SUMMARY OF ISSUE:

This report presents the representations resulting from the formal advertisement of proposals for new or changed parking restrictions listed in paragraph 1.3. The Chairman/Vice Chairman, in consultation with divisional and ward members are asked to consider the comments received and decide whether or not to make traffic regulation orders needed to introduce the proposals.

RECOMMENDATIONS:

The Local Committee (Guildford) is asked to agree:

(i) That, having considered the comments made during the formal notice period, Traffic Regulation Orders (TROs) are made under the relevant parts of the Road Traffic Regulation Act 1984 to implement new controls and changes to the existing as shown in ANNEXE 3.

REASONS FOR RECOMMENDATIONS:

To assist with safety, access, traffic movements, to make local improvements and expand the Car Club initiative.

1. INTRODUCTION AND BACKGROUND:

1.1 At its meeting held on 13 December 2016 the Committee agreed to amend the way that Parking Services conducts its reviews and streamline the process. It also agreed the scope of the present review and that there should be two streams of work. The first included proposals where there appeared to be strong support for change, or necessary changes. These areas are listed below, were reported to the July 2017 meeting of the Committee, and the
majority subsequently implemented in November 2017.

- Alresford Road, Annandale Road, Duncan Drive, Maori Road, Millmead area (including Bury Fields, Bury Street, Lawn Road and Millmead Terrace), St Omer Road, Sycamore Road, The Oval, Upperton Road, Vicarage Gate, Woodbridge Road.

1.2 The Committee also agreed to develop proposals in a number of other locations, in consultation with the local borough and county councillors. These proposals were subsequently agreed at the Committees’s March 2017 meeting, and formally advertised between in July / August 2017. These areas are listed below, were reported to the September 2017 meeting of the Committee, and the majority are due to be implemented by mid-2018:

- Alresford Road, Artillery Terrace, Brodie Road, Chantry View Road, Chapel Street, Cline Road, Cross Lanes, Downside Road, Elmside, Epsom Road, Jenner Road, Josephs Road, Linden Road, Lower Edgeborough Road, Mountside, Old Farm Road, One Tree Hill Road, Pewley Hill (lower and upper), Quarry Street, Queens Road, St Luke’s Square, South Hill, Spiceall (Compton), Stocton Close, Stoke Road, The Oval (Wood Street Village), Tormead Road and Warren Road.

1.3 Subsequently, a desire was expressed to expand the existing Car Club scheme within Guildford and resolve a parking concern raised in Shalford. The Committee had previously agreed that the scope of the review should be restricted to two phases, to ensure that we completed it within 18 months. However, as part of the Annual Parking Business Plan reported in December 2017, the Committee agreed to formally advertise a third phase of proposals. These are listed below:

- Chinthurst Lane, Shalford (additional double yellow lines), Harvey Road (car club space), London Road (car club space), Recreation Road (car club space) and Walnut Tree Close (additional car club space).

1.4 These proposals were formally advertised between in January / February 2018. This report presents the representations resulting from the advertisement of proposals in the locations highlighted in 1.3.

2. ANALYSIS:

2.1 The formal advertisement of proposals for the areas listed in 1.3 took place between 26 January and 16 February 2018. The proposals encompassed five locations. Four of these locations (Harvey Road, London Road, Recreation Road and Walnut Tree Close) are associated with the expansion of the Car Club initiative, whilst the proposals in Chinthurst Lane are intended to resolve various local safety, access and traffic flow concerns.

2.2 We wrote directly to around 350 addresses in and around the areas involved in the proposals. Public notices were also published in the Surrey Advertiser newspaper and online at the public-notices.co.uk website. Additionally, almost 50 street notices were erected in and around the proposed locations. The legal notices and supporting documentation were made available to view at all four deposit centres within the borough (Millmead House, Guildford Library, Ash Library and Horsley Library). The letter and street notices provided a link
to the Borough Council’s website. This gave those that were unable to visit the deposit centres an opportunity to view the proposals, supporting documentation and submit comments online.

- The page on Guildford Borough Council’s website received around 87 ‘hits’. Overall, 21 representations were received. All but one of the representations were submitted online. All the proposals received representations.
- Chinthurst Lane, Shalford (14 representations)
- Harvey Road, Guildford (1 representation)
- London Road, Guildford (1 representation)
- Recreation Road, Guildford (2 representations)
- Walnut Tree Close, Guildford (3 representations)

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

2.4 The full representations, with officer comments, are shown in ANNEXE 2. The representations were circulated to ward and divisional members for comments and suggests.

Chinthurst Lane (introduce new lengths of double yellow line waiting restriction in certain lengths on both sides from 35m south of Kings Rd to 25m east of Poplar Rd)

2.5 We wrote directly to just over 75 addresses in and around Chinthurst Lane.

2.6 We received 14 representations. 13 of the 14 were from residents that live near the proposals. The other one came from one of the businesses located in the shopping parade in Kings Road.

2.7 11 of the 14 representations were supportive, 7 fully and 5 generally supportive. Of those that were generally supportive, all suggested the potential for the displaced vehicles to move elsewhere and cause issues there. Therefore, there was a desire for more extensive controls to be introduced. The 2 objections were concerned about the loss of facility. Clearly, the even more extensive controls suggested by some would exacerbate these concerns.

2.8 We have developed the proposals in response to unsolicited concerns raised about the impact that parking has on safety, access and traffic flow in the section of Chinthurst Lane approaching Ashcroft and Poplar Road. Nevertheless, additional controls have been proposed in strategic locations, in addition to the areas where issues have previously been raised, to ensure that any displacement does not unduly affect safety, access and traffic flow.

2.9 We have developed the proposals in response to unsolicited concerns raised about the impact that parking has on safety, access and traffic flow in the section of Chinthurst Lane approaching Ashcroft and Poplar Road. Nevertheless, additional controls have been proposed in strategic locations in
addition to the areas raised to ensure that any displacement does not unduly affect safety, access and traffic flow.

2.10 The representations have been circulated to local ward and divisional councillors. They have not suggested any amendments. Therefore, it is recommended that the Committee agrees to implement the proposal as advertised.

Harvey Road (convert permit D only parking place on the south side outside Nos. 56 & 58 into a Car Club parking place – 1 space)
2.11 We wrote directly to 76 addresses in and around Harvey Road.

2.12 We received 1 representation. This was from a resident living in the road. The representation was generally supportive, but raised concerns about the loss of space prioritised solely for permit holders.

2.13 Although one of the primary aims of the Car Club initiative is to reduce residents’ reliance on privately owned vehicles, it may be possible for us to consider the need to introduce additional spaces prioritised for residents’ permit holders during a future parking review.

2.14 The representation has been circulated to local ward and divisional councillors. They have not suggested any amendments. Therefore, it is recommended that the Committee agrees to implement the proposal as advertised.

London Road (convert section of free unrestricted parking place on the northwest side opposite St Margaret’s and Newlands Flats into a Car Club parking place – 1 space)
2.15 We wrote directly to 26 addresses in and around London Road.

2.16 We received 1 representation. This was from a resident living in the road. The representation was fully supportive of the proposal.

2.17 The representation has been circulated to local ward and divisional councillors. They have not suggested any amendments. Therefore, it is recommended that the Committee agrees to implement the proposal as advertised.

Recreation Road (convert section of limited waiting or permit E shared-use parking place on the north side opposite No. 14 into a Car Club parking place – 1 space)
2.18 We wrote directly to 80 addresses in and around Recreation Road.

2.19 We received 2 representations. Both were from residents of the road. One was generally supportive of the proposal but raised a number of other highway concerns, whilst the other was generally opposed.

2.20 Both representees raise the issue of very short stay / transient parking associated with the fast food restaurants at the Woodbridge Road end of Recreation Road. The very short stay / transient parking associated with fast food restaurants, convenience stores, cash points and the like is always difficult to address. The issues in Recreation Road are similar to others across the borough. In any location, quick stops are harder to deter by enforcement, as drivers tend to be close to their vehicles and can drive away if they see an enforcement officer nearby. Indeed, even if more restrictive controls were considered, it is unlikely that they would deter this type of activity. Clearly, an
almost constant enforcement presence is unrealistic. Nevertheless, my colleagues in the Parking Operations team and the Police are already aware of the situation and will continue to monitor it.

2.21 Car Club spaces tend to be more popular and effective if they are placed in convenient locations where there is already significant demand for parking. The County Council team that coordinate the Car Club initiative and the Car Club operator considered other locations in the area before concluding that Recreation Road location was the most suitable one. It will be convenient for local residents in roads such as Linden Road, Chestnut Road, Sycamore Road and Acacia Road, as well as Recreation Road itself. In specific parts of Area E there may be an excess of permits to spaces. However, within Area E as a whole there is an excess of spaces to permits. If there are less well utilised spaces in the locality, these too would be available for residents to use, albeit that they may not be as convenient.

2.22 The representations have been circulated to local ward and divisional councillors. They have not suggested any amendments. Therefore, it is recommended that the Committee agrees to implement the proposal as advertised.

Walnut Tree Close (convert section of limited waiting or permit A shared-use parking place on the west side outside Nos.10-14 The Mews into a Car Club space – 1 additional space to add to existing Car Club space)

2.23 We wrote directly to 100 addresses in and around Walnut Tree Close.

2.24 We received 3 representations. All were from residents of the road. One representation was fully supportive, one generally supportive, and one stated opposition.

2.25 The generally supportive representee raised other concerns about taxis parking within the parking bays and on the yellow lines near The Mews. As this tends to take place overnight, and the drivers remain with their vehicles, this complicates effective enforcement. Nevertheless, colleagues in the Parking Operations team and Borough Council's Licensing team have been made aware of the situation.

2.26 In respect to the representee that opposed the proposal, One of the primary aims of the Car Club initiative is to reduce residents' reliance on privately owned vehicles. Clearly, this may be particularly useful in locations where there may be increased demand on space.

2.27 The Council has endeavoured to maximise the number of parking spaces available in Walnut Tree Close. We have also previously increased its prioritisation for permit holders. We have carefully considered the position and nature of all the parking bays and waiting restrictions within the road to provide a balance between safety, access, traffic flow and parking space. In line with the County Council’s guidelines, we have only introduced parking bays in positions where we consider it safe to do so, with yellow lines elsewhere to maintain safety, access and flow. Indeed, in the past, we have increased some of the setback distances to various points have access, including The Mews, due to concerns raised about visibility.

2.28 Experience in Guildford and elsewhere suggests that Car Club vehicles that operate in car parks are less effective / well utilised, particularly by residents.
2.29 The representations have been circulated to local ward and divisional councillors. They have not suggested any amendments. Therefore, it is recommended that the Committee agrees to implement the proposal as advertised.

3. OPTIONS:

3.1 The Committee needs to decide whether to implement the proposals as recommended, make changes, or not to progress some, or all of the proposals. If there was a desire to increase the amount of restriction as a result of comments received, the proposals would have to be advertised again. The representations and controls recommended for implementation have been distributed to local borough and county councillors.

3.2 If the Committee agrees the recommendation, it is likely that the implementation will take place by mid-2018.

3.3 The Committee could choose not to make the orders. However, further development of the Car Club initiative and the issues that have been raised in Chinthurst Lane, and in many cases confirmed by the consultation, would remain unresolved.

4. CONSULTATIONS:

4.1 An advertisement has appeared in the Surrey Advertiser and on the public-notices.co.uk website, letters associated with the formal consultations have been distributed to around 350 addresses and notices put up in the roads affected. There have been around 87 ‘hits’ on the associated pages on Guildford Borough Council’s website. Statutory consultees have also been notified.

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

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

5.1 To undertake an appropriate level of consultation, create orders and implement changes to the signs and lines required to give affect to the proposals recommended for approval we estimate will cost no more than £15,000. This is in addition to the £23,500 the Committee has already committed to spend associated with the implementation of the proposals previously agreed phases at its July and September 2017 meetings. Combining the implementation stage of the second and third phases will also help minimise costs. The overall cost of the review is within the £50,000 estimate that was identified at its outset. If the Committee agrees to implement the proposals, the money will come from the Guildford on-street parking account.
5.2 Existing resources will be used to notify the public of the outcome of the Committee’s decision. The only additional expenditure will be printing and postage.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

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

7. LOCALISM:

7.1 The proposals will affect all road users in the areas where amendments are proposed and particularly residents. The implementation phase will be publicised, local residents, businesses and those that have made representations will be written to directly and any comments subsequently received will be considered by officers.

8. OTHER IMPLICATIONS:

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

Sustainability implications

8.1 Parking sits alongside Climate Change and Air Quality within the strategies that feed into the Surrey Transport Plan. Therefore, in many respects, these strategies and sustainability are inter-dependant.

8.2 Preventing parking in locations where it would otherwise cause safety and access issues, and in particular, impede traffic, helps reduce congestion, the resultant journey times and pollution. This can be particularly important on bus routes and where large vehicles utilise relatively narrow roads.

9. CONCLUSION AND RECOMMENDATIONS:
9.1 We recommend the Committee agrees:

(i) That, having considered the comments made during the formal notice period, Traffic Regulation Orders (TROs) are made under the relevant parts of the Road Traffic Regulation Act 1984 to implement new controls and changes to the existing as shown in ANNEXE 3.

10. WHAT HAPPENS NEXT:

10.1 If the Committee agrees to implement the proposals set out in recommendation (i), it is likely that this will take place by mid-2018.

10.2 The proposals agreed to be implemented at the Committee’s September 2017 meeting are also due to be introduced by mid-2018.

10.3 These timescales will ensure that the review is completed within the 18-month duration proposed at its beginning.

Contact Officer:
Andrew Harkin, Parking Manager, Guildford Borough Council
(01483) 444535

Consulted:
Local Ward and Divisional Councillors

Annexes:
1 - Summary of Representations
2 - Representations in detail with officer comments
3 - Proposals to be implemented in Chinthurst Lane (Shalford), Harvey Rd, London Road, Recreation Road and Walnut Tree Close (all Guildford).

Sources/background papers:
- Item 9, Guildford Local Committee, 13 December 2016
- Item 9, Guildford Local Committee, 22 March 2017
- Item 10, Guildford Local Committee, 6 July 2017
- Item 10, Guildford Local Committee, 19 September 2017
- Item 10, Guildford Local Committee, 13 December 2017
ANNEXE 1

Summary of Representations
ANNEXE 1 : SUMMARY OF COMMENTS AND OBJECTIONS RAISED TO ADVERTISED ORDER

Additional double yellow lines - Shalford

- Chinthurst Lane – Shalford / Shalford – 14 representations – 7 full support, 5 general support and 2 full opposition

Car Club Spaces - Guildford

- Harvey Road – Holy Trinity / Guildford South-East – 1 representation – 1 general support
- London Road – Christchurch / Guildford South-East – 1 representations – 1 full support
- Recreation Road – Friary & St Nics / Guildford South-West – 2 representations – 1 general support and 1 general opposition
- Walnut Tree Close – Friary & St Nics / Guildford South-West – 3 representations – 1 full support, 1 general support and 1 full opposition
ANNEXE 2
Representations in detail with officer comments
## ANNEXE 2 : COMMENTS AND OBJECTIONS RAISED TO ADVERTISED ORDER

<table>
<thead>
<tr>
<th>Ref. No.</th>
<th>Representation Comments</th>
<th>Officer Comments / Recommendation / Response</th>
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</table>
| 2        | We have reviewed the latest detailed proposals for amendments to the parking arrangements in Chinthurst Lane, including the detailed plan on Guildford Borough Council’s website.  
We are in full support of these proposals in their entirety, as they will improve:  
• Traffic-flow  
• Residents’ property access  
• The Public Safety of motorists, cyclists and pedestrians alike  
• The wellbeing of the roadside verges.  
We look forward to the final approval and implementation of these proposals.                                                                 | Support for the proposals noted.  
Therefore, based on this and the other feedback received, it is recommended that the proposal is implemented as advertised.                                                                                                                                                                                                                       |
| 3        | I note and support the proposed changes. However the double yellow no parking or waiting lines should be extended further up Chinthurst Lane to about 100 metres after the intersection with Poplar road. Many school children and others walk to the bus or train in the morning, and return in the evening. There is no pavement to walk on. I regularly see near misses with cars coming around the corner at speed. The new proposals may encourage people to park on or near the corner so significantly increasing the risk of accidents or fatalities. | General support the proposals has been noted as has the additional concerns.  
We have developed the proposals in response to unsolicited concerns raised about the impact that parking has on safety, access and traffic flow in the section of Chinthurst Lane approaching Ashcroft and Poplar Road. Nevertheless, additional controls have been proposed in strategic locations, in addition to the areas where issues have previously been raised, to ensure that any displacement does not unduly affect safety, access and traffic flow.  
We have developed the proposals in response to unsolicited concerns raised about the impact that parking has on safety, access and traffic flow in the section of Chinthurst Lane approaching Ashcroft and Poplar Road. Nevertheless, additional |
controls have been proposed in strategic locations in addition to the areas raised to ensure that any displacement does not unduly affect safety, access and traffic flow.

Therefore, based on this and the other feedback received, it is recommended that the proposal is implemented as advertised.

<table>
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<tr>
<th>4</th>
<th>We fully support the proposed changes to the parking controls in Chinthurst Lane. The recent changes have resulted in a better flow of traffic both ways at peak morning rush hour. However as anticipated this has moved the parking problem further along the lane. In particular nearer to the bend and road junction with Poplar Road. I have personally witnessed several near misses and I think your proposed changes will improve safety in the lane. Once again we fully support the proposed changes.</th>
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<td>5</td>
<td>I wish to approve of the proposal to extend the no parking zone on Chinthurst Lane. This will avoid the dangers currently caused by cars parking opposite Granary Cottage, obstructing those turning out of The Common and forcing cars too close to pedestrians. I am very much in favour of the new proposal.</td>
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| 6 | I have reviewed the latest detailed proposals for amendments to the parking arrangements in Chinthurst Lane, including the detailed plan on Guildford Borough Council’s website. I am in full support of these proposals in their entirety, as they will improve:
  - Traffic-flow
  - Residents' property access
  - The Public Safety of motorists, cyclists and pedestrians alike
  - The wellbeing of the roadside verges.
  I look forward to the final approval and implementation of these proposals. |
| 9 | We think that the parking restrictions in Chinhurst Lane, Shalford have made a definite improvement for traffic using this road. We are not in favour of any more restrictions, the resins being:—  
People like to use the green on either side.  
It may well affect the shops and cafe trade, which would be a great shame if we lost them.  
More restriction would affect the small side roads badly, which is unfair on the residents living there.  
Unfortunately you will always get inconsiderate parking, don’t think that more yellows will stop this, especially as I’ve already seen vehicles parked on them.  

Stated opposition noted.  
We have developed the proposals in response to unsolicited concerns raised about the impact that parking has on safety, access and traffic flow in the section of Chinthurst Lane approaching Ashcroft and Poplar Road.  
Whilst the proposals will further restrict parking towards the southern end of the common, significant amounts of time-limited and unrestricted parking will remain closer to the local shopping parade and offices.  
Therefore, based on this and the other feedback received, it is recommended that the proposal is implemented as advertised. |
|---|---|
| 11 | As a resident in Grantley Close, Shalford, I am pleased that you are hopefully trying to make the traffic flow and safety in Chinthurst Lane a better place. At present, as doubtless endless people have told you, it is a nightmare in the area between the Common and junction with Poplar Road. Cars are parking beyond the double yellow lines on the left hand side going up the road, near the junction with the roads. Consequently I am really surprised there hasn’t been a major accident there. Huge vans, cars etc. come hurtling down from Chinthurst Hill and career round the corner to be met by another vehicle overtaking the line of traffic parked before you reach the Common.  
The huge problem for walkers in this area is that the pavement is mighty narrow, and when there is an amount of leaf debris, really very dangerous. Several of the residents in my area are saying how unsafe it is to walk down this narrow pavement, and then you have people with young children walking down as well as the prams etc. You have to look round to judge when it is safe to walk through this narrow section, and even then with the speed of the traffic coming up and down, one doesn’t reach the end of the section before something overtakes you.  
The solution to the problem of parking and walkers I can see needs a lot of thought. The only way to make this junction safe and pavement safer is to ban cars parking on both sides of the road by inserting yellow lines all along that section. What you don’t want is  

General support the proposals has been noted as has the additional concerns.  
We have developed the proposals in response to unsolicited concerns raised about the impact that parking has on safety, access and traffic flow in the section of Chinthurst Lane approaching Ashcroft and Poplar Road. Nevertheless, additional controls have been proposed in strategic locations in addition to the areas where issues have previously been raised, to ensure that any displacement does not unduly affect safety, access and traffic flow.  
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Therefore, based on this and the other feedback received, it is recommended that the proposal is implemented as advertised. |
<table>
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<tr>
<th>people then parking in Poplar Road and causing a nuisance. I haven’t given enough thought to alternative parking for short hourly stretches and may write to you again.</th>
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<td>I generally support the proposals and can understand why they have come forward. I support the need for some parking along the straight stretch of Chinthurst Lane between Kings Road and Ashcroft because it is needed for customers of the local shops, most notably Boots, The Snooty Fox cafe, besides the others nearby. The viability and continuation of village shops much valued by local residents and passers by can be threatened by the lack of free and convenient parking. The parking also acts as a traffic calming/speed reduction measure along what would otherwise be a fast straight length of the lane. For these reasons I consider parking needs to continue to be available in this area. The unrestricted parking near Granary Cottage and between Ashcroft and Poplar Road does cause problems of lack of visibility, congestion and general nuisance. I also support the continuation of the parking restriction around the junction of Chinthurst Lane and Poplar Road and its proposed short extension along Chinthurst Lane because of the poor visibility for drivers and pedestrians having to walk along the carriageway. There is concern though that removal of parking along those two lengths may push those parking their cars to do so further along Chinthurst Lane. If that were to happen a very much more dangerous situation would occur than is sought to be resolved by the current proposals. This is because this length of Chinthurst Lane has no footways at all and the many pedestrians that walk along the lane especially in the morning peak when vehicles tend to travel quickly will be in serious danger if parking takes place. Whilst this length of the lane is fairly straight pedestrians tend not to walk at the side of the road but further in to avoid the puddles that are usually there throughout the year because of spring water arising further along the lane. When the puddles become icy I have witnessed pedestrians slipping to one side and if a vehicle were to be passing a parked car that would be particularly dangerous. Already one</td>
</tr>
<tr>
<td>General support the proposals has been noted as has the additional concerns. We have developed the proposals in response to unsolicited concerns raised about the impact that parking has on safety, access and traffic flow in the section of Chinthurst Lane approaching Ashcroft and Poplar Road. Nevertheless, additional controls have been proposed in strategic locations, in addition to the areas where issues have previously been raised, to ensure that any displacement does not unduly affect safety, access and traffic flow. We have developed the proposals in response to unsolicited concerns raised about the impact that parking has on safety, access and traffic flow in the section of Chinthurst Lane approaching Ashcroft and Poplar Road. Nevertheless, additional controls have been proposed in strategic locations in addition to the areas raised to ensure that any displacement does not unduly affect safety, access and traffic flow. Therefore, based on this and the other feedback received, it is recommended that the proposal is implemented as advertised.</td>
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person sometimes parks their car along this stretch of the lane outside The Old Vicarage and opposite Kerala House for 3 days or so at a time.

Where parking currently takes place and is proposed to be stopped is less dangerous to pedestrians because a footway exists beside the lane.

Consequently, if the effect of the proposed changes to parking results in parking further along Chinthurst Lane I would urge that the yellow lines should continue further along the lane. I understand that would probably be done. That would be a shame though because visually the double yellow lines on both sides would be at odds with the attractive more semi rural character of this length of the lane with stretches of common land on both sides.

As a resident of Shalford I **fully support the proposed changes to parking controls** along Chinthurst Lane. I am a regular user of the road both as a driver and a pedestrian.

As a pedestrian, I wait for traffic driving by the cars parked adjacent to Granary Cottage/Ashcroft to pass as the pavement there is so narrow I feel at danger from the closeness of the vehicles. The road surface by the kerb is being eroded and the parked cars are gradually breaking down the grass verge by the common.  

As a driver, it is still often a case of give and take with oncoming traffic. The additional traffic caused by all the parked cars is adding to wear and tear on the road surface, now full of pot holes.

I can understand the commuters using Shalford station wishing to find free all day parking but local people now find it difficult to park in the village. The Scout Hut parking area has been taken over by commuters on most days but at least it is generally possible to park at the station if you are prepared to pay.

Finally, the lines of cars parked along Chinthurst Lane spoil the appearance of our beautiful common.
<p>| | | |</p>
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|17 | I am very relieved that some positive action is to be taken regarding parking in Chinthurst Lane.  
I approve of your proposals.  
I would like to emphasise the need for restrictions on both sides of the lane adjoining Granary Cottage, Green Hedges, Oakley and The Gables. This has been a particular area for aggressive drivers and dangerous parking and worried pedestrians on the narrow pavement. | Support for the proposals noted.  
Therefore, based on this and the other feedback received, it is recommended that the proposal is implemented as advertised. |
|18 | We are in agreement with the proposed additional yellow lines along Chinthurst Lane. In particular the cars parked opposite Granary Cottage make that section very dangerous for pedestrians and cause damage to the verge.  
However, we do have concerns as to their repercussions for parking in Ashcroft and Poplar Road. We live at the Chinthurst Lane end of Poplar Road and have seen a distinct increase in commuter parking since the new yellow lines were introduced. Cars are left all day and on occasion for several days. Often they are parked inconsiderately very close to or opposite our gates making it very difficult to reverse out of or into our drives without considerable manoeuvring close to the corner. As the road is quite narrow here and parking is allowed on both sides, passing vehicles are having to weave from one side to the other.  
We have previously lived in an area close to a commuter station where there was a ban on all parking between around 7 and 9 a.m. This worked very well and would be one solution to the problem. Alternatively the double yellow lines could be extended further along Ashcroft and Poplar Road. | General support the proposals has been noted as has the additional concerns.  
We have developed the proposals in response to unsolicited concerns raised about the impact that parking has on safety, access and traffic flow in the section of Chinthurst Lane approaching Ashcroft and Poplar Road. Nevertheless, additional controls have been proposed in strategic locations, in addition to the areas where issues have previously been raised, to ensure that any displacement does not unduly affect safety, access and traffic flow.  
Therefore, based on this and the other feedback received, it is recommended that the proposal is implemented as advertised. |
|19 | The yellow lines have helped the situation at the King's Road end but the problem has been moved to the direction of Ashcroft and Poplar Road. Where people park opposite Granary Cottage and Green Hedges the road is very narrow and often vans and lorries often mount the very narrow pavement which is dangerous and damaging. As I live on the pond side of The Common and the cars and 4x4's, parked opposite the above named houses, so obscure my view when exiting our track that I fear that one day there will be a collision. | Support for the proposals noted.  
Therefore, based on this and the other feedback received, it is recommended that the proposal is implemented as advertised. |
The blind bend opposite Poplar Road is also a potential danger as parked cars force a driver to pull out to the right and that makes this point another potential accident spot.

I support the proposed yellow line no waiting at any time restrictions, however as a resident of Ashcroft I do not wish to see the displaced parking in this narrow cul de sac.

I do not approve of all day parking in this area at all, and would prefer that a waiting time restriction be introduced in the existing all day parking zone of Chinthurst Lane. This would at least give priority to local residents who may wish to visit Shalford facilities for a shorter period.

I strongly believe that local residents should have a higher priority for parking rights than any commuters who may take free advantage to park for the entire day.

I also believe that any all day parking should be paid for.

I have also observed that cars are frequently parking on the corner of Station road/Kings road on the common side pavement and double yellow lines, which is very dangerous for pedestrians crossing that road as well as being illegal.

I am writing with regards to the proposed changes to the parking restrictions in Shalford, Surrey, on Chinthurst Lane. We are one of the local businesses in Shalford and the implications on us of any such restrictions would be significant. I understand that whilst we were opposed to the original parking restrictions imposed in August 2016 we do have to concede that these have helped traffic flow throughout the village. However our staff and volunteers and also our customers have on occasion struggled to park within a reasonable distance of our office and gallery.

As we explained previously, The David Shepherd Wildlife Foundation is a small charitable organisation that moved to Shalford

General support the proposals has been noted as has the additional concerns.

We have developed the proposals in response to unsolicited concerns raised about the impact that parking has on safety, access and traffic flow in the section of Chinthurst Lane approaching Ashcroft and Poplar Road. Nevertheless, additional controls have been proposed in strategic locations, in addition to the areas where issues have previously been raised, to ensure that any displacement does not unduly affect safety, access and traffic flow.

Therefore, based on this and the other feedback received, it is recommended that the proposal is implemented as advertised.

Stated opposition noted.

We have developed the proposals in response to unsolicited concerns raised about the impact that parking has on safety, access and traffic flow in the section of Chinthurst Lane approaching Ashcroft and Poplar Road.

Whilst the proposals will further restrict parking towards the southern end of the common, significant amounts of time-limited and unrestricted parking will remain closer to the local shopping parade and offices.
in 2012 and is now an integral part of the village community. We have 13 staff and several volunteers working from our premises in Shalford, many of whom have to travel to work by car as there are no viable public transport options for them. Without access to daily parking within a reasonable distance we would simply be unable to function.

The imposition of further restrictions on Chinthurst Lane, making this whole road unavailable, will cause enormous problems for many people. Following the restrictions placed in 2016 there are still a particularly high volume of cars that park in Shalford, suggesting that there is still a significant need to do so. Our concern is that placing further parking restrictions on Chinthurst Lane will not remove the volume of cars parking in Shalford, but will simply move them further along to residential roads which could upset local residents. This will also mean customers, including our customers, would be less willing to visit and use the village shops and facilities, as they would be unable to park nearby. The high volume of cars parking in the village does still seem to suggest that it is not just Shalford residents and local businesses who are parking here but maybe others who are travelling on to a further destination. With a train station in the village this is understandable but in preventing commuters from using Shalford for parking during the day there will be a very negative knock on effect for all local businesses as well.

I understand that providing local businesses with parking permits is unlikely to be considered, but would like to strongly request that you consider against placing any further controls along Chinthurst Lane, to allow some unrestricted parking in the uncontrolled areas that can be used by staff of local businesses and residents, and the short term bays to remain at the entrance to Chinthurst Lane from the village, to allow customers using the local businesses and facilities to park nearby for a short period of time.

Therefore, based on this and the other feedback received, it is recommended that the proposal is implemented as advertised.
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| Harvey Road, Guildford  
(convert permit D only parking place on the south side outside Nos.56&58 into a Car Club parking place – 1 space)  
1 Representation | I am probably the prime user of the only parking space outside 56/58 Harvey Road, though of course I do not have exclusive use of it.  
While it would be considerably inconvenient to me personally to lose access to this car space, I understand the goals of the Council with Car Clubs and the need to find sites for them.  
Should the conversion to a Car Club Space go ahead, and as it is quite often difficult to find a bay to park in within Harvey Road or Hunter Road as it is, I would make a strong request for the loss of this space to be offset by opening access for Zone D permit holders to one of the bays higher up in Harvey Road that are currently marked as accessible only for meter-paying non-residents. That would be a considerable boon.  
I would also ask that if the conversion goes ahead, Car Club usage is monitored and, if it is not being taken up, that the status reverts to Zone D holders. | General support the proposals has been noted as has the additional comments.  
Although one of the primary aims of the Car Club initiative is to reduce residents’ reliance on privately owned vehicles, it may be possible for us to consider the need to introduce additional spaces prioritised for residents’ permit holders during a future parking review.  
Therefore, based on this feedback, it is recommended that the proposal is implemented as advertised. |
### ANNEXE 2: COMMENTS AND OBJECTIONS RAISED TO ADVERTISED ORDER

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<td>London Road, Guildford (convert section of free unrestricted parking place on the northwest side opposite St Margaret's and Newlands Flats into a Car Club parking place – 1 space) 1 Representation</td>
<td>My wife and I (residents of St Margarets) are both in favour of extending the Car Club scheme and the proposed new Car Club space opposite St Margarets, London Road.</td>
<td>Support for the proposals noted. Therefore, based on this and the other feedback received, it is recommended that the proposal is implemented as advertised.</td>
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| Recreation Road, Guildford  
(convert section of limited waiting or permit E shared-use parking place on the north side opposite No.14 into a Car Club parking place – 1 space)  
2 Representations | We have lived at the western end of Recreation Road since 2015. We are both very glad to hear that Recreation Road is being considered for a Car Club space. This would present a very usable mode of transport for us both and the loss of a single space is to our minds well worth the sacrifice. We are both really keen to see Guildford’s continued evolution and modernisation and this demonstrates the kind of forward thinking we both like!  
However, we both also feel that this initiative is perhaps not the highest priority that needs our Council’s attention. There are issues that are of much greater priority to ourselves and our Recreation Road neighbours. Issues that still remain unresolved by yourselves at Guildford Borough Council and that we ask you to prioritise. There are three concerns that if addressed we feel would drastically improve this area, the safety of people using the road, safety of our property and the overall happiness of the residents living here.  
The first concern is the traffic’s speed: We have in the three years living here seen 5 accidents, and know of at least a couple more. This in itself is a clear indication that this road is used both too much by other road users but more importantly driven on too fast! Cars are by my estimation regularly travelling at speeds of 40, 50 and sometimes above. This is wholly unacceptable for a residential street with a park and a children’s play area on it. Further, cars are often getting dented, scratched and sometimes (as I've mentioned) worse! In fact, two of the accidents I mention occurred right outside our house. One, in which a car was written off having hit a parked car at speed. Another where because they were travelling too fast could not avoid hitting a resident pulling out of their own parking space.  
We beg the council to do something about the speed on our road. | General support the proposals has been noted as has the additional concerns.  
We have developed the proposals in order to expand upon the popularity of the existing Car Club scheme. One of the primary aims of the Car Club initiative is to reduce residents’ reliance on privately owned vehicles.  
The very short stay / transient parking associated with fast food restaurants, convenience stores, cash points and the like is always difficult to address. The issues associated with the fast food restaurants at the Woodbridge Road end of Recreation Road are similar to others across the borough. In any location, quick stops are harder to deter by enforcement, as drivers tend to be close to their vehicles and can drive away if they see an enforcement officer nearby. Indeed, even if more restrictive controls were considered, it is unlikely that they would deter this type of activity. Clearly, an almost constant enforcement presence is unrealistic. Nevertheless, my colleagues in the Parking Operations team and the Police are already aware of the situation and will continue to monitor it. Future parking reviews may provide us with an opportunity to review to possibility of prioritisation measures on Sunday and evenings. Regular enforcement at these times may also assist in resolving some of the other parking-related issues raised.  
The remit of the present parking review is restricted to amendments to the existing formalised parking controls. The consideration of other issues such as traffic speed and the possibility of traffic calming measures would be an issue for Surrey County Council Highways to consider. It has been made aware of the concerns raised. |
We see this issue as a far higher priority and would be ecstatic to see improvements through traffic calming measures. If we were given the choice between sacrificing a space for a car club vs. sacrificing some space to improve the safety of the road, we would definitely always prioritise improving the safety! We really hope you would too?

Our second concern is with the rogue parking at the entrance to Recreation Road from Woodbridge Road mostly by those making use of the restaurants or the restaurateurs themselves. It is our understanding that permission to populate that part of Woodbridge Road with restaurants was on the understanding that it did not mean that areas of restricted parking, the entrance way nor residents spaces would be used. Also, that the impact to residents would be minimised by instead parking towards the rear of these properties (where there is a large car parking space). We are sorry to say though, that this intention seems to have been well-and-truly lost! Pizza delivery drivers, and customers are regularly parking on the curbs, the corners, over double yellow lines and using our spaces. In fact, the pizza delivery drivers are sometimes the worst offenders when it comes to the speed at which cars are travelling. My wife is also often left feeling intimidated and unsafe because of the leering men leant against their cars as she walks past many of them waiting for their next collection or delivery in the evenings. Again, when compared to the promise of a car-club we would both prefer for the council to instead prioritise this very real issue!

Our third and last concern is with the lack of available parking to residents on Sundays: This is definitely not as significant as the first, but still of a higher priority to us as residents than having a Car Club. We often cannot find parking space on our road on a Sunday because our spaces have been filled by town centre users, visitors to the cricket club or footballers accompanied by their parents playing a game on the field. We do not want to stop any of these things from happening, we love living in such a vibrant community. But, we would ask that some of the parking spaces are kept solely for use by residents to ensure that people can park near their homes. Perhaps even just the spaces adjacent to where people live.

Therefore, based on this and the other feedback received, it is recommended that the proposal is implemented as advertised.
I hope this has been useful and informative, and most importantly thank you for listening! We would love to hear your thoughts on this feedback so please don’t hesitate to write or give us a call.

Parking on Recreation Road is already very difficult with too few spaces for the number of cars at busy times.

Every evening and weekend cars are parked on double yellow lines, often parked dangerously at the junctions of Linden Road and Recreation Road (also other junctions on the road have the same issue). Traffic wardens occasionally police this bad parking but not enough to cause any deterrent. Approximately 6 months ago a car crashed into a car parked on yellow lines at this junction and wrote off 3 cars.

Parking is also made more difficult due to take aways on Woodbridge Road and the garage on Recreation.

Adding to the above the Recreation Ground attracts visitors especially at weekends who also require parking. The space you propose is close to the Rec entrances and therefore required by visitors with young children. The Road is busy and dangerous therefore most families look to park on the correct side to avoid crossing the Road.

I am sure surveys will take place that will show other locations such as Woodbridge Road and Stoke Road are much more appropriate. But please take the above into account to avoid making an already dangerous parking situation even worse.

General opposition has been noted as has the other concerns.

We have developed the proposals in order to expand upon the popularity of the existing Car Club scheme. One of the primary aims of the Car Club initiative is to reduce residents’ reliance on privately owned vehicles.

The very short stay / transient parking associated with fast food restaurants, convenience stores, cash points and the like is always difficult to address. The issues associated with the fast food restaurants at the Woodbridge Road end of Recreation Road are similar to others across the borough. In any location, quick stops are harder to deter by enforcement, as drivers tend to be close to their vehicles and can drive away if they see an enforcement officer nearby. Indeed, even if more restrictive controls were considered, it is unlikely that they would deter this type of activity. Clearly, an almost constant enforcement presence is unrealistic. Nevertheless, my colleagues in the Parking Operations team and the Police are already aware of the situation and will continue to monitor it.

Car Club spaces tend to be more popular and effective if they are placed in convenient locations where there is already significant demand for parking. The County Council team that coordinate the Car Club initiative and the Car Club operator considered other locations in the area before concluding that Recreation Road location was the most suitable. It will be convenient for local residents in roads such as Linden Road, Chestnut Road, Sycamore Road and Acacia Road, as well as Recreation Road itself. In specific parts of Area E there may be an excess of permits to spaces. However, within Area E as a whole there is an excess of spaces to permits. If there are less well utilised spaces in the locality, these too would be available for residents to use, albeit that they may not be as convenient.
Therefore, based on this and the other feedback received, it is recommended that the proposal is implemented as advertised.
## ANNEXE 2: COMMENTS AND OBJECTIONS RAISED TO ADVERTISED ORDER

### Walnut Tree Close, Guildford

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<td>7</td>
<td>I'm fine with there being another car club space next to the current one on Walnut Tree Close. There is a huge parking problem on this street but we have to move forward with this in the town.</td>
<td>Support for the proposals noted. Therefore, based on this and the other feedback received, it is recommended that the proposal is implemented as advertised.</td>
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| 14       | I would like to object to the proposal of a further Car Club space in Walnut Tree Close. I live opposite the existing Car Club parking bay, so am aware of parking patterns along this stretch of road. My objection are on the following grounds:  
1. The existing space has already reduced the existing adjoining car park bay from 7 spaces to 6, along a stretch of the road which in which the existing spaces are already over-subscribed. Two other bays along this stretch are also invariably full. The removal of a further part of the bay would take this bay down to 5 parking spaces. This problem could be reduced by extending the northern end of the bay immediately outside 10-14 The Mews and also the next bay north.  
2. My opposition takes into account the fact that two nearby terraced houses, which are used for renting, have recently been doubled in size while, 250 yards further down Walnut Tree Close, new flats are being built. Both of these developments will exacerbate the present parking situation. Very few new apartment blocks along this street have visitor parking spaces; so your proposal will certainly things worse.  
3. There are other nearby space which could take the new Car Club space - or even the existing Walnut Tree Close one plus the proposed second one: The car park opposite the Odeon; the car | Stated opposition noted. We have developed the proposals in order to expand upon the popularity of the existing Car Club scheme. One of the primary aims of the Car Club initiative is to reduce residents’ reliance on privately owned vehicles. Clearly, this may be particularly useful in locations where there may be increased demand on space. The Council has endeavoured to maximise the number of parking spaces available. We have also previously increased its prioritisation for permit holders. We have carefully considered the position and nature of all the parking bays and waiting restrictions within Walnut Tree Close to provide a balance between safety, access, traffic flow and parking space. In line with the County Council’s guidelines, we have only introduced parking bays in positions where we consider it safe to do so, with yellow lines elsewhere to maintain safety, access and flow. Indeed, in the past, we have increased some of the setback distances to various points have access, including The Mews, due to concerns raised about visibility. Experience in Guildford and elsewhere suggests that Car Club vehicles that operate in car parks are less effective / well utilised, particularly by residents. |
park beside the town bridge; the one outside the Britannia pub; the car park within the Borough Council Offices grounds; the Civic Hall car park; and parking bays in the York Road area and along Woodbridge Road. All are in the centre of the town.

4. Walnut Tree Close may not, in any case, be the best place for long-term plans around developments of a Car Club scheme. Both Guildford and Surrey councils are examining one-way/two way/ no-through-way schemes for this road; and there is also mention of making Walnut Tree Close a more major route than it is at present.

I have an off-street parking space, so have no personal reason for my objections.

I have absolutely no objection to the plans, indeed I favour them as I firmly believe it will encourage more people to make use of the scheme.

It is obvious that the original car club space is popular (I can see it from my property) Although, I often worry pedestrians might trip up on the cable connecting the car to the charging point! Just a health and safety observation really.

That said, I do have huge concerns about the sudden surge in taxis using the entrance around the Mews-next to the car club space (often in it!!)-as their rank. On occasions up to 4 cars have been there with their engines idling waiting (I presume to dash off to the train station to pick up a fare) Unfortunately it is having a negative impact as residents and visitors of the Mews have to wait for them to move (so that we can access our property) In addition, I have observed on a number of occasions, litter being thrown from their cabs, drivers talking to each other/with their radio on at 3 A.M! and, worse still, even using our garages to smoke in or be used as a toilet!

I might be wrong in assuming that they are all Uber taxi drivers but they all have one thing in common, a small green sticker on them. I'm guessing they are not allowed to wait at the station because of G.B.C taxis so The Mews is the nearest and most convenient place for them to loiter (not for us!)

You might not be able to do anything but at the very least, they

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If there are changes to the highway network in the future, this may provide opportunities to consider further changes to the parking controls.

Therefore, based on this and the other feedback received, it is recommended that the proposal is implemented as advertised.

General support the proposals has been noted as has the additional concerns.

I relation to those about taxis parking on the yellow lines near The Mews, as this tends to take place overnight, and the drivers remain with their vehicles, this complicates effective enforcement. Nevertheless, colleagues in the Parking Operations team and Borough Council’s Licensing team have been made aware of the situation.

Therefore, based on this and the other feedback received, it is recommended that the proposal is implemented as advertised.
should be told that by obstructing the double yellow lines on the corner makes it almost impossible for us to see clearly when pulling out onto Walnut Tree Close.
ANNEXE 3

Proposals to be implemented in Chinthurst Lane (Shalford), Harvey Rd, London Road, Recreation Road and Walnut Tree Close (all Guildford)
Convert part of existing Unrestricted parking place into a Car Club Permit Only parking place.
Convert part of existing Mon-Sat 8.30am-6pm 2 Hours No return within 1 hour or Permit Holder E parking place into a Car Club Permit Only parking place.
Convert part of existing Mon-Sat 8.30am-6pm 2 Hours No return within 1 hour or Permit Holder A parking place into a Car Club Permit Only parking place