunter and Jenner Roads, but the maximum allowance is 30 a year and if any work is done on my home half that number may have to be handed over to the workmen. I don't drive at all and your office is inconveniently placed for any attempt to get around this problem. In the event of a decision being made to prevent street parking altogether by the introduction of double yellow lines the least you can do is double the permit allowance. Before Guildford-backed developers built 'homes for key workers' in Wodehouse Place next to my home the previous occupants of the space, the Social Security Office, allowed me to access parking space for delivery of materials and workmen's vehicles through a gate in my garden fence, but despite the removal of a line of trees that had been recommended to stay (and which I maintain were on my property) my request to keep this access was ignored. I thought I was treated very shabbily. My neighbours at 31 will not allow anyone to park on their forecourt. You will appreciate that parking is a worry to me and I would appreciate any improvements to my situation while resisting any attempts to make matters worse. I have lived here for 30 years and love the area.</p>
	<p>I cannot comment outside my area of experience, but the plans for Epsom Rd certainly seem appropriate and would seem to allow scope for some reasonable off-peak parking for G-Live visitors. Your proposals would get my vote.</p>
	<p>I agree with the proposals. Could we have scratch-card permits for visitors please? But as there are several Indian / Thai / + turkish take-away shops on Epsom Road, it would seem a little unfair to businesses + public, not to have a short 'wait' bay area (30 mins?), rather than double yellow?</p>
	<p>I would like to record my strong support for the proposals as they affect Epsom Road. Over the past few years we have become extremely concerned at the rapid rise in on-street parking on Epsom Road, with the inconvenience, delays and risks to safety that it now involves. During the evening, many weekends and not infrequently at other times vehicles are parked half way along the road from the junction with Jenner road to the junction with Waterden Road, often on both sides of the road. This is now causing serious accident risks, and we have witnessed a number of worrying incidents. The risks arise because the narrowness of the road means that flow is at many points restricted by parked cars to one way in circumstances where sight-lines are not good; there is a significant incline; many residential driveways access the road; and vehicles often travel fast towards the town after accelerating away from the lights at the junction with Waterden Road. It seems to us that at some point a one-way traffic system may be the only long-term solution. In the meantime parking restrictions of the kind you propose seem essential to</p>

reduce the current accident risks. The issue is now a matter of serious local concern, and I would urge that changes of the kind proposed in your letter are implemented as soon as possible.

DENE ROAD AREA - FURTHER INFORMAL CONSULTATION RESPONSES SUMMARY (DEC 12 - JAN 13)

Road	Comments
<p>Epsom Road (part - continued) 189 properties 7 comments 4% response rate</p>	<p>As a resident of Epsom Road we have noticed a marked increase of cars parking on the single yellow lines either side of the Epsom Road causing considerable disruption and obstruction to all road users. As there is an incline in the road, along with a slight bend, you are unable to see from one end of the parked cars to the other, meaning you have to 'run the gauntlet' if you wish to drive down the road. Double yellow lines down one side will certainly ease this problem. I also have to comment on the lack of enforcement - I welcome the proposal to put double yellow lines down the road, but also hope you will be able to have parking wardens out in the evenings to enforce the regulations. Currently there are often cars parked on the double yellow lines outside Townsends Estate Agents and often cars are left in the bus stop - I have been witness to a very near serious accident when cars were parked in the bus stop, the bus had to stop in the road and a cyclist went to pass the bus - a car coming the other way only just missed him. I have also often witnessed cars parking in the yellow hatch area at the bottom of Jenner Road. The problems with the parking in this area occur during the evening because of GLive and the number of restaurants and take away shops in the area, please can you ensure that some form of parking control is in force from 6pm until 10pm.</p>

<p>London Road (part) 98 properties 4 comments 4% response rate</p>	<p>1. Are taxis exempt? No waiting west side of London Road. 2) Right to restrict parking meter bays outside 21 Epsom road. Restricted vision / access issue for Rumwong Service Area. 3. Oppose double yellow lines on west side of London road. This will restrict customer parking. 4. Council is raising business rents. They must in return help local businesses by not restricting the already limited parking (FURTHER COMMENTS RECEIVED FROM SAME ADDRESS UNDER A SEPARATE COVER - SEE NEXT COMMENTS).</p> <p>My businesses Rumwong Thai restaurant and Rumwong Thai Market have been situated in London Road since 1976 and 1991 respectively. Both businesses are hugely successful and are important destinations within Guildford town. In conjunction with other local restaurants and the newly established G Live centre, the Rumwong Thai restaurant contributes significantly to support and develop Guildford's entertainment economy. Our local businesses and the Council are all working extremely hard to boost the vitality and viability of the Upper High Street and London Road area. In line with the Guildford Economic Strategy 2011-2026 this edge-of-centre area has seen significant investment from both the Council and Private sector. I invested heavily in the redevelopment of the Rumwong restaurant and the Thai Market during 2005-06 in an effort to attract new customers. The Council eventually invested in the new G Live entertainment venue and the much needed hotel accommodation has been addressed by the development of the Raddison Hotel. Along with the redevelopment of the old cinema complex and the improvements to public areas, this economic hub thankfully re-invented itself as a lively restaurant and family evening entertainment area. Interestingly the Councils Economic Study states: The convenient short term parking in the area has contributed to the success of this area. I believe that Guildford Borough Council already provides well balanced parking for the needs of residents, businesses, visitors and shoppers in the Dene Road area. The fact that this area (Which includes London and Epsom Road) has already attracted huge investment proves Viability which must not now be damaged through unnecessary access limiting parking restrictions. The day time economy is vibrant and the majority of the local businesses require ease of access for their customers. This necessary short-term parking is already provided on the west side of London Road continuing on the south side of Dene Road. Rumwong Thai Market and Richer Sounds are just two examples of businesses that require short-term parking near the shop front to allow ease of loading for customers using these busy specialist retail units. The night time economy has massive potential with all the restaurants and take-a-way outlets showing strong growth since the opening of the G Live centre. The London and Epsom Road restaurants and take-a-ways all play an important role in making the G Live centre a premier destination within Surrey and Hampshire. They need the short-term parking to make their businesses attractive and accessible for families. This parking while very limited does provide a valuable benefit to local business. With so many of our neighbouring towns also providing great entertainment facilities with combined parking it is up to Guildford Borough Council to help us provide the very best. Accessibility is important to a lot of people and ease and convenience of car parking influences their decisions on shopping, dining and entertainment</p>
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	<p>destinations. Please note that since the G Live centre has opened queuing taxis now cause congestion outside the centre entrance and beyond as this has become the main pick-up point. Taxis are often doing U-turns in this area and need some form of control from police. Taxis provide a valuable service but are at present contributing to the congestion. One danger area that does require review and action is the entrance to the PJJ Ltd Service Area located in London Road next to retail unit 21. This service area is in constant use 24hrs a day and has restricted road blocker access. Access is for the businesses from retail unit 21 Epsom Road to Rumwong 16 London Road and is necessary for staff parking, deliveries and refuse/recycling collections. Occupied flats are situated above these units so it is a very busy entrance and exit. Parking in front of this entrance continues to be a problem despite reporting it to both GBC Parking Office and Surrey County Council Highways department. Take-a-way delivery vehicles from businesses in Epsom Road park across this entrance/exit constantly and not only block access, but also restrict vision up and down the Epsom Road and make it very dangerous to exit. To prevent a serious accident I believe that double yellow lines should extend from in front of retail unit 21 across the Service Area entrance and in front of 23 Epsom Road. This will mean the loss of one parking bay in front of retail unit 21 but will help provide a safer highway. I do hope that the Council will take note of importance of short-term parking and work with local businesses to deliver a healthy and sustainable edge-of-centre economy. Let's all work together to ensure Guildford remains ranked as one of the premier shopping and entertainment destinations in the South of England (COMMENT FROM SAME ADDRESS AS PREVIOUS ONE).</p>
<p>London Road (part - continued) 98 properties 4 comments 4% response rate</p>	<p>As residents of 24 London Road, we are totally in agreement that the existing single yellow lines on the Western side of London Road should be converted into double yellow lines. The road is not wide enough for cars to be parked on both sides of the road and for traffic to flow in both directions. Also access to the properties on the east side of the road is very difficult when cars are parked on both sides. Although not personally affected by the problems in Epsom and Dene Roads we feel sure that these will similarly ease the traffic flow and access to properties in these roads and are therefore happy to accept your proposed amendments.</p> <p>On behalf of G Live we broadly support the changes being proposed. However, I would ask that you give further consideration to additional changes in regard of the single yellow line controls on the left hand side of Dene Road in the stretch of road between London Road and the G Live access road. As shown in the screen shot below the proposal currently is to extend the single yellow controls to 08.30-9pm Mon-Sun. We would like to see double yellow lines introduced on the left hand side of this short section of Dene Road (as looking in the direction of the flow of traffic from the London Road turning into Dene Road). The reason for this is as follows; Parking on this short section of Dene Road is currently allowed between 6pm-08.30 Mon-Sat plus all day Sunday and allowed between 9pm-08.30 Mon-Sun under the new proposals. The problem is that cars parked on the left hand side of the approach to the G Live access road (when looking in the direction of the flow of traffic from London Road) reduce the width of the</p>

road and can prevent the large touring show trucks from being able to turn into the G Live access road. These trucks are en-route from the previous venue and often arrive overnight (when there are no parking restrictions in place) and this has led to trucks becoming stuck, blocking Dene Road and creating disturbance to residents in the early hours through the noise of engines and reversing sounders as they try and negotiate the turn. I hope this is clear but please do get in touch if not. Double yellow lines on this section of road would improve access and reduce anti-social noise disturbance for the residents of Dene Road.

DENE ROAD AREA - FURTHER INFORMAL CONSULTATION RESPONSES SUMMARY (DEC 12 - JAN 13)

Road	Comments
York Road (part) 122 properties 2 comments 2% response rate	<p>With parking after 6pm at present a nightmare, I fully endorse the proposed new changes to the parking in Dene Road and the surrounding areas, but I do feel the extended hours would add extra financial burden to family and friends when visiting within the extended hours / day. I'm therefore writing to see if you would consider reducing the cost of the Visitor Parking Permits that are currently £2 back to £1, but for only residents that will be affected by the proposed new changes. Any lost in revenue would be clearly off-set by the increase number of vehicles that would have to use the paid for parking facilities at G Live and the Radisson hotel.</p> <p>My concern with the currently proposed increase in parking restrictions is that there simply isn't enough spaces for the number of permit holders in each area. For example, although I live on York Road, I often have to use spaces on Dene Road, the single line spaces on London Road, or the 'A' permit spaces on Victoria Road out of hours. Before you decide I suggest you survey the usage of the restricted and permit parking out of operational hours. I expect you'll find the majority of the people in them are permit holders, like myself, who can't get a space - thus your proposed solution will just worsen the problem.</p>

<p>Non-Occupier / Other Address 1 comment</p>	<p>My husband and myself are the owners of No5, 37 Epsom Road, guildford. We did not directly get this letter. Like many properties in the area, they are rented and the occupier i.e. the tenant are short terms and with cars. At No37 Epsom Road we have no parking in front of the property (the previous owner of the property sold it for contract parking). Myself and all the other owners of the 6 flats at No37 would if asked be against further restrictions in any part of Epsom Road. The status quo at least gives them a place to offload shopping etc within the present restricted hours. We do not have any permit parking outside the property, so would never be able to use the road in this way. Remember the non-eligible and those waiting for permits... I am against Sunday restrictions in Guildford i.e. the 'Dene Road area'. I would be happier if there were no change to the present restrictions especially in Epsom Road. I hope the consultation will result in the present restrictions being upheld.</p>
<p>Total 538 properties 26 comments 5% response rate</p>	

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