

SURVEY RESPONSE REPORT

Village Improvement Options -
Wonersh, Guildford, Surrey

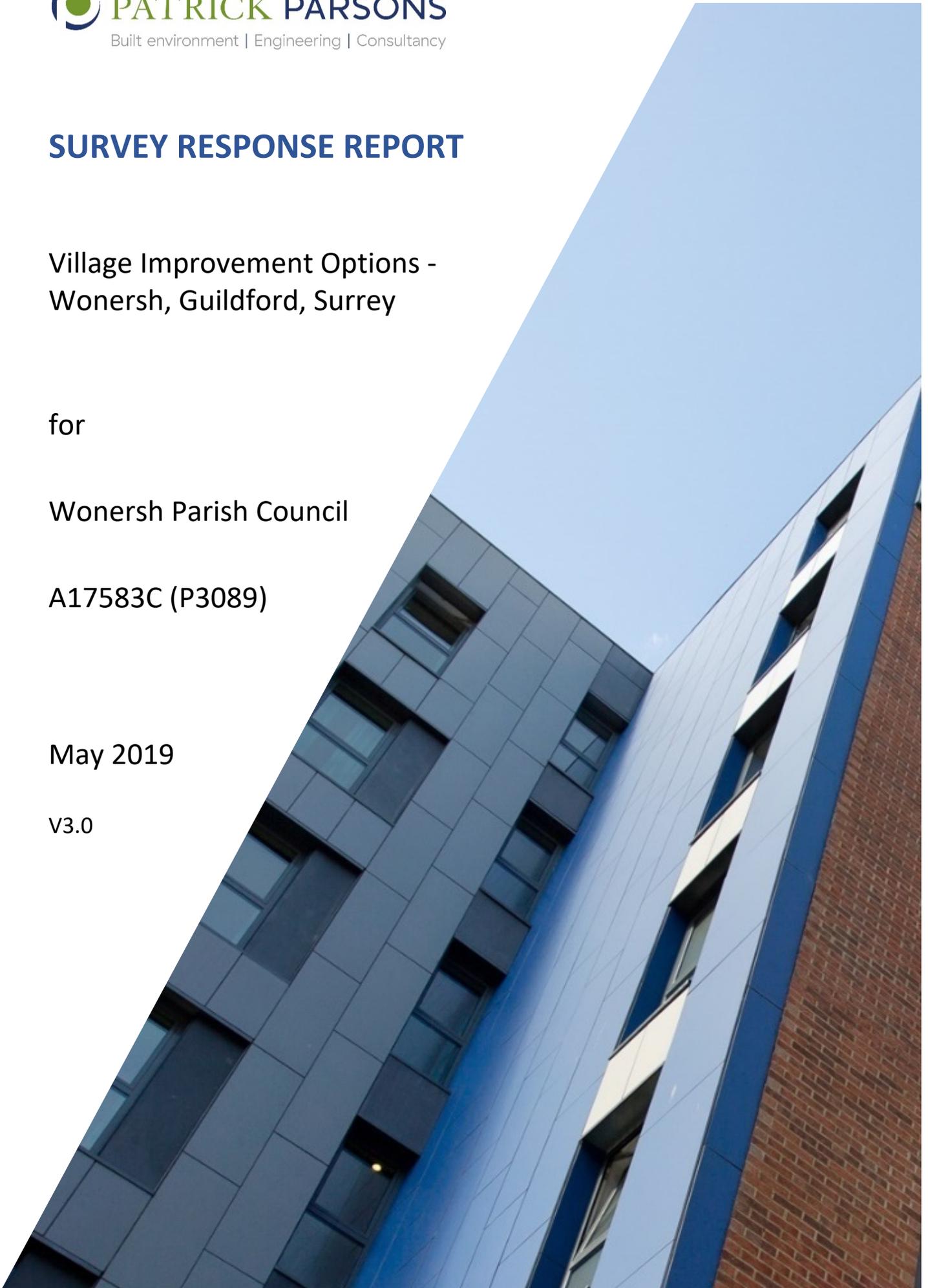
for

Wonersh Parish Council

A17583C (P3089)

May 2019

V3.0



SURVEY RESPONSE REPORT

Village Improvement Options - Wonersh, Guildford, Surrey for Wonersh Parish Council

Revision	Date of Issue	Comments	Prepared By	Checked By	Approved By
1.0	09.04.2019	First Issue	RBM	JB	JB
2.0	23.04.2019	DRAFT removed	JB	JB	DB
3.0	01.05.19	Question 1 answers removed	RH	JB	JB

Should you have any queries relating to this document please contact:

James Bailey
Patrick Parsons Ltd
Satelliet House
2 Nexus Park
Lysons Avenue
Ash Vale
GU12 5QE

T: +44 (0) 01276 700 400

E: james.bailey@patrickparsons.co.uk

Chapters

1.0 Survey Response1

Appendices

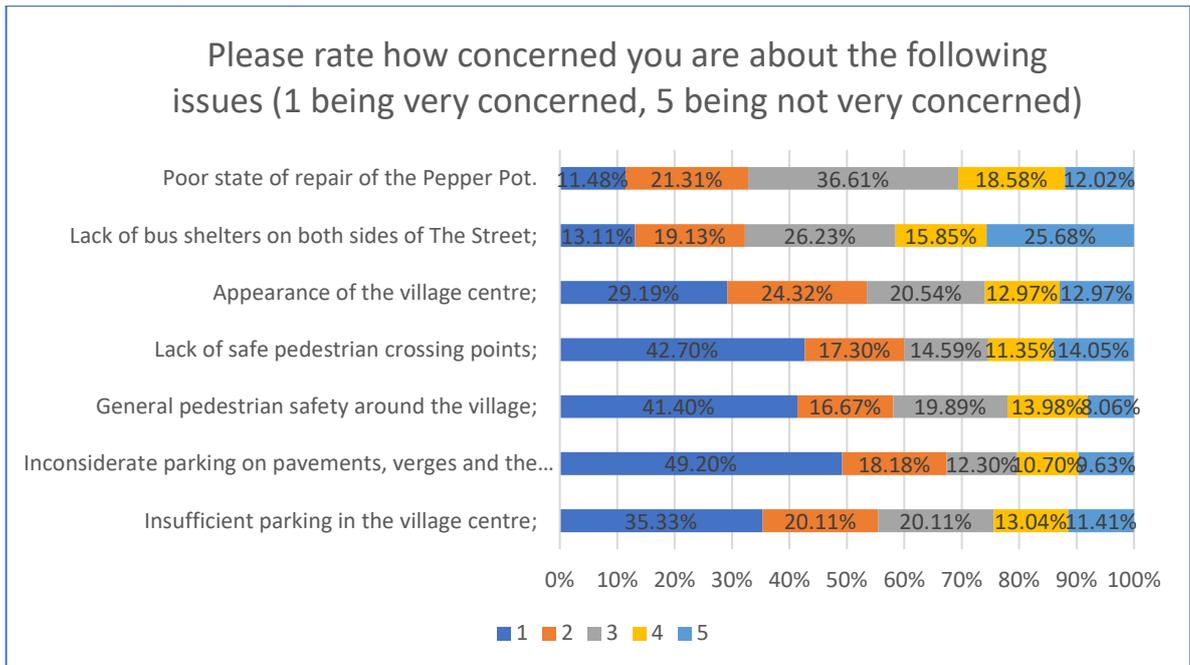
Appendix A Response to Question 2
Appendix B Response to Question 3
Appendix C Response to Question 4
Appendix D Response to Question 5
Appendix E Response to Question 6
Appendix F Response to Question 7

1.0 Survey Response

Question 2: Please rate how concerned you are about the following issues (1 being very concerned, 5 being not very concerned).

1.1 The response graph for **Question 2** is shown below and the full response data, including 'any other comments', is included at **Appendix B**.

Summary Graph 1: Responses to Question 2



1.2 The open-ended responses are summarised below and the full responses are in **Appendix B**:

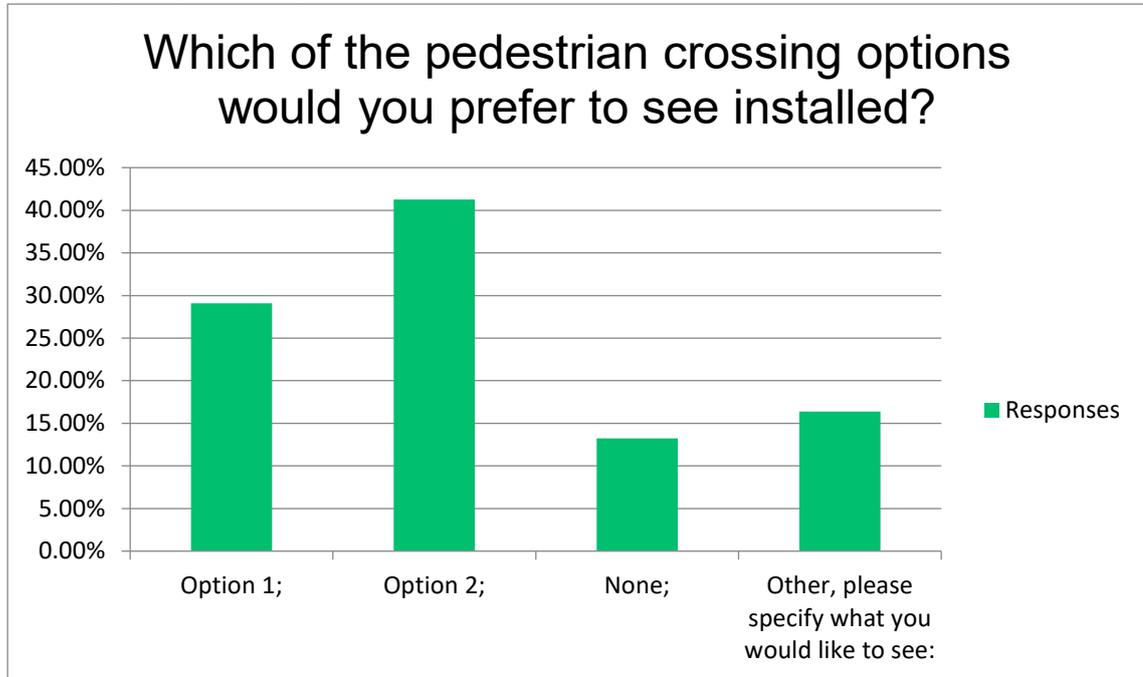
- Ban commercial vans parking in centre / Pepperpot, reduce traffic speed through village;
- Need yellow lines at Barnett Lane, inconsiderate parking;
- Enlargement of property sizes exacerbating parking problems;
- Install street lights;
- Cars mounting pavement in order to pass;
- Need traffic calming measures on Cranleigh Road;
- Lack of enforcement of existing antisocial parking laws;
- Need yellow lines opposite Lawnsmead;
- Obstructive parking near the entrance of Barnett Lane, lack of parking spaces.

1.3 It can be seen from **Summary Graph 1** above that residents are most concerned about the lack of safe crossing points, general pedestrian safety around the village, inconsiderate parking on pavements, verges and the Pepper Pot.

Question 3: Which of the pedestrian crossing options would you prefer to see installed?

- 1.4 The response graph for **Question 3** is shown below and the full response data, including 'any other comments', is included at **Appendix C**.

Summary Graph 2: Responses to Question 3



- 1.5 The open-ended responses are summarised below, and the full response are in **Appendix C**:

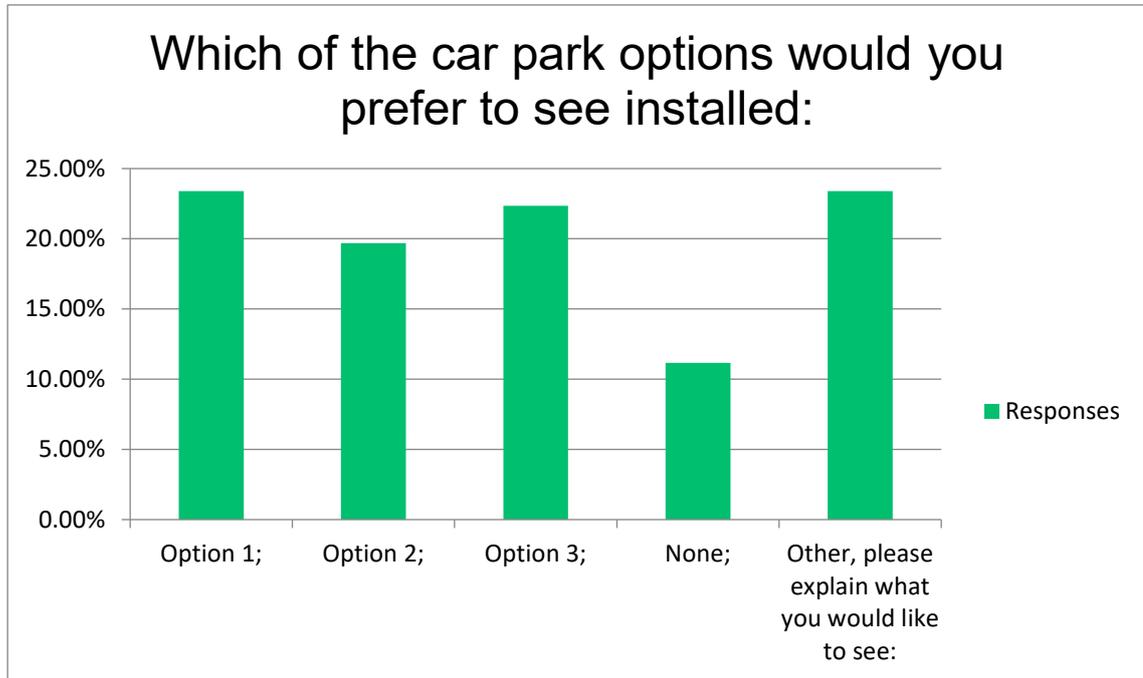
- Pedestrian crossings create excess street furniture;
- Zebra crossing might help slow through traffic;
- Some form of road cushioning / signage;
- Crossing outside doctor's surgery;
- Crossing near memorial hall;
- Need street lighting;
- Speed humps would slow down motorists;
- Problems crossing Cranleigh Road from exiting Barnett Lane;
- Cheaper crossing with pedestrian island is a good idea.

- 1.6 It can be seen from the **Summary Graph 2** above that **Option 2 (Zebra crossing)** is the preferred option.

Question 4: Which of the car park options would you prefer to see installed?

1.7 The response graph for **Question 4** is shown below and the full response data, including 'any other comments', is included at **Appendix D**.

Summary Graph 3: Responses to Question 4



1.8 The open-ended responses are listed below:

- Hopefully zig zag markings will stop inconsiderate parking;
- Create a larger car park to the left of the entrance to Lawnsmead Hall on the little used corner of the recreation ground;
- Use maximum of proposed area and access it from Lawnsmead entrance plus areas of common land to the north of that;
- Allow usage of doctor surgery parking after surgery hours;
- Can the car parks in Lawnsmead, Memorial Hall and Church (St Johns) be used for short term parking?? Obvious area adjacent to playground, easy access from Barnett Lane would take many cars, would relieve current congestion;
- Make the parking 'residents only' - it should not be used as overflow for The Grantley Arms;
- Painted bays in Pepperpot area facing the shop and painted bays along western side of Wonersh common in addition to double yellow lines in between spaces;
- The 3 proposed options are awful. Neither would solve the issue of parking along Wonersh common;
- Marked parking bays in the village with double yellow lines to prevent poor/antisocial parking;
- Option 3, easier and safer to park. Easy to pull in and drive out;
- Option 2, Grantley Arms should look to contribute as they are also the reason for car parking issues;
- Option 2, only if cars park so driver can get out on pavement side. Option 2 is difficult if there is a passenger as this provides most spaces;

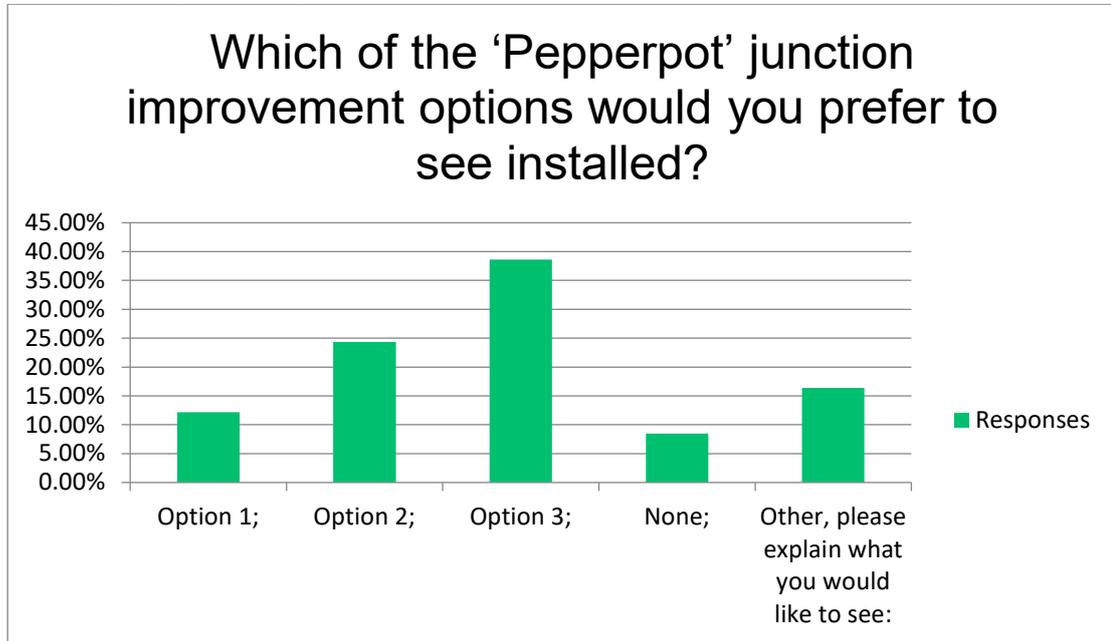
- Permitted use of pub car park between 9-11am and permitted use of the surgery car park at weekends. We feel that car parking as you enter the village will look unsightly and inevitably become full with semi-permanent cars;
- Use of the doctor's surgery car park in the evenings, or car park by the children's play area;

1.9 It can be seen from the **Summary Graph 3** that there is no clear consensus for which car park option should be taken forward. There also a variety of additional comments provided, which suggests that residents have many different ideas about what should be provided.

Question 5: Which of the ‘Pepperpot’ junction improvement options would you prefer to see installed?

1.10 The response graph for **Question 5** is shown below and the full response data, including ‘any other comments’, is included at **Appendix E**.

Summary Graph 4: Responses to Question 5



1.11 The open-ended responses are listed below:

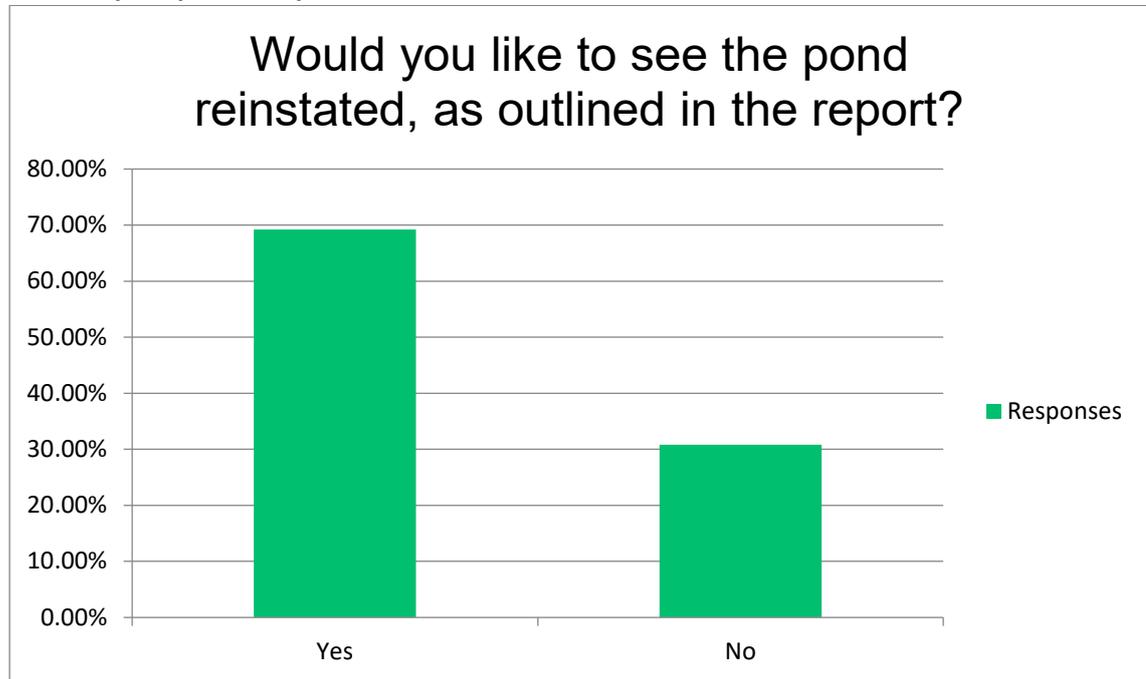
- Simply mark with double yellow lines / hatching?
- Create a conventional 'T' junction, will require extra highway signage (e.g. No entry signs) and detract from The Pepperpot and surrounding buildings;
- Get rid of echelon parking outside post office as this will be a prime accident zone;
- This is not the best place to cross the road either to the pub or to the other side as it is a road junction;
- Anything to slow the traffic down helps;
- With parking limited to 30 mins, no return within 2 hours and double yellow lines around the Pepperpot;
- Cordoning of the whole area and making a central parking zone;
- Put double yellow lines around Pepperpot;
- Relocate Pepperpot fully to NW kerb; create lay-by parking outside shop to reduce risk to pedestrians from reversing cars, locate Pepperpot centrally on its island;
- Improve sightlines for drivers from all directions at the junction;
- I would support the idea put forward by John Child in his email to Chris Crouch dated 28/02/19;
- It is a good idea to introduce a T junction type layout rather than a roundabout layout as WC Road / Cranleigh Road is the major route;
- Keep existing location of Pepperpot, assess detail of junction of Cranleigh Rd and the Street.

1.12 It can be seen from the **Summary Graph 4** above that **Option 3** is the preferred option.

Question 6: Would you like to see the pond reinstated, as outlined in the report?

1.13 The response graph for **Question 6** is shown below and the full response data is included at **Appendix F**.

Summary Graph 5: Responses to Question 6



1.14 It can be seen from the **Summary Graph 5** above that more local residents would like to see the Pond reinstated, than not.

Question 7: Any other comments or suggestions?

1.15 The complete open-ended responses are shown in **Appendix F** and are summarised below:

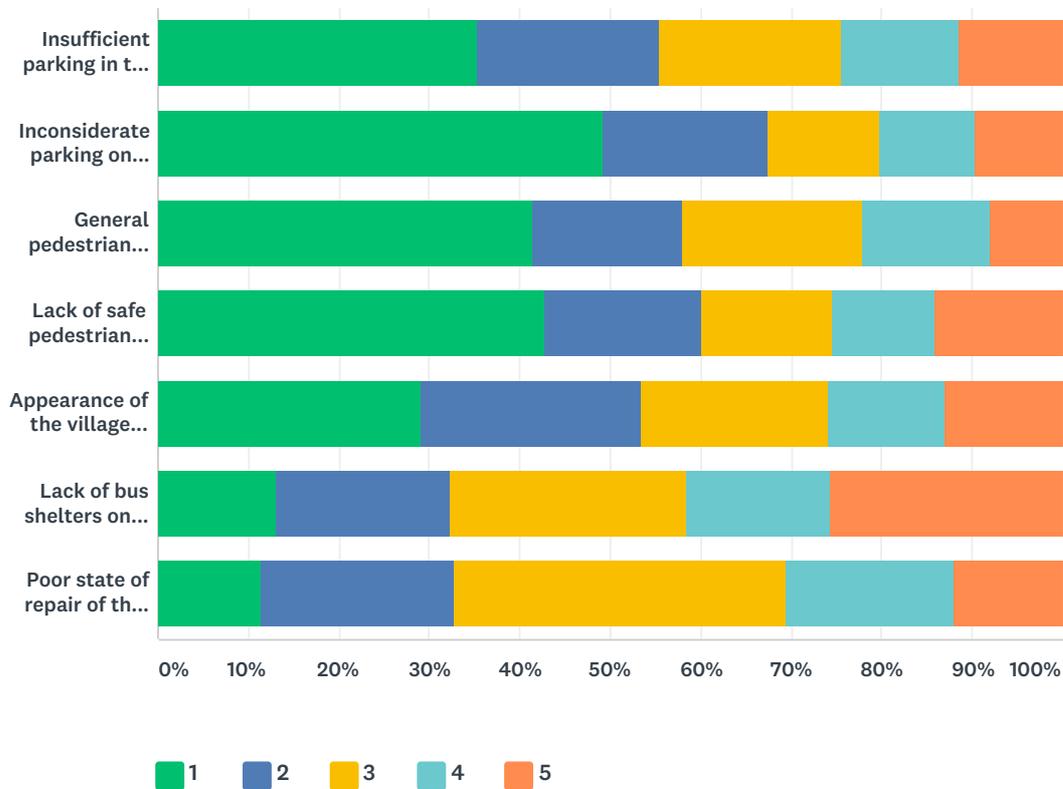
- It would just provide a rubbish / chucking area (see experience of Farley Green point);
- Neutral. Seems low priority, creates new safety issues etc;
- Speeding through village remains problem;
- No street lamps - no light pollution;
- Bus service No. 25 should be continued again;
- Calming signage to reduce speed from Wonersh Park;
- Benches required for seating;
- Pond is a waste of money / space;
- Pond maintenance would have to become a regular item on the Parish budget;
- Double yellow lines are needed for 5-10 yds outside the Old Vic in the Street, if there is a vehicle parked there then it blocks bus and car traffic;
- Concerned about safety and ongoing maintenance costs;
- Yes to Bus Shelters and real time info, especially in the Guildford direction;
- Lower the speed limit on approach to the bend in the road;
- Double yellow lines are required at dangerous spots on The Street;
- Pond reinstated, provided it can be maintained to a high standard;
- Street lighting, repairing pavements;
- Yellow lines in Barnett Lane entrance;
- Need to add benches to watch the ducks, trees to pond area to make it more attractive;
- General traffic calming measures are absolutely essential. The speed of cars travelling along The Common is ridiculous. The one speed detector rarely works and is completely ineffective;
- Village also needs a safe crossing from the shop to the surgery;
- Bike racks by the shop and time limit on parking;
- Traffic calming on Wonersh Common Road and Cranleigh Road entering village;
- Reduce speed on Cranleigh Road, not sure how but the large lorries drive at terrifying speeds;
- Zebra might also help slow through-traffic;
- Why not use speed bumps or road narrowing to control speeding cars?
- Bus shelters are not required and would be an eyesore;
- Pond reinstatement only if funds available;
- Residents keeping hedges to boundaries would benefit pedestrian safety.

Appendix A

Question 2 Response

Q2 Please rate how concerned you are about the following issues (1 being very concerned, 5 being not very concerned)

Answered: 189 Skipped: 0



	1	2	3	4	5	TOTAL
Insufficient parking in the village centre;	35.33% 65	20.11% 37	20.11% 37	13.04% 24	11.41% 21	184
Inconsiderate parking on pavements, verges and the Pepper Pot;	49.20% 92	18.18% 34	12.30% 23	10.70% 20	9.63% 18	187
General pedestrian safety around the village;	41.40% 77	16.67% 31	19.89% 37	13.98% 26	8.06% 15	186
Lack of safe pedestrian crossing points;	42.70% 79	17.30% 32	14.59% 27	11.35% 21	14.05% 26	185
Appearance of the village centre;	29.19% 54	24.32% 45	20.54% 38	12.97% 24	12.97% 24	185
Lack of bus shelters on both sides of The Street;	13.11% 24	19.13% 35	26.23% 48	15.85% 29	25.68% 47	183
Poor state of repair of the Pepper Pot.	11.48% 21	21.31% 39	36.61% 67	18.58% 34	12.02% 22	183

#	ANY OTHER ISSUES / COMMENTS?	DATE
1	Ban commercial vans parking in centre / at pepperpot - this would immediately improve the centre.	4/3/2019 2:28 PM
2	1) The Surgery has a very large car park that is often empty. They allow the church to use it at weekends - why not also the pub in the evenings and at weekends? 2) Parking in new spaces in front of the shop should be limited to 20 mins, not for pub, gp patients or residents.	4/3/2019 2:18 PM
3	Traffic speed through village, lack of provision for safe cycling.	4/3/2019 2:14 PM
4	No parking signs ignored, action taken against offenders?	4/3/2019 1:35 PM
5	Speed of vehicles along B2128 Blackheath Lane and Barnett Lane.	4/3/2019 12:43 PM

6	What measures can be taken to slow down traffic from Stanley Green Road.	4/3/2019 12:40 PM
7	Speed of cars driving down Barnett Lane and using it as a cut through to Blackheath	4/3/2019 12:38 PM
8	We need yellow lines and Barnett Lane junction with The Street - parish council notices for no parking do not work	4/3/2019 12:28 PM
9	Inconsiderate parking across private driveways	4/3/2019 12:15 PM
10	Inconsiderate parking across private driveways	4/3/2019 12:14 PM
11	Flow of traffic through the Street	4/3/2019 8:40 AM
12	Parts of the pavement and kerbs along the Street are in need of attention. Is it possible to have a safer way of getting from the entrance to Womersh Court to the Church Green Gatehouse on that side of the road as crossing the road from the Green Place side to enter Church Green on that bend is hazardous.	3/31/2019 7:50 PM
13	The parking situation in Womersh has reached crisis point in my view. It is on its way to becoming like Chilworth! Far too many cars parked around the Pepper Pot and along Womersh Common, causing congestion at peak times and plenty of "near misses". I am sure the success of the Grantley Arms has a role to play.	3/29/2019 4:45 PM
14	Speed limit should be reduced to 20mph on The Street and the B2128 Womersh Common.	3/29/2019 11:47 AM
15	Reference is made to compass points but plan drawings omit a North Arrow!	3/28/2019 1:59 PM
16	It isn't just the centre which has a severe lack of parking but the whole of the village.	3/25/2019 7:08 PM
17	Greatest concern is ensuring safety of pedestrians and other road users. Currently safety issues mainly associated with speed and volume of through traffic exacerbated by inconsiderate parking in the village centre.	3/22/2019 3:15 PM
18	No street lights	3/22/2019 3:07 PM
19	Enlargement of property sizes exacerbating parking problems	3/22/2019 2:53 PM
20	It is very difficult to cross the road now, blind corner and narrow pavement	3/22/2019 2:39 PM
21	High speeds of big vehicles between Pepperpot and Womersh Park	3/22/2019 2:31 PM
22	Install street lighting as per Bramley. This will also power the 2 VAS cameras which currently are pretty useless.	3/22/2019 2:26 PM
23	1. Parking along the street in the Bramley direction. 2. Cars mounting pavement in order to pass	3/22/2019 2:13 PM
24	Traffic calming measures on Cranleigh Rd	3/19/2019 9:28 AM
25	Marked bays and double yellow lines necessary around Pepper pot and Womersh Common	3/18/2019 11:46 AM
26	speed of traffic leaving Womersh towards Shalford - people drive far too fast, including round the bend. We have witnessed multiple near misses and several crashes.	3/16/2019 7:00 PM
27	Parking on Womersh Common roadway opposite Lawnsmead causing congestion and will lead to a nasty accident	3/16/2019 11:58 AM
28	Of course I'm against INCONSIDERATE parking anywhere -- (b) is a loaded question. In 34 years living in Womersh I'm not aware of any significant problems with the village centre. A bus shelter is useful but not a thing of beauty. I do not see why parking around the Pepperpot is a problem.	3/13/2019 5:15 PM
29	lack of enforcement of existing antisocial parking laws	3/12/2019 9:06 PM
30	Slow the traffic down entering the village	3/11/2019 10:33 AM
31	Now is the time for Womersh Parish Council to address pedestrian, traffic safety issues	3/11/2019 10:17 AM
32	Don't spoil village with yellow lines or lighting	3/11/2019 10:08 AM
33	Don't spoil village by adding street lighting or too many yellow lines in centre of village	3/11/2019 10:04 AM
34	Lack of pedestrian crossing just before Gerard's Wood	3/10/2019 2:31 PM
35	Particular issues on crossing to the village shop for Children which is extremely unsafe, especially from the Cranleigh side of the village.	3/10/2019 12:53 PM
36	Vehicles driving too fast and inconsiderately	3/10/2019 12:49 PM
37	Yellow lines are required and a police sign saying no parking. This would solve the problem. YELLOW LINES OPPOSITE LAWNSMEAD AS PARKED CARS ARE DANGEROUS HERE	3/10/2019 10:47 AM
38	Parking in the village centre and Barnett Lane and the Street are the key issues	3/8/2019 6:44 PM

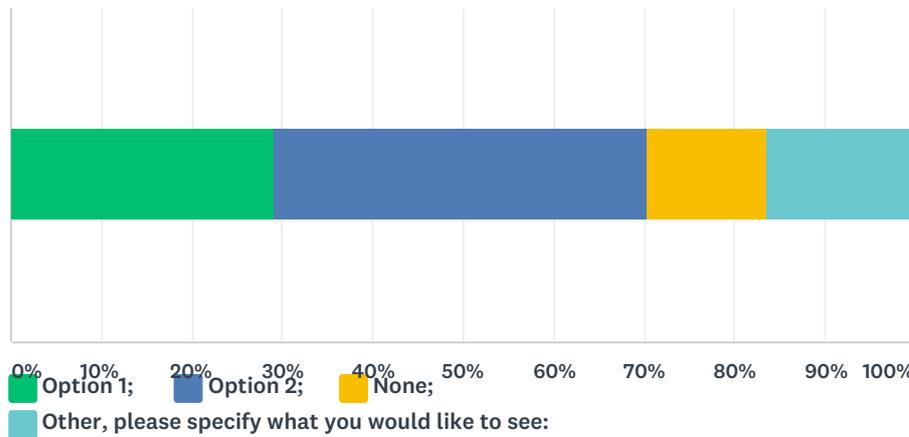
39	speeding traffic; vehicles too large for The Street including school coaches	3/8/2019 11:57 AM
40	No issues regarding parking around Pepperpot but vehicles parked on pavements and verges are a hazard to anyone with a pram. Vehicles often block the pavement completely.	3/7/2019 11:26 PM
41	continued inconsiderate and obstructive parking on the Cranleigh Road exit of Barnett Lane	3/7/2019 6:06 PM
42	Obstructive parking near the entrance to Barnett Lane (pub overflow)	3/7/2019 5:38 PM
43	Yellow lines necessary around Pepperpot	3/5/2019 9:47 PM
44	Speeding through the village is a huge problem	3/5/2019 3:01 PM
45	Speed of traffic through the centre of Wonersh and The Street	3/4/2019 8:17 PM
46	The high level of (inconsiderate) parking is forcing (large) buses onto the pavements, which are being continually destroyed. The huge increase in parking over the last six months is destroying the character of the village	3/4/2019 5:11 PM
47	Concerns over speeding traffic - particularly around the pub area where the pavement is quite narrow and pedestrians are close to traffic	3/3/2019 7:20 PM
48	Speeding along Wonersh Common Road	3/3/2019 6:50 PM
49	Cars often parked at beginning of junction outside Grantley Arm causes traffic chaos and potential hazards.	3/3/2019 12:13 PM
50	Traffic speed through village. Lack of provision for safe cycling particularly along main road towards Tillingbourne	3/3/2019 11:37 AM
51	Lack of parking stops me using the shop, I often drive on to Bramley. No safe crossing points makes it difficult walking through the village with children. Parking on the corner of Barnett Lane and Cranleigh Road is seriously dangerous. Since the Parish Council installed signs it is a bit better	3/2/2019 3:35 PM
52	Speed on vehicles along Wonersh Common Road	3/1/2019 4:35 PM
53	High potential for road traffic accidents when making almost any sort of turn near the Pepper Pot or the entrance to the surgery car park. Made worse by relatively high speeds of some vehicles through the village centre.	2/28/2019 8:52 PM
54	Related to the appearance of the village is the lack of trees. We have lost several in recent years eg from the pub and near the shop. They can add hugely to the look of the village, the amelioration of noise and beneficial impact on air quality.	2/28/2019 7:56 PM
55	Thanks for organising, much needed.	2/26/2019 2:03 PM
56	Mainly concerned with vehicle speeds through the village	2/25/2019 5:07 PM

Appendix B

Question 3 Response

Q3 Which of the pedestrian crossing options would you prefer to see installed?

Answered: 189 Skipped: 0



ANSWER CHOICES	RESPONSES	
Option 1;	29.10%	55
Option 2;	41.27%	78
None;	13.23%	25
Other, please specify what you would like to see:	16.40%	31
TOTAL		189

#	OTHER, PLEASE SPECIFY WHAT YOU WOULD LIKE TO SEE:	DATE
1	None. Pedestrian crossings create an excess of urban street furniture / car jams / idling cars - also Wonersh has always resisted street lighting - this would be required? - Only 4 - 14 cars park spaces planned.	4/3/2019 2:28 PM
2	Option 2: Zebra might also help slow through traffic.	4/3/2019 2:14 PM
3	None. Some form of road speed cushioning, signage / bumps / road surface at certain points.	4/3/2019 1:18 PM
4	Option 1: In conjunction with car parking option 3 would presumably reduce overall costs.	4/3/2019 12:30 PM
5	Cannot red faced tarmac as at Shamley Green not be adequate as it's the same road? Doesn't option No1 eat into Common land? The chevron'd central area is far too urban a solution and how can this option rely on cars not being parked on the northbound verge as currently without even more road markings? Option 2 is far too urban and visually alien to the character of Wonersh. Belisha beacons and all the associated road markings are an urbanite's idea with no sensitivity of a rural community. Whether as a southbound driver or pedestrian you are just about to enter a Conservation Area!	3/27/2019 1:00 PM
6	You state that it is an offence to park on zig zag lines but it is also an offender to park in the pavement.	3/25/2019 7:08 PM
7	Option 2: Could you use the doctor's surgery car park out of hours?	3/22/2019 3:07 PM
8	To near bend between both village halls.	3/22/2019 3:03 PM
9	Crossing outside doctor's surgery	3/22/2019 2:53 PM
10	The best place to help people cross the road in The Street is from outside the Village Shop to the Pharmacy which would also link the bus stops. An old fashioned zebra crossing would be the best.	3/22/2019 2:48 PM
11	Zebra crossing	3/22/2019 2:39 PM
12	Unsure	3/22/2019 2:34 PM
13	Outside surgery in The Street.	3/22/2019 2:26 PM

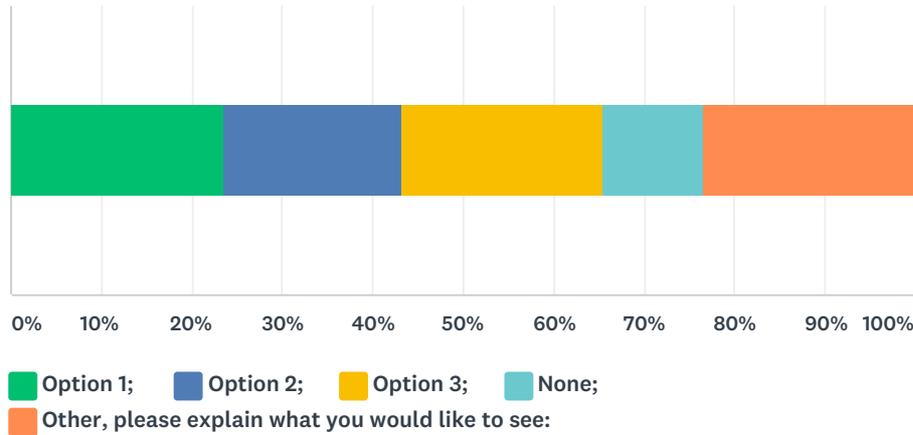
14	Pedestrian crossing not necessary where suggested. It's much more dangerous to cross road between shop and doctors/pub in Pepperpot area.	3/18/2019 11:46 AM
15	Option 1 but slightly nearer the memorial hall to be on a straighter section of road	3/17/2019 4:54 PM
16	Crossing the road is not an issue	3/13/2019 8:18 PM
17	Option 2 but no streetlight -- bollards and beacons only -- bright beacons as at St Catherine's School in Bramley, not as at Shalford by Boots Pharmacy.	3/13/2019 5:15 PM
18	Pedestrian crossing is needed on the Street to gain save access to the surgery	3/12/2019 9:13 PM
19	A more dangerous crossing is between Grantley Arms and Post Office	3/11/2019 5:58 PM
20	Option 1, best option allround for now and the future. Option 1 will also slow all traffic down entering from teh common side. Safety a big benefit.	3/11/2019 10:33 AM
21	which is adequate for village atmosphere and a considerable improvement over what we hae at present	3/11/2019 10:04 AM
22	Option 2 but no lighting and move further north nearer the Memorial Hall entrance as a crossing point for car park users and Memorial Hal users.	3/7/2019 11:26 PM
23	Neither option alone is attractive having regard to the stated disadvantages. The island refuge is basically the same in both in terms of land area required. The pedestrian refuge of Option 2 without the new lighting connections or road markings would suffice and be considerable cheaper. Lighting would be intrusive and urbanise the area. Option 2 would hold up traffic flows and result in traffic backing up into the village junction and beyond.	3/6/2019 3:23 PM
24	Residents parking along The Street to prevent inconsiderate and unsafe parking and high levels of parking - these problems make crossing the Street between the doctors surgery and Court House very dangerous for residents on The Street and are not addressed by either Option 1 or Option 2. Options 1 and 2 are expensive and do not address the real needs of the village	3/4/2019 5:11 PM
25	Speed bumps along Wonersh Common Road would slow motorists down therefore allowing people to cross easier	3/3/2019 6:50 PM
26	The lace where roda crossing is most hazardous is in the The Street - but it is difficult to see how to fix this without causing traffic to back-up onto Craneigh Road	3/2/2019 9:35 PM
27	The majority of people in Wonersh live to the East of the Pepperpot (Barnett Lane, New Rd, Wonersh Park) - and so a crossing on Cranleigh Rd, to the East of the Pub will serve more people and will serve to slow down traffic turning into The High St. And Option 1 is best design.	3/1/2019 8:54 PM
28	Not one that needs lights	3/1/2019 3:37 PM
29	The main problem for pedestrians is crossing Cranleigh Rd from exiting Barnett Lane. It is unlikely that the proposed pedestrian crossings will entice people to go that way. Suggest provide rumble strips or contrast bands at intervals along the main road to slow traffic down.	2/28/2019 6:46 PM
30	PEDESTRIAN CROSSING IN AREA OF DOCTORS/PHARMACY/SHOP	2/27/2019 6:19 PM
31	a cheaper crossing with a pedestrian island could be installed about 100 meters towards Shalford where the road is already wide enough to accomodate the island without the need to widen the carriageway onto commonland.	2/27/2019 12:47 PM

Appendix C

Question 4 Response

Q4 Which of the car park options would you prefer to see installed:

Answered: 188 Skipped: 1



ANSWER CHOICES	RESPONSES	
Option 1;	23.40%	44
Option 2;	19.68%	37
Option 3;	22.34%	42
None;	11.17%	21
Other, please explain what you would like to see:	23.40%	44
TOTAL		188

#	OTHER, PLEASE EXPLAIN WHAT YOU WOULD LIKE TO SEE:	DATE
1	None. Parking in the village centre is taken up by: Grantley Arms staff, customers, pharmacy staff and customers, interior design shop staff and customers. Residents in the centre of the village have never been consulted - these plans have been required by residents who don't live in the centre of the village who don't live in the centre of the village but would just like to see it neat and tidy, it is a functioning centre.	4/3/2019 2:28 PM
2	Option 3: Hopefully zig zag markings will stop inconsiderate parking that blocks the 2-way flow of traffic. If not, double yellow lines should be added as necessary.	4/3/2019 2:18 PM
3	None. We should be encouraging less car use in this small village. Most residents live 5-10 mins walk from shop (2 mins cycle). Doctor's surgery has its own car park. Building more car parks encourage more sedentary lifestyles + ill-health. Likely to be misused by local residents as additional house parking.	4/3/2019 2:14 PM
4	Option 3: better than other options but not ideal	4/3/2019 12:40 PM
5	None: a car park will just encourage more people from surrounding villages to use The Grangley pub, and will spoil the look of our small village. We don't want to end up looking like Branley.	4/3/2019 12:38 PM
6	Car park to north side of Lawnsmead between that and the common.	4/3/2019 12:35 PM
7	Option 3: in conjunction with pedestrian option 1.	4/3/2019 12:30 PM
8	Option 1: Or create a larger car park to the left of the entrance to Lawnsmead Hall on the little used corner of the recreation ground.	4/3/2019 12:22 PM
9	The proposals do not provide nearly enough parking to meet demand and remove the problems outlined in Q2. Use maximum of proposed area and access it from Lawnsmead entrance plus areas of common land to the north of that. Use of common land is a problem but we need a minimum of 50 spaces to avoid the village centre being ruined and to cater for all needs	3/27/2019 10:22 PM

10	Has Stilwell visited Wonersh or just relied on googleearth images?! Do they not realise the change in level btwn the road and proposed parking areas - it's not flat like their 'idyllic' images. How will the ground be built up, if not for the parking bays for the otherwise steep junction across the pavement? There is no turning hammerhead on either option and option 2 has an entry/exit of only one car width. If either of these options is intended for shoppers to the Village Store - they'll be expected to park then walk away from the store to the new crossing to have to walk back? Option 3 is not sensible for northbound drivers and 'realigning the footpath' has the same problems with change of level as options 1 and 2. It eats into Commonland and pays scant regard to the new double row of trees.	3/27/2019 1:00 PM
11	We need more parking space. If you want the streets cleared of parked traffic then give people affordable easements so that I residents can get off the road and park in their own land.	3/25/2019 7:08 PM
12	Option 3 is the least impacting. Allow usage of doctor surgery parking after surgery hours. encourage users of fabulous grantley arms who are local to walk (some sort of local resident discount or gamification to encourage biking/ walking instead of driving). You could potentially lengthen the driveway to the lawns mead village hall to allow parking along one-side. That enables people to easily run to the shop and back again. Put the crossing there to encourage usage.	3/24/2019 9:19 AM
13	Can the car parks in Lawnsmead, Memorial Hall and Church(St Johns) be used for short term parking?? There are normally spaces during the week even if venues are in use. This would be cheaper, non - invasive and make use of what is already available. Should have a time restraint to deter long parking but also be free to avoid cars parking as they do now.	3/23/2019 6:05 PM
14	None: A parking survey should be carried out to determine current parking patterns and duration of stay i.e. residents' vehicles or visitors, business customers?. Cost estimates appear optimistic and exclude operation and maintenance charges.	3/22/2019 3:15 PM
15	Option 1: Access via current drive to Lawnmead Hall. What about some additional parking on The Common adjacent to Lawnsmead Hall for permit holder (i.e. residents only from Lawnsmead).	3/22/2019 3:03 PM
16	Obvious area adjacent to playground, easy access from Barnett Lane would take many cars, would relieve current congestion.	3/22/2019 3:00 PM
17	Option3: Make the parking 'residents only' - it should not be used as overflow for the The Grantley Arms	3/22/2019 2:57 PM
18	Option 1: But it would not help the Village Shop although the additional 14 spaces would provide an 'overflow' for the Grantley Arms but it would put people off dashing in for a pint of milk as it is too far out of the village.	3/22/2019 2:48 PM
19	Think perhaps better to go to bigger number of spaces as the road gets busier year on year	3/22/2019 2:39 PM
20	As this does not interfere with reinstatement of pond	3/22/2019 2:31 PM
21	Parking: I have indicated None for the following reason. Wonersh, because of its position relative to Guildford, is drowning in a sea of increasing traffic, which will only get worse with time. The day when there will be a queue of cars, vans and large lorries through Wonersh is coming sooner than we think. It is naive to think that the parking problem in Wonersh is caused by the residents, it is not. It is caused by non-residents using Wonersh either to visit The Grantley Arms, which does not have sufficient parking spaces or to park their vehicles and catch the bus to Guildford. Provision of more car parking will only benefit these 2 groups. If additional parking is provided, paid for largely by Wonersh, the residents of Wonersh will not benefit at all unless a Residents Parking Badge is introduced and who would administer it? Because without constant monitoring it will be widely abused. What is the solution long term to Wonersh's problem? A by-pass, nothing less.	3/22/2019 2:26 PM
22	No pound make all parking	3/22/2019 12:41 PM
23	Painted bays in Pepperpot area facing the shop and painted bays along western side of Wonersh common in addition to double yellow lines inbetween spaces.	3/18/2019 11:46 AM
24	Maybe if the Pepperpot j7nction was one way more spaces could be created in front of the shop. All other options will totally spoil the look of the village and probably get used by residents parking teenagers cars. None of these options cope with the Grantley customers. Last weekend there were 25 cars on the main stretch towards Shalford and at least 17 towards Bramley. Can't we come to an out of hours arrangement with the GP surgery?	3/17/2019 4:54 PM
25	a reduced option 3 might work - see later comments	3/16/2019 11:58 AM
26	The 3 proposed options are awful. Neither would solve the issue of parking along Wonersh common	3/13/2019 8:18 PM
27	Option 3 much preferred to Option 1 or Option 2 . Or if not - then none.	3/13/2019 5:38 PM

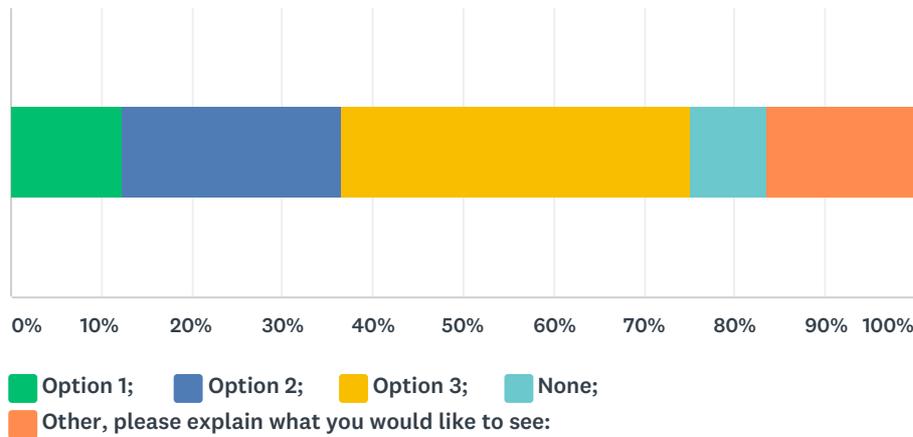
28	Option 2 (10 extra spaces) would be useful PROVIDED no existing spaces (e.g, round Pepperpot) are removed. They might be permanently occupied by Lawnsmead Cottages residents... Consider single yellow lines along Wonersh Common Road where a parked car reduces the carriageway to one lane.	3/13/2019 5:15 PM
29	marked parking bays in the village with double yellow lines to prevent poor/antisocial parking	3/12/2019 9:13 PM
30	Option 3, easier and safer to park. Easy to pull in and drive out.	3/11/2019 10:33 AM
31	Option2, Grantley Arms should look to contribute as they are also the reason for car parking issues.	3/11/2019 10:22 AM
32	Option 2, only if cars park so driver can get out on pavement side. Option 2 is difficult if there is a passenger	3/11/2019 10:08 AM
33	as this provides most spaces	3/11/2019 10:04 AM
34	Permitted use of pub car park between 9-11am and permitted use of the surgery car park at weekends. We feel that car parking as you enter the village will look unsightly and inevitably become full with semi-permanent cars.	3/10/2019 12:49 PM
35	Option 1 - but the entrance should be off the Lawnsmead Hall entrance road and not from the main road. It would provide slightly more space and avoid having 3 entrances Memorial Hall, Car Park and Lawnsmead) from the main road so close together which would be a major problem to through traffic. The car park should also be left at the current low level to make it less conspicuous. Also see my comment re pedestrian crossings as it is important to relate the crossing to the car park.	3/7/2019 11:26 PM
36	Option 3 would facilitate car parking for traffic coming from the north although cars from the south would also park there with the consequential safety issues of access across the traffic flow and exit with limited visibility. Parking for cars coming from the Street outside the shop would suffice. Providing either of car parking Options 1 or 2 would severely impact the attractiveness of the green areas of the village and should be resisted.	3/6/2019 3:23 PM
37	The options would presumably just provide extra parking for the Grantley Arms, in which case they should pay for it. There are two places where one parked car can cause significant problems - near the bend on the Street and on Wonersh Common. If these pinch points are addressed the traffic will flow much more smoothly	3/2/2019 9:35 PM
38	Ask/insist the doctors surgery open their carpark on Friday night, Saturday and Sunday until 6pm- instantly providing 20+ spaces at no cost. Threat of clamping will ensure no-one leave car their overnight on Sunday. Better of the proposed options in Option 3, so as not to bother residents on the common.	3/1/2019 8:54 PM
39	Option 2, but with more spaces, by extending further towards Lawnsmead.	2/28/2019 8:52 PM
40	It is totally unacceptable to use common land for car parking. It is wrong in principle, is the wrong use of land, would be visually horrible, have an adverse effect on neighbours and would not solve the problem - ie lack of parking for residents of The Street and for the shop, as it is too far from both. Also the land has poor drainage and would require very expensive foundations. The option amongst the trees is particularly bad as it is unacceptable to park within a tree's root protection zone. The trees would be likely to suffer severely (I have many years professional experience of this type of issue). The proposals would conflict with the Wonersh Design Statement and would have an unacceptable effect on the conservation area. I would add that the Stilwell Report is out of date - 2016 ! The increase in congestion is now largely caused by the success of the pub. The costs of the parking options will have increased since 2016. I would prefer to see better use made of the surgery car park and the church car park.	2/28/2019 7:56 PM
41	Option 3 preferred, alternatively a product such as EcoGrid (https://ecogrid.co.uk/popular-uses/grass-parking-surfacing/) for options 1 or 2 is much preferable to hard surface parking.	2/28/2019 6:46 PM
42	ALL OPTIONS WOULD NOT PROVIDE ENOUGH SPACES IN ANY CASE AND WOULD SPOIL LOOK OF VILLAGE	2/27/2019 6:19 PM
43	All 3 options are really poor suggestions. We need marked parking slots on the western side of Wonersh common with double yellow lines to prevent lazy shop and pub goers parking on the footpaths and blocking the driveways to the houses on the west side	2/27/2019 12:47 PM
44	Use of the doctors surgery car park in the evenings or car park by the childrens play area	2/26/2019 8:40 PM

Appendix D

Question 5 Response

Q5 Which of the 'Pepperpot' junction improvement options would you prefer to see installed?

Answered: 189 Skipped: 0



ANSWER CHOICES	RESPONSES	
Option 1;	12.17%	23
Option 2;	24.34%	46
Option 3;	38.62%	73
None;	8.47%	16
Other, please explain what you would like to see:	16.40%	31
TOTAL		189

#	OTHER, PLEASE EXPLAIN WHAT YOU WOULD LIKE TO SEE:	DATE
1	None. The junction may appear messy at first sight, but it is a proven fact that this slows car speeds - all your plans would create fast, traffic / parking free lanes + increase speed of traffic to danger point.	4/3/2019 2:28 PM
2	If no parking is allowed around Pepperpot why not simply mark with double yellow lines / hatching?	4/3/2019 2:14 PM
3	Similar to option 3 but modified as below. Create a conventional 'T' junction. Move the PepperPot southwards onto a, now slightly enlarged, area between The Grantley Arms and The Dispensary. The public would have safe access, it would be more conveniently located for any maintenance work from a motorist point of view the junction should be safer and much more user friendly where the sightlines would not be hampered by The Pepperpot and pedestrians crossing. Currently, many people choose to cross the road immediately outside the Doctor's Surgery as in Option 2.	4/3/2019 12:22 PM
4	None are acceptable as they are too urban and are not utilising the road space appropriately, some even seem to be losing footpath space and moving the road / parking closer to the houses / shop which is unnecessarily and unacceptable. The objective of this should be widening footpaths and common space around the centre of the village and returning this to grass, (like in Shamley Green), not the opposite. There is already too much road than is necessarily. Option 1 doesn't change much at all and would still be dangerous. Option 2 road layout by the pub is the only one that makes sense if you stop all through car access around the other side of the pepper pot (leaving just enough access for house driveways, these could even be a sort of easement and return the rest to grass like in Shamley Green). Option 3 is pointless as it just creates two very wide roads which will be confusing if there should be one or two cars going each way. There is no point improving the pepper pot if you still have to get through several lanes of traffic to get to it. It should be completely pedestrianised on the shop side of the pepper pot minus driveway access at the very top. You can then place parking at the edges of this new pedestrianised space. The thing that makes the village so dangerous is having to look out for cars coming from more than two directions, only option 2 with no cut through would achieve this.	3/30/2019 9:50 PM

5	Option 1 but with the island to have eg raised "edges" to prevent on/off parking around the Pepperpot, and maybe No Parking signs. Parking outside the shop to be limited to eg 20 minutes.	3/29/2019 8:19 PM
6	Make T junction for the Street/Cranleigh Road (remove roadway/pedestrianise between shop and pepperpot but provide layby parking outside shop. Remove 'blip' outside Grantley and impose 20mph limit in area bounded by Dower House/Lawnsmead Entrance and Church Green (and no further). Consider an average speed check system.	3/27/2019 10:22 PM
7	Option 2 or 3	3/23/2019 6:05 PM
8	Options 2 and 3 would require extra highway signage (e.g. No entry signs) and detract from The Pepperpot and surrounding buildings. In Option 3 vehicles currently used by the service bus operators would struggle to turn onto the B2128 towards Shamley Green and pavement parking by delivery vehicles outside The Grantley Arms would need to be banned/enforced. Shared surface across whole junction would be effective in vehicle speed reduction.	3/22/2019 3:15 PM
9	Option 3: Get rid of echelon parking outside post office as this will be a prime accident zone within first 30 minutes of being open.	3/22/2019 2:57 PM
10	None. This is not the best place to cross the road either to the pub or to the other side as it is a road junction. it would be good to retain some parking around it as well as the three spaces outside the shop. Perhaps these should be marked in the road rather than the ad hoc arrangement at the moment. Could the time restriction be reduced from 20 minutes to 15 minutes? which would help to make the spaces become available quicker.	3/22/2019 2:48 PM
11	Anything to slow the traffic down helps	3/22/2019 2:39 PM
12	With parking limited to 30 mins, no return within 2 hours and double yellow lines around the Pepperpot.	3/22/2019 2:26 PM
13	Cordoning of the whole area and making a central parking zone	3/22/2019 12:35 PM
14	Other options would make passing of buses impossible	3/19/2019 9:28 AM
15	Option 1 plus see my later comments	3/16/2019 11:58 AM
16	Option 1, would be nice to see it renovated to a high standard.	3/11/2019 10:33 AM
17	Option 3: However, all options will still cause an issue with school bus traffic which is very heavy.	3/11/2019 10:22 AM
18	None, put double yellow lines around Pepperpot	3/11/2019 10:11 AM
19	Option 2, but no parking bays unless people back into them	3/11/2019 10:08 AM
20	Option 1 is the cheapest alteration and also the safest. But I also think the road between the Pepperpot and the shop should be one way - see below	3/11/2019 10:04 AM
21	Relocate pepperpot fully to NW kerb. Create new T-junction increasing step out in from of Grantley Arms to form a tighter LH turn from Cranleigh direction. Raised surface across junction as calming measure. Nose-in parking in front of shop.	3/8/2019 11:14 AM
22	Option 2 but create lay-by parking outside shop to reduce risk to pedestrians from reversing cars. Locate Pepperpot centrally on its island	3/7/2019 11:26 PM
23	Neither option addresses the use of the Pepperpot island as a "roundabout" facilitating traffic travelling south turning into the Street on the southern side of the Pepperpot and then turning right in front of the Post Office before a left turn to head north. Without this facility there is nowhere that traffic travelling south can turn north within the village. Option 3 with a reduced addition to the island would facilitate this. Pedestrian crossing points over the Pepperpot and a realignment of the area outside the Grantley(tinted yellow on the plan) to create a more defined right hand turn for traffic coming from the south would slow traffic turning into the Street thus making it safer for pedestrian crossings. Bollards on the Pepperpot island would stop parking on this central area thus improving sightlines for drivers from all directions at the junction. Traffic from the north would have to turn into the Street to the south of the Pepperpot thus making the right hand turn a safer manoeuvre.	3/6/2019 3:23 PM
24	I would support the idea put forward by John Child in his email to Chris Crouch dated 28/02/19. If that is not possible, then Option 2.	3/4/2019 8:17 PM
25	Option 3 is the best option (other than the echelon parking which is a really bad idea) but could this be taken further and turn the pepper pot into a roundabout? This would help slow traffic turning into The Street and make it easier for traffic to exit The Street - and stop parking on the pepperpot	3/2/2019 9:35 PM
26	Option 3 but with lay-by parking	2/28/2019 8:47 PM

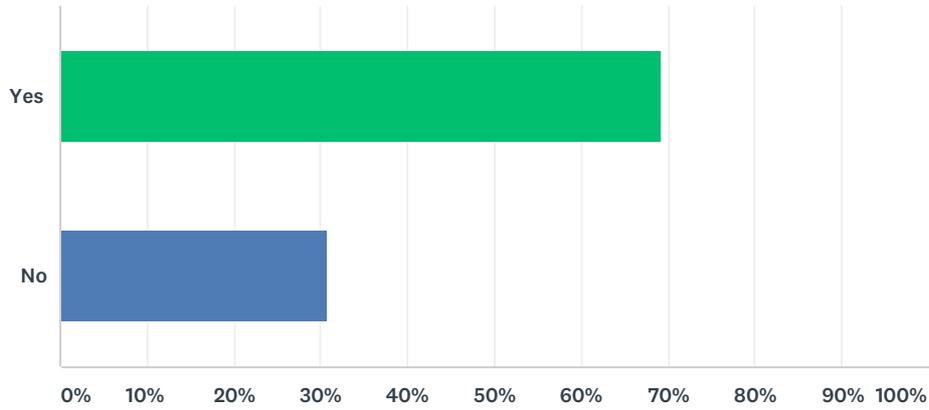
27	Option 2. It is a good idea to introduce a T junction type layout rather than a roundabout layout as WCRoad / Cranleigh Road is the major route. The number of traffic movements would be reduced compared to those generated by the current roundabout layout. It is sensible to make use of the wide paved area in front of the shop so I support the chevron parking. However if these could be slightly realigned the hazard of cars reversing onto The Street would be reduced.	2/28/2019 7:56 PM
28	I have submitted an alternative proposal to Chris Crouch (Wonersh Parish Councillor).	2/28/2019 6:46 PM
29	NONE	2/27/2019 6:19 PM
30	Variant of option 3 - Keep existing location of pepperpot; assess detail of junction of Cranleigh Rd and the Street; add footpath and crossing demarcation to raised shared road surface at north end as additional traffic calming and to emphasise pedestrian link between footpath and pepperpot; with pepperpot island shifted back south east, this enables echelon parking spaces to be moved further away from the post office frontage and for a fifth parking space to be added at the northern end.	2/26/2019 12:27 PM
31	Parking round Pepperpot OK for shop but NOT for hours on end - s/b restricted parking. Also must keep slots outside shop. Adopt Option 2's traffic flow = No Entry for southbound traffic cutting through in front of shop.	2/25/2019 6:04 PM

Appendix E

Question 6 Response

Q6 Would you like to see the pond reinstated, as outlined in the report?

Answered: 185 Skipped: 4



ANSWER CHOICES	RESPONSES	
Yes	69.19%	128
No	30.81%	57
TOTAL		185

Appendix F

Question 7 Response

Q7 Any other comments or suggestions:

Answered: 102 Skipped: 87

#	RESPONSES	DATE
1	It would just provide a rubbish / chucking area (see experience of Farley Green point).	4/3/2019 2:28 PM
2	Neutral. Seems low priority, creates new safety issues etc. Speeding through village remains problem. We should encourage people to walk / cycle around the village rather than park over it like a supermarket car park. Also, on parking, please do not create a "percy arms" / chilworth situation when expansion of pub / restaurant business overflows to whole village centre.	4/3/2019 2:14 PM
3	No street lamps - no light pollution. I think it would be a shame to do all these improvements if they are then taken up by customers of the pub. I go there regularly and love it but the extra spaces should be for the shop, doctors and pharmacy. These would need to be an effective way of making sure this did not happen.	4/3/2019 1:49 PM
4	My husband and I have lived at the same address in Wonersh for 61 years. For many years there was a bus service No. 25 that ran along the main road from Wonersh Village to Guildford. There was a bus stop shelter at the junction with Blackheath Lane. With a young family this was a necessity for taking and collecting children from Shalford Infant School. My husband and I are now in our 80s with mobility problems and the re-instatement of a bus service would make a great contribution to our quality of life and enable us to remain independent. Bus services to Guildford from wonersh Village through Bramely are frequent. Surely it would be fair and just for the 'Blackheath' end of the village to benefit from such a service as we pay the same rates and outgoings. Not everybody has the benefit of their own vehicle. For what reason was the bus service on this route discontinued? For most times we are able to attend the Wonersh Surgery by car but on occasions have to attend on foot is a terrifying experience, fast traffic frequently breaking the speed limit and even more frightening having to watch for road traffic with vehicles parked round the Peppercot and down The Street towards Bramley an accident waiting to happen !	4/3/2019 1:35 PM
5	Calming signage to reduce speed from Wonersh Park (please drive slowly as entering the village) 20mph ? Due to very narrow pavements.	4/3/2019 1:18 PM
6	Not bothered, benches required for seating	4/3/2019 1:12 PM
7	The pond is a waste of money, space	4/3/2019 1:06 PM
8	Nice idea but probably too expensive	4/3/2019 12:40 PM
9	Providing funds can be raised for its upkeep.	4/3/2019 12:35 PM
10	Whilst it might be a nice feature, it is unlikely to be properly maintained and will become an eyesore.	4/3/2019 12:30 PM
11	Pond maintenance would have to become a regular item on the Parish budget.	4/3/2019 12:22 PM
12	Thank you for consulting the villagers. This is a well thoughtout and considered survey. Many thanks and good luck.	4/3/2019 12:10 PM
13	Double yellow lines are needed for 5-10 yds outside the Old Vic in the Street, if there is a vehicle parked there then it blocks bus and car traffic	4/3/2019 8:40 AM
14	We are concerned about safety and ongoing maintenance costs if the pond were to be reinstated.	3/31/2019 7:50 PM
15	The Village shop is not really a shop that requires parking, most users are in walking distance, and there is plenty of parking in the side streets if someone is adamant they need to stop in Wonersh. Double Yellow lines on the main road is what we should focus on!	3/31/2019 7:34 PM
16	It is great to see ideas for improvement but it's important to return a village feel to and not urbanise things. It really is the chaos of 4 lanes of traffic that is the real issue that needs dealing with. It's difficult to know which of the extra parking options is best, Option 3 is quite good as it provide a safer protected footpath next to the road so long as there is no visibility issues. It is also important to maintain access behind options 1 & 2 to walk behind them through the common land to the park.	3/30/2019 9:50 PM

17	My only concern with all of the parking options is that they will just become overflow car parks for the pub and then residents will be forced to continue parking on the road. I feel option 3 for the Pepperpot will reduce congestion in this area (despite some inevitable confusion once the changes are implemented). I like that it incorporates safe crossing points for pedestrians too, which will complement whatever pedestrian crossing is implemented in the village.	3/29/2019 4:45 PM
18	#5. As an alternative to Option 3 for the Pepperpot junction, I suggest relocation of the Pepperpot towards the Village Stores, turning that lane into a pedestrianised area. The opposite lane would become wider and remain as two-way traffic flow. I believe this would solve the issues of parking around the Pepperpot, making it more of a feature and creating a much safer and clearer road junction.	3/29/2019 11:47 AM
19	Parking restrictions are also essential in Barnett Lane to just beyond the first driveway adjacent to The Street/Cranleigh Road. Also in The Street on the bend near 'The Old Vicarage'	3/28/2019 1:59 PM
20	Yes to Bus Shelters and real time info, especially in the Guildfod direction	3/27/2019 10:22 PM
21	re The Pepperpot: Option 1 only by default. Options 2 + 3 ignore southbound cyclists who often turn to Bramley - they would have to be partway round the bend for any clear visibility then they might not be seen by southbound drivers. With optn 3 - drivers being forced to swing left of the Pepperpot to turn right is awkward. With Option 2 - what is the point of this huge lagoon of an island? It'll be no safer sitting under the Pepperpot hard against Gfd/Cranleigh traffic. Option 3 'urbanises' optn 2 by needing a chevron'd area. Reinstatement of the village pond - a grand idea to show WavBC and SCC that a community can embark on a sustainability agenda. Make it big enough to deal with our more frequent major downpours and it'll kill off ideas for parking btwn Lawnsmead Cottages and the road.	3/27/2019 1:00 PM
22	Lower the speed limit on approach to the bend in the road, though many will ignore it as they currently do. Speeding along Wonersh Common happens all the time with no recourse.	3/25/2019 7:08 PM
23	Note that the only slight problem in reinstating the pond (provided it is made really pretty) is that this may attract further people to the village causing a parking issue. perhaps take the pond/ stream all the way along the side of the park so that families who might be attracted by the pond are encourage to park Barnett Lane side rather than in the centre of the village?	3/24/2019 9:19 AM
24	I'm afraid that double yellow lines are required at dangerous spots on The Street	3/24/2019 1:17 AM
25	Pond reinstated provided it can be maintained to a high standard.	3/22/2019 3:15 PM
26	Street lighting, repairing pavements.	3/22/2019 3:07 PM
27	Yellow lines in Barnett Lane entrance	3/22/2019 3:00 PM
28	Definitely need to add benches, trees to pond area to make it more attractive.	3/22/2019 2:57 PM
29	Too much emphasis on 'NEEDS' of motorists, not enough on needs of 'Pedestrians and users of public transport'. Speed restrictions needed in village centre before major accident occurs	3/22/2019 2:53 PM
30	Car parking in general. All the schemes suggested do away with some parking in The Street and along Wonersh Common Road which will affect the Village Shop. At the moment the cars parked along the road act as a means of slowing down the traffic although it might affect the sightlines for people coming in and out of their drives on Wonersh Coomon Road. This is especially difficult coming out of the Memorial Hall if a large van is parked near to the corner of the entrance. Perhaps designated parking bays might be the answer. To put a crossing or bollards in the middle of the road and restrict parking along it as it would not solve anything (since the traffic has to slow down anyway for the cars parked along the road) other than making it more difficult to park closer to the village and again this would affect the Village Shop.	3/22/2019 2:48 PM
31	Wanted to add that the pavements along The Street are in constant need of repair because the traffic mounts the pavement including buses and lorries. I have been brushed by a bus at the narrowest point on the pavement as I tried to walk to the shop. I do think someone will get hurt if nothing continues to be resolved.	3/22/2019 2:39 PM
32	Great idea	3/22/2019 2:35 PM
33	Parking at the village end of Barnett Lane needs to be addressed	3/22/2019 2:32 PM
34	Benches by the pond to watch the ducks	3/22/2019 2:31 PM
35	I appreciate that this is a separate issue but parking along The Street towards Bramley has reached a dangerous level, particularly when events are being held at the church or Grantley Arms. This must be a major issue for residents in that area.	3/22/2019 2:13 PM
36	Any formal car park would a) suburbanise the village b) be used by customers of The Grantely Arms	3/22/2019 2:10 PM
37	As I have said this should be made into all parking	3/22/2019 12:41 PM

38	General traffic calming measures are absolutely essential. The speed of cars travelling along The Common is ridiculous. The one speed detector rarely works and is completely ineffectual. The parking issues are important but the speed of vehicles travelling through the village is totally dangerous as well as being inconsiderate and ruins the village	3/22/2019 12:31 PM
39	Change of bus route & prohibit lorries using The Street. Pub should be able to make use of the surgery carpark out of hours.	3/19/2019 9:28 AM
40	Unnecessary expense. Not a pleasant place to sit due to high volume of traffic	3/18/2019 11:46 AM
41	It is great that The Grantley has become such a popular pub, however it has created a parking nightmare. They should be contributing to the costs of changes to help resolve the problems. Maybe some parking could be created around the back area of the park on Barnett Lane behind the play area ? People need to be prepared to walk a little way. The main road has become a dangerous car park and towards Bramley. Creating parking with barriers and lights will totally spoil the look of the village. The GP surgery could be used and take fines from anybody abusing the arrangement.	3/17/2019 4:54 PM
42	We are concerned about urbanisation of Wonersh and think it is important that it retains a village feel in the centre.	3/16/2019 7:00 PM
43	Great that you are asking for feedback, would be great to see the centre of the village preserved but enhanced!	3/16/2019 6:57 PM
44	All the options have pros and cons as noted, but none solve the combined problem of needing 20 plus car park spaces, by losing the pepperpot parking and stopping cars parking on Wonersh Common between the Club and to past the Memorial Hall (these cars cause traffic congestion and no doubt a nasty accident soon) . These spots typically take 12 cars. Is a possible solution to create a 20 space car parking area on the common land between Lawnsmead and the road which is screened off with shrubs etc.? I realise this will mostly be used by residents. It would also require double yellow lines on Wonersh Common.	3/16/2019 11:58 AM
45	The village also needs a safe crossing from the shop to the surgery	3/15/2019 3:41 PM
46	bike racks by the shop and time limit on parking	3/13/2019 5:38 PM
47	A pond would be a maintenance problem and a safety hazard. There will ALWAYS be a small minority of inconsiderate/speeding drivers (at least until driverless cars are the norm). Making the majority suffer for the misdemeanours of a few is a very bad idea (sometimes, e.g. airport security, it is a bad idea but not the worst -- I do not believe Wonersh traffic is in the same category at all).	3/13/2019 5:15 PM
48	Pond what a daft idea	3/12/2019 9:13 PM
49	Proposed parking on common land that floods. What a poor proposition	3/12/2019 9:06 PM
50	No parking on bend outside Old Vicarage house	3/11/2019 5:58 PM
51	Problem of possible all day parking from walkers	3/11/2019 12:22 PM
52	A good feature to add to to the village, good for wildlife.	3/11/2019 10:33 AM
53	The introduction to the village of a 'real' public house - The Grantely Arms means the village will never be the same. If parking is an issue it needs to be 'policed' that will not happen as we knw from current parish notices in Barnett Lane. I suggest we move to a more 'realistic' view of village (Wonersh) live and provide parking for not today, but 20 years from now - 14 spaces is just not enough and visitors will park where they can, double yellow or not.	3/11/2019 10:17 AM
54	More disabled slots near shops	3/11/2019 10:08 AM
55	Pond reinstated would restore the atmosphere of the village how I imagine it used to be. Pepperpot options 2 and 3 both included echelon parking which I think is dangerous i.e. reversing out into the traffic, especially 2 way traffic. Bramley High Street has a similar arrangement for parking cars facing the row of shops which is sometimes very difficult reversing into an almost continuous flow of traffic. With car park option 1 giving the village an extra 14 cars. Although to get into the High Street Wonersh it is natural to turn right before the Pepperpot from Wonersh Common, in fact I notice lot of traffic coming from Shalford actually turns right after the 'Pepperpot' because of better visibility into the Cranleigh Road. Therefore, it would seem to be safer to make the road in front of the shop one way from the High Street into Wonersh common. This means the 3 cars in the parking layby would all be facing the same way and it would be easy for them to get out either straight ahead to Wonersh Common or simply turning right into Cranleigh Road or right around the 'Pepperpot' into the High Street Wonersh	3/11/2019 10:04 AM
56	The pond is beautiful, has lots of wild life and a place to sit, relax	3/11/2019 9:44 AM

57	Whichever parking options are taken, the waiting time for parking slots outside the village shop should be limited to 30 mins because cars are currently parked there for long periods, exacerbating the parking problem around pepperpot and other places. This should also encourage more trade for the shop in the village. It would also benefit the pharmacy to a lesser extent. There are also issues with children crossing to shop especially from the cranleigh side of the village so something like option 3 of pepperpot is crucial to helping provide refuge and crossing points. It would also make the pepperpot more appreciated as people stop there (albeit temporarily).	3/10/2019 12:53 PM
58	Permitted use of pub car park between 9-11am and permitted use of the surgery car park at weekends. We feel that car parking as you enter the village will look unsightly and inevitably become full with semi-permanent cars.	3/10/2019 12:49 PM
59	Traffic calming on Wonersh Common Road and Cranleigh Road entering village.	3/10/2019 12:36 PM
60	Sensible use of double yellow lines should be considered	3/8/2019 6:44 PM
61	I would have a concern about the first two car park options. One of the problems with the parking is that cars are often left for several days and I think a dedicated car park would just encourage this.	3/8/2019 2:58 PM
62	I am in favour of all the measures proposed that lead to the centre of the village becoming less of a 'drive through'. I think it would be a very good idea to give greater prominence to the area around the Pepperpot and make it a larger physical area thereby giving more importance to pedestrian traffic. The pond would add significantly to the sense of community area, especially with some landscaping and seating areas.	3/8/2019 1:36 PM
63	I'm not bothered about a pond. I'd rather see scarce resources spent n the traffic and parking measures	3/8/2019 11:57 AM
64	Note: I consider parking option 3 a "least worse" option. Any parking provision probably requires time limitation. Who will police this? Can parking opposite Mead House/the Old Vicarage best restricted?	3/8/2019 11:14 AM
65	No need for bus shelters - just more urbanisation and clutter. If we must have them please can they be extremely unobtrusive and very simple. Maybe I can make more concrete suggestions and plans as the proposals develop.	3/7/2019 11:26 PM
66	Echelon parking is highly dangerous. I would strongly support a measure to prevent parking around the pepperpot but restrictions would need the power of enforcement.	3/7/2019 5:45 PM
67	I foresee problems with worsened traffic flow/queueing with Option 3 pepper pot changes.	3/7/2019 5:38 PM
68	Could a low brick wall be put round the Pepperpot to stop car driving up the curb?	3/7/2019 9:35 AM
69	Reducing speed on Cranleigh Road, not sure how but the large lorries drive at terrifying speeds	3/7/2019 7:50 AM
70	The fundamental question that should drive this issue is "why do people come to the centre of Wonersh"? There are four attractions :- the village shop, the doctors surgery, the pharmacy and the pub. Parking requirements for visits to the surgery are met by the car parking facilities to the rear of the surgery. Only when full is there an overflow need which is met by parking on the roads. Visits to the village shop and the pharmacy are usually for a limited time so short term parking is all that is required. Parking for the pub is the main problem resulting in parking on the adjoining roads for longer periods than the previous three uses as people spend longer in this location than in either the surgery, the pharmacy or the shop. Short term parking in a new car park would facilitate the shop and pharmacy parking need only as the other two needs require longer waiting times. Providing an overflow car park for the pub is not a proper use of limited local funds and unlimited parking would result in only a limited number of cars being parked for longer periods. Has consideration been given to the use of the surgery car park outside surgery hours in the evenings and weekends ? A commercial arrangement may be possible (at the expense of the pub owners) and subject to appropriate security arrangements. Consequently the principal need for short term parking is for the shop and pharmacy visits which suggests that Option 3 for parking with limits on time would be an acceptable solution. The only caveat would be enforcement of the time limits but this would not be commercially possible and it would be left to the public to exercise common sense. As to pedestrian crossings these are primarily from the east side of Wonersh Common Road (to access the shop, surgery pharmacy and pub) and across the Street to access the shop. Installing pedestrian crossings via the redesigned Pepperpot would not persuade people to stop crossing the Street opposite the surgery as this is the most convenient crossing point for people accessing the shop when leaving the surgery (ie go straight across the road and not walk an additional 20 metres to get to the Pepperpot crossing) and for people coming from further along the Street. Other than dissuading parking on the Pepperpot the other traffic proposals, whilst having some merit, are highway matters that have to be viewed in the light of additional traffic flows over the coming years particularly with the Dunsfold development generating more traffic movements when fully built. For this reason the comments above relating to a pedestrian crossing for Wonersh Common Road are relevant.	3/6/2019 3:23 PM

71	Pond unnecessary and would require a lot of maintenance. More pressing problems are the parking issues.	3/5/2019 9:47 PM
72	Given the speed that drivers use down the main road (kings road) I believe some speed bumps should be installed at least from the blackheath turn to the end of the green.	3/5/2019 4:30 PM
73	Need an additional focus on ensuring that every vehicle adheres to the speed limit. Traffic thunders along the main road which makes walking with prams/children risky and noisy. We have lived here for 6 months and are shocked that people disregard the traffic signs.	3/5/2019 3:01 PM
74	Option 1 for carpark -small trees could be planted around to 'soften ' the hard landscaping.	3/5/2019 1:53 PM
75	I would support any initiative that calms traffic and improves the look of the centre of the village.	3/4/2019 8:17 PM
76	The planning effort intended here is very welcome and we are grateful for it. However, there are a number of very serious omissions in the report, particularly concerning the safety of elderly and disabled residents, and a focus of the report that does not consider the impact of the huge increase in parking in the village over the last six months. It is apparent there is a conflict of views between those residents of The Street who have off street parking and those who do not. It is the view of many residents of The Street that the only way to resolve the safety problems and impact on the character of the village caused by the recently increased parking is the introduction of a section of residents only parking between the Old Vicarage and The Old Store, on the Guildford (northern) side of The Street. Whenever this idea has been raised over the years with members of the Parish Council the response is that residents with off street parking would oppose the introduction of parking restrictions since these would mandate signage to demark the parking area and such signs would be out of keeping with the nature of the village. However, such signs would be no less in keeping than the introduction of modern bus stops (not commonly found in the village in Tudor times), need not be numerous in nature, and would make a huge difference not just to the convenience of local residents trying to find parking but also to the safety of the numerous elderly and disabled residents who cannot cross The Street. Residents parking and yellow lines on the south side of The Street would also prevent double parking by customers of the Grantley Arms on both sides of The Street which is increasing safety concerns further. Residents only parking within a small area could also be bolstered by compulsory disabled parking areas since the present discretionary disabled parking areas are routinely ignored by inconsiderate parking. Lastly, the report does not contain any recommendations for the use of (tasteful) low height metal posts implanted in the pavements on both sides of the road in the narrow road area at Medd House, The Street. These would not hugely alter the character of the village and would prevent the continuous unsafe and damaging practice of the local buses of driving on the pavement. We feel it is important that the presentations of options covers the needs of all residents of The Street, which is the heart of the village, and not just a section of the community, not least to avoid the perception of bias. We are presently considering an independent campaign along these lines with other residents who are increasingly concerned. Thanks again	3/4/2019 5:11 PM
77	View the pond as less of a priority in relation to the issues above.	3/3/2019 7:20 PM
78	Q5 Option 2 access to the road in front of the shop should say 'For Parking Only' to stop a rat run through	3/3/2019 2:24 PM
79	If possible to enforce time limit between 2 and 3 hours per stay?	3/3/2019 12:13 PM
80	Re. Q3, zebra might also help slow through-traffic. Re. Q4, we should be encouraging less car use in this small village. Most residents live 5-10 walk from the centre (2 mins cycle). Drs surgery has its own car park. Building more car parks encourages more sedentary lifestyles & ill-health. Likely to be misused by nearby residents as extra personal parking.	3/3/2019 11:37 AM
81	No	3/3/2019 10:15 AM
82	The focus should be on removing congestion from The Street and making the junction safer for all users. Extra parking and crossings on Wonersh Common won't achieve that	3/2/2019 9:35 PM
83	Re Q.3. Crossing would need to be wide enough for an adult with a buggy in front of them; many crossings are too narrow and feel unsafe. Re Q.4: Block paving would create an unsightly weed problem that would require ongoing maintenance. Option 3 is also okay but would need a time limit e.g. 2hrs. Re Q.5: Needs looking at again as there are parts of each option that are good. Moving the Pepperpot is an unnecessary expense and should be avoided. Like the crossing idea over to the Pepperpot. Kerb around Pepperpot would be a waste of time unless it was really high that most cars couldn't mount it. Like the idea of a one way north past the shop. A one way in and one way out would create traffic problems due to cars turning onto and off the Cranleigh Road...would require 'keep clear' boxes marked on the Cranleigh Road. Re Q.7: The creation of a pond would merely be for aesthetics; no one would want to sit so close to the main road with smelly, noisy traffic going by. It's also not safe to take children to. Could the sports pitches be drained into one corner and a pond created that way? It would make a more pleasant, safer place to enjoy.	3/2/2019 3:35 PM

84	Why not use speed bumps or road narrowing to control speeding cars?	3/2/2019 10:32 AM
85	I think any additional bustops will spoil look of village- especially with any information displayed (digital?) a real mistake in a 16th C village with no lighting. My daughters regularly use the bus and say there is no need for a busstop- if raining they shelter in porch of chemist and across the road they shelter under the awning/in the shop.	3/1/2019 8:54 PM
86	Car parking is a problem on the stretch of road opposite the entrance to Lawnsmead and near to the Memorial Hall entrance. It is hazardous exiting from the Memorial Hall/Bowls Club as cannot see around the vehicles. Also pavement parking here causes difficulty for me as an allotment holder accessing with a wheelbarrow! I feel creating a car park near Lawnsmead will only entice residents there to park for long periods, which would be o.k. if they were paying for the privilege. More traffic calming along Wonersh Common Road is needed and a refuge crossing near the United Reformed Church would be welcomed.	3/1/2019 4:35 PM
87	Great to see these issues being tackled. As a resident of Barnett Lane, I would ask that any plans take into consideration knock-on effects on inconsiderate parking where Barnett Lane meets the main road outside the Grantley Arms.	2/28/2019 10:58 PM
88	Perhaps the owners of the Grantley Arms would help out financially. After all, the pub is very popular but has a relatively small car - much of the parking in the village centre is by Grantley Arms customers who can't get a space in the pub car park. park	2/28/2019 8:52 PM
89	The reintroduction of the pond would require major hydrological studies and could be expensive to construct and maintain. It would be better to tidy up and landscape the area along the stream with species such as willow and provide seating there - away from the traffic. My other comment is that any bus shelters should be well designed I would suggest light black metal frame with glass panels rather than heavy timber / shingles. Finally the buses continually damage the cobbles in the street on the south pavement. Could this issue be addressed please.	2/28/2019 7:56 PM
90	An excellent initiative, I hope that money can be found/raised to implement the ideas.	2/28/2019 6:46 PM
91	Safer with no pond but a pleasant thought	2/28/2019 6:30 PM
92	JUNCTION IMPROVEMENTS WOULD NOT BE NECESSARY IF ALL PARKING WAS PROHIBITED IN THE AREA OF PEPPERPOT.SHOP ETC AND ALTERNATIVE PARKING FOUND REMOTE FROM THE VILLAGE SO PEOPLE WALK TO VILLAGE .MAYBE PROVIDE TWO DISABLED BAYS OUTSIDE SHOP.THE VILLAGE HALL AREA AND PLAYING FIELD OFFER THE SPACE FOR PARKING.I BELIEVE ALL CURRENT SUGGESTIONS MADE FOR PEDESTRIAN CROSSING,(wrong location),CAR PARK AND PEPPERPOT JUNCTION WOULD NOT IMPROVE MATTERS AND REQUIRE FURTHER THOUGHT AND CONSULTATION WITH LOCALS IN ORDER TO SPEND MONEY ON SOMETHING THAT WORKS AND WILL IMPROVE THE SITUATION THAT CURRENTLY EXISTS.	2/27/2019 6:19 PM
93	I have a retail business in The Gallery, to the left of the village store. I am hugely opposed to the bus shelter idea from both a personal view point and a village view point. Personally, the bus shelter will look terrible outside my shop and potentially affect business. From a village viewpoint, I think bus shelters are entirely not in keeping with the appearance of the village and I think that my unit, which is owned by the Wonersh Stores committee, will be very hard to let in the future if there is a bus shelter outside. I think bus shelters are only really required in larger villages eg Cranleigh. I would be extremely opposed to this idea. As regards parking, most people want to park briefly to pop into the shops (the pub and doctors surgery have their own car parks) so any form of other car parking needs to be as close to the shops as possible, and as many spaces as possible. For this reason I have chosen the less formal car parking with only 10 spaces as opposed to the other option of 14, as it is closer to the village. There are still only 4 spaces available outside the shop which is no different to what there is at the moment. Normally there are at least 3 cars parked around the Pepperpot so we are already down 3 spaces in the vicinity of the shop. I have chosen the Zebra crossing as opposed to the Refuge crossing because I find Refuge crossings really unsettling - cars often stop to allow people to cross which I think is dangerous. Cars should have right of way and pedestrians should wait until there is no traffic, but what happens in reality is that cars stop for people to cross - all this ambiguity I think is dangerous and causes accidents. I think the Zebra crossing, for this reason, would be much safer. I know it is less appealing, but safety has to come first and we are in the position we are in today where there are too many cars on the road. Finally, crossing over from the shop to the pub/doctors side of the road is very nerve racking as there is traffic coming from all different directions - this is why I have chosen the 'one road in, one road out' road layout. In any case, it is much safer to turn right off the main road into the Street on the road the other side of the Pepperpot, than before the Pepperpot as you have a much better view of what is coming round the corner.	2/27/2019 1:28 PM
94	The proposed pond is more of a puddle than a pond and would require funds that are in short supply to maintain it. Better enforcement of existing laws which prevents parking on footpaths and commonland.	2/27/2019 12:47 PM

95	I think we should have yellow lines around the Pepper Pot and it would be lovely to make the island larger with flower troughs making it more of a feature. Secondly I would welcome option 2 for the car park which is less intrusive and more suiting to the village, however I personally think we need to look at how to keep the travellers off the green too and not to make access easy for them. Shalford paid the price last Summer when they moved onto the Cricket pitch!	2/27/2019 6:13 AM
96	Bus shelters are not required and would be an eyesore	2/26/2019 8:40 PM
97	Parking at Barnett Laane/Cranleigh Road junction is dangerous. This is due to overflow of customers for the Grantley Arms and will result in a potential accident.	2/26/2019 3:47 PM
98	Re; Q3 - my hesitation is over the very urban Belisha Becons - is there an alternative to these? Also - Wonersh Playground area backs onto an overgrown jungle of brambles and fallen trees and also a 'ditch' with rubbish and more brambles,trees etc. This needs to be cleared away before start of summer. It is unsightly and dangerous for the many children that play there. Also I suggest a 'screen' of some sort for the large, black utility station that is by the play ground - both on the grounds of visual appeal and safety for the children playing near there.	2/26/2019 2:32 PM
99	Important to make improvements which increase viability of the Wonersh PO/ shop. This can be achieved at the same time as improving the pedestrian link to the pepperpot, with added benefits of binding in the pepperpot, traffic calming and reducing risk of accidents and vehicles hitting pepperpot island.	2/26/2019 12:27 PM
100	Reduce speed limit to 20mph in village centre, put in road width restrictions at edges of village to slow traffic	2/25/2019 5:07 PM
101	Once round the corner (by the dower house), vehicles really pick up speed in sham green direction. Are there any measures you could implement to slow them down?	2/25/2019 4:23 PM
102	Pond reinstatement only if funds available. Residents keeping hedges to boundaries would benefit pedestrian safety	2/25/2019 1:24 PM

UK locations:

Newcastle upon Tyne

London

Manchester

Glasgow

Huddersfield

Chester

Birmingham

Guildford

International locations:

Dubai

Sydney



Telephone +44 (0)1276 700 400

Email guildford@patrickparsons.co.uk

Online patrickparsons.co.uk