Priority Areas	Officer's Proposal	Next steps	Impact
Consultation response in % and (actual numbers) **1a) Huber's Garage/ Mitchell's Row:** 1. Create designated parking areas adjacent to access track and introduce new byelaws to enforce against parking on the track 55% (22) 2. Introduce new byelaws to enforce no parking zones on the whole area of the track without creating designated parking areas 13% (5) 3. Tolerate current situation 33% (13)	Support and implement the preferred option in the consultation outcome (Option 1)	Formal procedure to introduce new byelaws. This requires further consultation. New signage for byelaws once in place.	Resource requirement to enforce byelaws once in place. Allows introduction of byelaws across the Common. Prevents access obstructions and encroachments. Clarifies that parking is permitted in a designated area of the Common.

Priority Areas	Officer's Proposal	Next steps	Impact
Consultation response in % and (actual numbers) **1b) Cricket Club Parking** The Council would apply for consent from the Secretary of State for this car parking area for cricket matches and installation of an access gate. Would you agree with this approach? Yes: 78% (31) No: 23% (9)	Support and implement the preferred option.	Formalise agreement with Cricket Club Apply for Commons consent to install access gate.	Secretary of State consent may not be obtained, but this is considered unlikely with support from this consultation. Proposal would give formal agreed rights to the Cricket Club and would allow formal use of this area for purposes in line with Commons legislation and public footpaths, whilst preventing unauthorised access.

Priority Areas	Officer's Proposal	Next steps	Impact
Consultation response in % and (actual numbers) **2) Kings Road Shop front:** 1. Install kerb to prevent access to Common and introduce parking restrictions as part of adopted Highway 20% (8) 2. Designate parking areas, remove the area from Common Land and provide exchange land. Introduce parking restrictions as part of adopted highway. Implementation is subject to consent from the Secretary of State and Surrey Highways 53% (21) 3. Designate parking areas, remove the area from Common Land and provide exchange land. No parking restrictions. Implementation is subject to consent from the Secretary of State 28% (11)	To consider detailed development of each option thorough the Council Projects Governance procedure by producing a mandate to consider costs and feasibility of the three proposals. In the interim implement option 1. Reason: To remove the concrete blocks that are currently considered an eyesore whilst complying with site safety and Commons Legislation	Interim implementation of option 1. Communicate position. Agree to carry out further feasibility work to consider feasibility, risks, benefits and costs for the proposed 3 options though the Council Projects Governance procedure.	Loss of Common Land. Application to de-register approx. 75m^2 of common land may be unsuccessful Land may not be adopted as public highway. Resource implication for enforcement. Initial discussion with Surrey Highways indicates that Surrey CC support the development of parking areas and would consider adoption. Major cost implication. Estimate £70-£90k. Likely to create a funding shortfall for the overall project. Further alterations to this junction may be required to improve the highway in this area making this investment "temporary". The development of the Dunsfold site in Waverley Borough is likely to affect this area.

Priority Areas	Officer's Proposal	Next steps	Impact
Consultation response in % and (actual numbers) **3) Pound Place** 1. Remove the parking bays on the Common adjacent to properties and offer easements to residents. Anyone granted an easement would then need planning permission for car parking areas at their property 11% (4) 2. Create designated parking areas adjacent to access track and introduce new byelaws to enforce against parking on the track 32% (12) 3. Tolerate current situation 58% (22)	Implement option 2: Reason: In practice this will be similar to tolerating the current situation, but allows introduction of byelaws across the Common.	Formal procedure to introduce new byelaws. This requires further consultation. New signage for byelaws once in place.	Resource requirement to enforce byelaws once in place. Allows introduction of byelaws across the Common. Prevents access obstructions and encroachments. Clarifies that parking is permitted in a designated area of the Common.

Priority Areas	Officer's Proposal	Next steps	Impact
Consultation response in % and (actual numbers) **4) Parrot Pub Car Park** Preferred option: removal from registered Common and provide exchange land to regulate the area in line with commons legislation. The majority of residents (59%) agreed with the proposal to remove the Parrot Pub car park from registered common land. A third (33%) felt the car park should remain common land and a small number did not support either action (8%).	Officers propose to implement the supported proposals to de-register Common Land for pub car park area and provide exchange land Officer recommend to combine applications to de-register Common Land. A decision is required whether to await outcome for Area 2 before proceeding.	Take steps to deregister Common Land.	Application to de-register approx. 670m^2 of Common Land may be unsuccessful at a cost of £6,900. Results of public consultation will mitigate this risk. Achieve legal compliance with Commons Legislation.

Priority Areas	Officer's Proposal	Next steps	Impact
Consultation response in % and (actual numbers) **5a) Access track to Dagley Lane Caravan Park** 1. Narrow track to prevent parking and obstruction to Caravan Park and designate car parking area that is outside the Common Land boundary adjacent to caravan park and introduce new byelaws to enforce against parking on the track 47% (18) 2. Tolerate current situation 53% (20) More than two-thirds (71%) said they agreed with the proposed action of replacing the drop-down bollards on the access track for the Shalford Fair with a low gate to reduce damage. Nearly a third (29%) opposed the plan.	To introduce byelaws and designate car parking area. Reason: Prevent obstruction Implement proposal to replace bollards with a gate.	Formal procedure to introduce new byelaws. This requires further consultation. New signage for byelaws once in place. Apply for Commons consent to install access gate.	Resource requirement to enforce byelaws once in place. Allows introduction of byelaws across the Common. Prevents access obstructions and encroachments. Clarifies that parking is permitted in a designated area of the Common. Reduces repair costs to drop down bollards.
Consultation response in % and (actual			

Priority Areas	Officer's Proposal	Next steps	Impact
numbers) **5b) Recycling Car Park** 1. Introduce parking control such as time limits or car park charges in conjunction with improvements such as marked parking bays. If supported the Council would develop this option further and apply for consent from the Planning Inspectorate 50% (20) 2. Tolerate current situation 50% (20)	Officers recommendation is to tolerate current situation. Reconsider the position as part of the proposed feasibility work in area 2. .	A decision is required which options to pursue Apply for Planning Inspectorate consent should a new scheme be implemented new scheme	Resource implications to provide parking controls Commons consent would not be necessary if car park surface remains as is, but would remove current ambiguous status of the car park. Implementing parking controls provides an alternative to creating parking spaces in area 2.
Consultation response in % and (actual			

Priority Areas	Officer's Proposal	Next steps	Impact
numbers) **6) Dagley Lane/ Juniper Terraces** 1. Create designated parking areas adjacent to access track and introduce new byelaws to enforce against parking on the track and in turning areas 25% (9) 2. Remove existing parking areas that encroach onto the Common, offer easements to residents to access and park in their property and introduce new byelaws to enforce against parking 22% (8) 3. Tolerate current situation 53% (19)	Implement option 1: Reason: In practice this will be similar to tolerating the current situation, but allows introduction of byelaws across the Common.	Formal procedure to introduce new byelaws. This requires further consultation. New signage for byelaws once in place.	Resource requirement to enforce byelaws once in place. Allows introduction of byelaws across the Common. Prevents access obstructions and encroachments. Clarifies that parking is permitted in a designated area of the Common.
Consultation response in % and (actual			

Priority Areas	Officer's Proposal	Next steps	Impact
numbers) **7) Approaches to Ashley Gardens and Christmas Hill** 1. Introduce new byelaws to enforce against parking on the track 31% (11) 2. Carry out work to narrow the track to prevent parking and obstruction to care home and introduce new byelaws to enforce against parking on the track 20% (7) 3. Tolerate current situation 49% (17)	Develop proposal with Engineering team and in liaison with Surrey CCs improvements in that area. The preferred option is option 2 as it would reduce the need for enforcement. S106 funds have been secured to deliver the work.	A decision is required which option to pursue. Formal procedure to introduce new byelaws. This requires further consultation. New signage for byelaws once in place.	Resource requirement to enforce byelaws once in place without physical restrictions. Byelaws would apply in this area if introduced across the Common. Allows introduction of byelaws across the Common. Prevents access obstructions and encroachments. S106 funds are available to narrow track by creating a new footpath link to an existing bus stop.