

Langstone ETRO Consultation Summary - Phase 1

Road Name	Support	Representation	Objection	Grand Total
Brookmead Way	2		1	3
Hamilton Close			1	1
Langbrook Close	4		3	7
Langstone Avenue	1	1		2
Langstone High Street			1	1
Langstone Road			1	1
Longmead Gardens	2	1	1	4
Southbrook Close			1	1
Southbrook Road	1	2	7	10
The Mallards		4		4
The Saltings			1	1
Woodbury Avenue			1	1
Lay-by		1		1
Grand Total	10	9	18	37

Support
Representation
Objection

Name & Address	Comment	Officers Response
Ms S. Pearson 12 Brookmead Way	The ETRO is working extremely satisfactorily and in favour of making the experiment permanent.	Noted
Mr B. English 9 Brookmead Way	<p>TRO has proved very successful in Langbrook Close and Brookmead Way.</p> <p>All day parking by local company employees has been prevented. Local residents and their visitors are able to park in their own road 23 hours a day. Safety risks have been reduced as local company employees are no longer dashing around our roads hunting for parking spaces. Inconsiderate parking across drop kerbs does not happen. Residents can now see up and down the road enabling safe exit from their drive. There has been a reduction in litter due to less cars parking, less people eating, drinking and smoking while walking along the road.</p> <p>I cannot speak for all residents but the majority of residents with whom I have discussed the matter are pleased with the results of the ETRO.</p>	Noted
Mr N. Feerick 10 Brookmead Way	Concerned with environmental impact - poles not removed.	<p>The posts remained in situ for the duration of Phase 1 of the ETRO following the removal of the old parking plates.</p> <p>This was to reduce works duration and costs should time plates need re-erecting in these locations for Phase 2.</p>

	<p>Street looks unsightly with yellow lines.</p> <p>Timing of 1pm – 2pm prevents visitors coming round at most convenient time. Restrictions are oppressive</p>	<p>RESOLVED - As part of Phase 2, all unused posts in the Langstone area have been removed.</p> <p>Unfortunately the location does not lend itself to a Restricted Parking Zone, and therefore lines must be painted on the carriageway to indicate where restrictions are in effect.</p> <p>Noted</p>
<p>Mr P. Berryman 1 Hamilton Close</p>	<p>Changes to parking have had an undesired effect in Hamilton Close, vehicles now park opposite driveway making it very difficult to enter / exit property. No issues prior to the restriction in the rest of Langstone</p>	<p>RESOLVED - The parking bay in this location has been shortened as part of Phase 2 so as to allow easier access to the property.</p>
<p>Mr Utting 15 Langbrook Close</p>	<p>Visitors can park on neighbour's drives, scheme successful. Should restrictions allow parking then this will allow parking and be detrimental.</p>	<p>Noted</p>
<p>Mr Gowen 27 Langbrook Close</p>	<p>Pleased with the experimental parking restrictions. Has spoken to some residents who have requested that bays are included here, however feels that this would be detrimental to the road as it is narrow and would cause difficulty with vehicles exiting driveways.</p>	<p>Noted</p>
<p>Mr R. Ferry 3 Langbrook Close</p>	<p>Supports the current scheme,</p> <p>however would like to suggest DYL on south side of Langbrook Close to prevent chicane parking,</p>	<p>Noted</p> <p>Whilst the Traffic Team understand the reason for this request, chicane parking can offer a reduction in vehicle speeds. Should vehicles park in a chicane manner and obstruct the highway, then the Police are the enforcement body for this offence. However, the likelihood of this occurring is minimal as parking in this location is most likely to be vehicles owned by local residents.</p>

<p>Mr Coombs 6 Langbrook Close</p>	<p>Restriction between 1-2 pm causes considerable inconvenience for tradesmen, visitors and families who have to move their car for an hour.</p> <p>There are no alternative parking places for these vehicles. The parking during permitted times is causing chicanes which are inconvenient and possibly hazardous.</p> <p>Suggests that the previous restrictions with defined bays would solve the problems.</p>	<p>Noted. Tradespersons may apply to the Council for a tradesman's waiver which would allow parking on the restricted area for the hour that the restriction is operational.</p> <p>Chicanes formed by parked vehicles act as traffic calming, lowering vehicle speeds in the road.</p> <p>The addition of bays was considered in the design of Phase 2, however the outcome of the consultation from Phase 1 showed a majority of respondents were against implementing bays in the area.</p>
<p>Mr Marris 8 Langbrook Close</p>	<p>The TRO has detrimental effect on area.</p> <p>Unrestricted parking bays required for visitors, friends at lunchtimes. A restriction on just one side of the road required.</p> <p>The ETRO does not address safety issues that the previous scheme was introduced to alleviate.</p>	<p>Noted.</p> <p>This was a considered option, however the outcome of the consultation from Phase 1 showed a majority of respondents were against re-introducing parking into the area; therefore restrictions are on both sides.</p> <p>The ETRO addresses safety concerns of some residents in the area and prevents the migration of vehicles from the eastern side of Langstone Road.</p>
<p>Mr E. Wells 10 Langbrook Close</p>	<p>Considers the scheme to be working 100% and has resolved the issues returning the street back to the residents.</p> <p>Possibly would like to see DYL on southern side of Langbrook Close to deter chicanes from occurring.</p> <p>Bays would only be required for specific properties,</p>	<p>Noted</p> <p>Chicanes formed by parked vehicles act as traffic calming, lowering vehicle speeds in the road.</p> <p>Bays cannot be allocated or provided for specific</p>

	<p>which would leave the remainder of the streets clear for other residents.</p> <p>The reaction at the onset was that this ETRO was a retrograde step and the non-believers, me included, thought that we would end up with parking both sides creating a chicane other than between 1 to 2 PM.</p> <p>Visitors could park but not between the times mentioned, therefore, parking bays would be essential. However, experience to date has shown that parking bays are only really required for households with specific requirements, thus leaving the remaining areas, car free and the roads clear for the majority</p>	<p>properties as it is public highway. The bays would be available for all road users including commuters.</p> <p>Noted</p> <p>Bays cannot be allocated or provided for specific properties as it is public highway. The bays would be available for all road users including commuters. The addition of bays was considered in the design of Phase 2, however the outcome of the consultation from Phase 1 showed a majority of respondents were against implementing bays in the area.</p>
<p>Ms S. Wilson 19 Langbrook Close</p>	<p>Not satisfied with the blanket restrictions as affects tradespersons and visitors.</p> <p>Would like to see more bays provided. Alternatively permits for residents.</p>	<p>Noted. Tradespersons may apply to the Council for a tradesman's waiver which would allow parking on the restricted area for the hour that the restriction is operational.</p> <p>The addition of bays was considered in the design of Phase 2, however the outcome of the consultation from Phase 1 showed a majority of respondents were against implementing bays in the area.</p> <p>Neither Langbrook Close or Brookmead Way qualify for a permit scheme, and therefore the recommended alternative has been implemented to prevent all day parking by non residential drivers.</p>
<p>Mr N. Chilcott 6 Langstone Avenue</p>	<p>1. The restrictions have worked well in that they have stopped all-day parking in inconvenient places by cars</p>	<p>Noted</p>

	<p>not resident in the avenue and have thus retained the old amenity value for residents of the Avenue.</p>	<p>Noted</p> <p>ACTIONED - Following discussion with Officers and Ward Councillors, a decision was made to leave the parking provision as unrestricted parking. This has remained unchanged in Phase 2.</p> <p>ACTIONED - The bay in this location has been shortened, and the no waiting at any time restriction lengthened by the same distance as part of Phase 2.</p> <p>Noted.</p>
	<p>2. The unrestricted parking bay at the far south-east corner of the avenue has given residents at this end of the avenue a useful space for workmen and social visitors to park. Without it, there would be too few spaces towards the eastern end for the normal number of vehicles here in a week-day for residential purposes. I have watched carefully as the few large vehicles that venture this far have turned around, and seen none inconvenienced by cars in this bay. I asked the driver of the largest vehicle, the dustcart, and he said he found no problems since the new markings were painted. The driver of a furniture removal van was similarly unworried. I also asked the drivers of other, smaller delivery vehicles, who found no difficulties.</p>	
	<p>I note that similar spaces elsewhere in the area covered by the TRO are similarly reserved for unrestricted parking. I therefore request that this parking space be retained as a double unrestricted parking space.</p>	
	<p>3. The unrestricted parking bay at the north-west of the avenue, which occupies part of the narrow 90 degree bend, could beneficially be moved one parking space eastwards. This will give a clear sight-line sufficient for the normally careful driver leaving the Avenue to stop in good time when a new vehicle entering the Avenue is turning the corner.</p>	
<p>4. The demand for spaces on the road on weekdays from</p>	<p>Noted.</p>	

	<p>residents near me seems to be in balance with the number of unrestricted parking spaces provided, but a reduction in the number of parking spaces would, in my opinion, cause residents difficulties.</p>	
<p>Mr D. Holmes 9 Langstone Avenue</p>	<p>DYL on north side of Avenue should be extended as sightline not long enough - 2-3 car lengths should be enough.</p> <p>Turning head at eastern end should be DYL so as to allow the turning of larger vehicles, so used as designed.</p>	<p>ACTIONED - The bay in this location has been shortened, and the no waiting at any time restriction lengthened by the same distance as part of Phase 2</p> <p>Having considered this request, Officers and Ward Councillors, decided to leave the two unrestricted parking spaces in the southern section of the turning head. This is because the turning head is capable of accommodating a turning vehicle with parked vehicles in this location. The parking bays offer residents and visitors the opportunity to park in a safe location and have been requested as a provision that should remain.</p>
<p>Mrs C. Ball 17 Langstone High Street</p>	<p>Twice a week I am back home at 8pm and am unable to park in the street due to traffic from the Royal Oak and other home owners.</p> <p>I have found particularly through the summer difficulty getting my car back into the street the next morning as I need to move my car due to the 3 hour restrictions, so I cannot now use the Layby if this is the case. When we have our family to visit over the weekend again they cannot use the Layby to park when the street is full due to the restrictions.</p> <p>I also belong to the Langstone Cutters rowing club and other members have commented that they cannot park in the Layby as our excursion rows 2 - 3 times a week are</p>	<p>Noted</p> <p>The lay-by has been restricted so as to prevent all day parking by residents, visitors and trades vehicles. It also prevents the use of the lay-by by vehicles advertising businesses. This allows a turn over of vehicles ensuring that all road users are able to utilise the parking provision. The restriction of Mon-Sat 9am to 5pm, 3 hours no return within 3 hours, allows parking up to midday and from 2pm onwards.</p> <p>Whilst the Traffic management team appreciate the inconvenience of the restriction on some road users, alternate parking is available in the Ship Inn Car Park.</p>

	<p>often over 3 hours, and they have found this very inconvenient. I would also think this prevents people walking in the local area due to the restriction.</p> <p>I think the restriction would be more appropriate if it was a size restriction to stop the vans parking there to advertise their business. At the moment it is detrimental to the residents and those people trying to look after their health and fitness.</p>	<p>Width or weight restrictions in this location would not provide effective measures to prevent all day parking, or vehicles advertising. A width restriction may need physical measures introduced to prevent large vehicle entering the lay-by – however as the lay-by is a bus stop this cannot be considered. The vehicles advertising in the lay-by are generally under the permitted weight restriction of 7.5 tonnes.</p>
<p>Mr B. Arstall 51 Langstone Road</p>	<p>Restrictions do not help the resident as no one can park outside the property 24/7 where before they could. Residents wants the lines removed</p>	<p>Restrictions in this location are opposite the only entrance to Langstone Road / Avenue and as such parking should not occur in this location. Bays are provided to the north and south of the junction for use by any motor vehicle.</p> <p>Majority of properties in this location have parking provision within their curtilage for in excess of 2 vehicles.</p>
<p>Mr N. Woolmer 36 Longmead Gardens</p>	<p>Present ETRO has successfully resolved the problem in Longmead Gardens, and would object to any double yellow lines in the area limiting residential parking.</p>	<p>Noted</p>
<p>Mr I. Coull 24 Longmead Gardens</p>	<p>Wrote in on behalf of themselves and many other elderly residents. ETRO a considerable improvement and would like to see them become permanent.</p>	<p>Noted</p>
<p>Ms B. Walton 21 Longmead Gardens</p>	<p>Parking blocks access to garage and double gates, please revise bay to allow access.</p>	<p>ACTIONED - The parking bay in this location has been revised so as to allow access with parking either side.</p>
<p>Mr Northern 15 Longmead Gardens</p>	<p>TRO does not spread inconvenience in a balanced manner. Concentrations of unrestricted parking in certain areas cause difficulties entering and exiting property.</p>	<p>Noted</p>

	<p>Would like the bay outside property shortened to prevent obstruction of driveway.</p>	<p>ACTIONED - The bay has been modified to take into account the entrances in the area and the close vicinity of another bay.</p>
<p>Mrs Masson 1 Southbrook Close</p>	<p>Drivers not utilising bays correctly – taking up two spaces with one car. No parking available for residents during 11-1 restriction as bays are all full of workers cars</p>	<p>Unfortunately there is little that can be done about this issue, as it relies on drivers parking with consideration of other motorists. Parking is available on the drive of this property for in excess of 3 vehicles.</p> <p>Resident no longer resides at this address.</p>
<p>Mr L. Stone 2 Southbrook Road</p>	<p>Vehicles parking opposite drive on DYLS mainly for the Nursery on Langstone Road causing obstruction.</p> <p>There is a lack of early morning and evening enforcement enabling the parking on the DYL.</p>	<p>Parents' parking in this location is for a maximum of 5-10 minutes whilst they drop children at the nursery. Details of this issue will be forwarded to the Parking Office for consideration and enforcement at the relevant times.</p> <p>Concerns regarding the lack of morning and evening enforcement have been passed to the Parking Office for their attention.</p>
<p>Mr M. Masson 6 Southbrook Road</p>	<p>Builders vans arriving at 5:15 am and slamming doors.</p> <p>Cars parking opposite each other causing access difficulties for emergency services.</p>	<p>Regretfully there is nothing that the Traffic Management team can do about the time of vehicles arriving to park outside of restricted times, nor the subsequent noise from these vehicles.</p> <p>Where parking is permitted outside of restricted times, it is for the driver to have consideration on where parking is occurring to as not to obstruct the passage of other vehicles. Should obstruction occur, this should be reported to the Police on 101.</p>
<p>Mr E. Moss 7 Southbrook Road</p>	<p>Builders vans arriving at 5:15 am and slamming doors.</p> <p>Cars parking opposite each other causing access difficulties for emergency services.</p>	<p>See above</p> <p>See above</p>

	<p>Requests limited wait bays for 3 hours. Current system only assists workers and inconveniences residents and visitors.</p>	<p>Limited wait bays are used where a frequent turn over of vehicles is required, for example outside a row of shops so as to allow increased footfall and improvements to the economic viability of said shops. This type of restriction was trialled in the past. The bays were monitored and the results showed that they were not used. This left the road devoid of parked cars, which can result in higher vehicle speeds.</p>
<p>Ms S. Cox 16 Southbrook Road</p>	<p>Historically 2 cars parked opposite driveway, with the bay this is now 6 all day. Would like bays to be restricted in the middle of the day.</p> <p>Visitors and tradespersons cannot park.</p> <p>Resident parked on restricted area overnight (unrestricted) opposite a bay and the next morning a car was in the bay causing the road to be blocked.</p> <p>Prefers to back into driveway for visibility out, however this is now not possible as road is narrowed by parking and has to mount the kerb.</p> <p>As a minimum wants the bay reduced and designed so that drive is accessible</p>	<p>See above</p> <p>Should a resident be aware of visitors arriving the following day, it is suggested that the resident parks in the bays on street the evening before, thus allowing the visitor to park in the driveway. Trades persons can apply to the Council for a tradesman waiver, allowing parking on the restrictions for a set period of time. The parking office can be contacted on 0300 555 0705.</p> <p>Parking opposite a bay in evening when bay was free caused obstruction when bay utilised the following morning.</p> <p>Resident's dropped kerb is narrower than vehicular access at curtilage. Increasing kerb access would afford greater manoeuvrability and therefore minimise access difficulties.</p> <p>ACTIONED - The bay in this location has been revised so as to allow easier access and egress to the property, whilst increasing visibility for pedestrians using the footpath to the east.</p>

**Mr D. Pattenden
18 Southbrook Road**

The regularising of parking, into bays, on only one side of the carriageway appears to encourage many motorists, residents/commuters/visitors/delivery vehicles, etc. to drive far too quickly along the major east west section of Southbrook Road.

Regrettably, unlike the many cul-de-sac roads, Southbrook Road/Woodbury Avenue has become a 'distributor highway' carrying a higher than expected volume of traffic. The cause may be persons searching for somewhere to park for free or local residents trying different ends of the road to avoid some of the heavy traffic on Langstone Road. Whatever the reason, the speed of some vehicles driving along the 'Southbrook straight', is excessive. If the parking 'bays' were staggered, with some on the south side of the carriageway, a natural 'traffic calming' chicane would be created and the speeding vehicles slowed. Repeater 'slow down' signs might also help.

Part of the fundamental problem of 'inconsiderate parking' is the positioning of parked cars directly opposite a driveway. This makes accessing ones driveway extremely difficult. Simply widening the access opening does not solve this problem

Placing bays only on one side encourages faster speeds to pass the parked cars, consider staggering the bays. Parking opposite driveways on Southbrook Close means access to properties is difficult due to narrow roads.

Noted

ACTIONED - The locations of the bays in this area have been revised so as to implement a bay on the southern kerb creating a chicane effect, thus slowing the speeds of vehicle along Southbrook Road. This has had the effect of making access and egress easier to properties in the area too. SLOW markings have also been installed in appropriate locations.

Noted

See above.

<p>Mr & Mrs E. Allen 22 Southbrook Road</p>	<p>The bay opposite driveway is causing difficulties in access and egress to property. Requests either removal of the bay or shortening by 1 car length to enable easier access.</p>	<p>ACTIONED - The bay in this location has been revised so as to allow easier access and egress to the property, whilst increasing visibility for pedestrians using the footpath to the east.</p>
<p>Ms C Dixon 34 Southbrook Road</p>	<p>All bays occupied for whole day leaving nowhere for visitors</p>	<p>Should a resident be aware of visitors arriving the following day, it is suggested that the resident parks in the bays on street the evening before, thus allowing the visitor to park in the driveway.</p>
<p>Mr I. Mant 35 Southbrook Road</p>	<p>System in place works and gives residents flexibility, whilst parking is still available for local workers. Votes to carry on as is.</p>	<p>Noted</p>
<p>Mr W Stimson 42 Southbrook Road</p>	<p>ETRO has failed to sort the root cause of the problem of excessive parking by employees of LTP.</p> <p>Requests 30% of bays are changes to 3 hour limited wait</p> <p>Request that DYL across driveway is removed to enable parking on the vehicle access.</p>	<p>ETRO purpose was to ensure safe passage of vehicle around the estate, this has been achieved.</p> <p>Limited wait bays were trialed in the area previously and it was concluded at that time to be ineffective as they remained constantly empty.</p> <p>ACTIONED – The vehicle access (crossover) has been exempt from the Order, thus allowing the resident to park on this area should they so wish. This is on the understanding that at no time should the footway be parked upon.</p>
<p>Ms L. Wallis Southbrook Road House No. Unknown</p>	<p>Lives in Iveagh Road, Guildford. Visits parents each week, used to be restrictions outside parents property in Southbrook Road.</p> <p>Wants to know why it is now safe to park there when you couldn't before.</p>	<p>Noted</p> <p>The restrictions have been changed to suit the area, restricting parking for only 2 hours per day preventing all day parking by non residential vehicles. Enabling parking</p>

	Comes down over the lunch period, there is nowhere to park, which is ridiculous especially as works can park in the roads all day, and this prevents genuine visitors	outside of these times allows for more flexibility for residents and visitors. The previous restriction was Mon-Fri 9am-5pm, restricting parking all day. This would have had the same effect on visiting the area over a lunch period as the current restrictions.
Mr T. Thomas 12 The Mallards	Since introduction of restrictions in nearby roads and have migrated to The Mallards. Visitors have nowhere to park - why was The Mallards left out	The Mallards has been considered as part of a separate scheme. The proposals were publically advertised 27 th March – 16 th April 2015, and consideration to the comments received is underway.
Mr K. Johnstone 19 The Mallards	Request to add The Mallards to list for restrictions in next phase	See above
Mr J. Ford 31 The Mallards	Vehicles are parking inconsiderately following the restrictions in area.	See above
Mr J. Aldred 41 The Mallards	Migration of workers vehicles is impacting on The Mallards and parking inconsiderately and dangerously. Requests that the review is accelerated to avoid danger to residents and road users.	See above
Mr. T. Tollerfield 5 The Saltings	Since the restriction in the Lay-by there has been overnight and weekend parking in The Saltings and High Street by trades vehicles. Not suitable in a conservation area.	The restriction in the Lay-by is to allow a turn over of vehicles, and preventing all day parking by residents, visitors and trades vehicles. The migration of some vehicles to the High Street and The Saltings overnight will be minimal and most likely owned by residents in the area.
Ms A. Griffiths c/o LVRA	Restrictions in lay-by successful Issue in High Street, now full by 7:15 am with car sharers, 4 cars in – 1 out.	Noted Noted

	More pressure should be put on SSE to provide more parking	Noted
Mrs Miles 4 Woodbury Avenue	Single yellow line opposite the driveway allows parking at times that were previously restricted. Cars parking in this location have caused obstruction when exiting driveway and have been late for holidays as could not get vehicle out of driveway. Request for DYL on Woodbury Avenue between bays	ACTIONED – Double Yellow Lines have been implemented in this area to ensure access and egress from by all properties, maintaining parking bays in positions where it is safe to do so.