



**OFFICER REPORT TO LOCAL COMMITTEE  
(ELMBRIDGE)**

**CLAREMONT LANE PARKING SCHEME:  
CONSIDERATION OF FORMAL OBJECTIONS  
ANNEX A – OFFICER RECOMMENDATIONS**

**7 DECEMBER 2009**

**1 INTRODUCTION**

- 1.1 This Annex should be read in conjunction with the main report.
- 1.2 This Annex contains a summary of the comments made in each objection. For each comment the Officers response has been detailed alongside.

**2 ANALYSIS**

- 2.1 There are 2 objections to the scheme.
- 2.2 These have been listed in the Annex. A summary response has been included with each objection.

**3 OFFICER RECOMMENDATIONS**

- 3.1 That the proposals are implemented as advertised.

## ANNEX A – CONSIDERATION OF OBJECTIONS

## Claremont Lane, Esher Objections to proposed restrictions

Two objections have been received from residents of Claremont Lane, Esher.

### Objection

The first objection implies that by reducing the parking in Claremont Lane, the speed of traffic will increase, thus increasing the number of accidents, noise levels will rise and exiting private driveways will be made more difficult.

A suggestion was put forward that car parking prices in the area should be reduced again to make off street parking more attractive for commuters.

### Officers Response

The aim of implementing the proposed parking restriction is to make the highway safer to travel on, by reducing the congestion on the main approach into Esher Town Centre from the A3.

The existing parking creates a 'pinch point' and does not enable anything more than two cars to pass each other.

HGVs travelling this route are often unable to approach the town centre without causing congestion – when they do attempt to pass the parked vehicles, vehicles coming in the opposite direction are sometimes forced to mount the kerb and travel part on and part off the footway, thus creating a hazard for pedestrians.

At school dropping off times, in the morning and afternoon, the problem is exasperated as parents tend to park their vehicles on the footway and up to and beyond the 'pinch point' enabling only one vehicle to pass at any one time – hence the limited waiting restriction near the footpath that accesses the rear entrance to the school.

By removing the parking on both sides of the carriageway, forward visibility for residents exiting their driveways will be greatly improved.

The suggestion of reduced car park prices should be put forward to Elmbridge Borough Council for assessment.

### Objection

To relocate the proposed area of limited waiting for parents to drop off school children, 50 metres northwards.

### Officers Response

After several site visits it was determined that the location suggested in the proposal was the best location for the limited waiting area.

Studies suggest that the parents want to and will drop off their children as close to the footpath as possible so that they can take their children to the school with the

**ANNEX A – CONSIDERATION OF OBJECTIONS**

least distance to travel on foot. It therefore seemed sensible to introduce the limited parking in this location to at least legalise the pattern of parking that is already happening.