



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

**TILT ROAD – PROPOSED CONTROLLED PARKING ZONE  
CONSIDERATION OF OBJECTIONS  
ANNEX B – OBJECTIONS IN FULL**

**7 DECEMBER 2009**

## ANNEX B – OBJECTIONS IN FULL

**1 INTRODUCTION AND BACKGROUND**

- 1.1 This Annex should be read in conjunction with the main report and Annexes A & C.
- 1.2 This Annex contains the full responses from members of the public and other stakeholders. Personal data has been omitted from all but one respondent to keep the responses confidential.

**Tilt Road consultation**

Q1. Do you support the introduction of the proposed controlled parking zone in Tilt Road? Please tick  Yes  No

Q2. If you have answered No, could you please explain your reasons and/or add your comments in the box below?

Good idea in principle  
 Parked cars do cause an obstruction  
 in Tilt Road.

I would like to point out one  
 possible issue which might arise  
 if the new parking controls are  
 introduced. Drivers might park  
 on the soft verge opposite  
 house numbers 98 - 90 Tilt Road.  
 Occasionally visitors to the cemetery  
 park here. If no waiting at any  
 time is introduced @ point "a" (marked  
 on map) this could happen. I  
 would suggest the no waiting  
 at any time area is extended  
 along the north curb of Tilt Rd  
 outside house number 98 for  
 a distance upto Farm View Rd.

Please note that any comments received opposing the proposed scheme as a whole or in part will be considered as objections to the formal notice of proposals (see the last paragraph of the accompanying notice) as well as responses to the consultation.

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**Tilt Road consultation**

Q1. Do you support the introduction of the proposed controlled parking zone in Tilt Road? Please tick  Yes  No

Q2. If you have answered No, could you please explain your reasons and/or add your comments in the box below?

I live at [redacted], which as you know is a conservation area. Parking is not a problem here as it is too far for commuters to park and walk to the station. I have a wonderful view and would be extremely upset to see double yellow lines and No parking signs outside my house.

I agree that further up Tilt Road, nearer the station that parking is a huge problem - makes passing very hard and is an eyesore and inconvenience for people living there. But it is different my end. Could you perhaps move the restricted area to the other side of the cemetery??

Thankyou!

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Cobham

Tilt Road consultation

Q1. Do you support the introduction of the proposed controlled parking zone in Tilt Road? Please tick  Yes  No

Q2. If you have answered No, could you please explain your reasons and/or add your comments in the box below?

Parking restrictions proposed are far too draconian for the following reasons: —

• Builders, workmen and tradesmen always start work at 8 - 8:30 am and must be allowed to park outside the houses where they are working

• The use of double yellow lines in the cemetery entrance opposite 102, 104, and 106 Tilt Road is wrong: it is not part of the highway and cannot be classed as a junction. It is the entrance to a drive similar in use to a private drive ie very infrequently.

• Visibility is excellent from the drive onto the road due to the grass verges and extremely wide angles of the entrance no matter if a car or van is parked there. It <sup>would be</sup> ~~is~~ totally out of keeping with the conservation area and ~~there~~ there is no precedent for double yellow lines on any junction or road entrance all the way to the station and a great inconvenience to us.

• The car park opposite what was formally the factory was installed originally as a parking area for cemetery visitors. I agree it should be categorised as residents parking, but permits should be obtainable for all residents regardless as to whether or not they have parking in their front gardens.

• I question the inconvenience of all the residents in over section of Tilt Rd from Ashford Gdns to Korea Cottages in such an ill conceived scheme.

12/11/09

Please note that any comments received opposing the proposed scheme as a whole or in part will be considered as objections to the formal notice of proposals (see the last paragraph of the accompanying notice) as well as responses to the consultation.

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**Tilt Road consultation**

Q1. Do you support the introduction of the proposed controlled parking zone in Tilt Road? Please tick  Yes  No

Q2. If you have answered No, could you please explain your reasons and/or add your comments in the box below?

SEE ALSO MY LETTER OF 12 NOVEMBER

1. There is no problem with commuter parking beyond Kereq Cottages.
2. The proposals would eliminate on-street parking for residents unless they are prepared to pay £35 for a residents parking permit.
3. In any event, there are insufficient spaces in the proposed residential parking area to accommodate the vehicles of those affected.
4. The proposed "No waiting at any time" areas in the entrance to the cemetery (western end) and Ashford Gardens are outside the CPZ and totally unnecessary. There is no traffic to the cemetery, apart from the occasional maintenance vehicle and very little to Ashford Gardens.
5. The Conservation Area should not be defaced and subordinated with yellow lines.

Please note that any comments received opposing the proposed scheme as a whole or in part will be considered as objections to the formal notice of proposals (see the last paragraph of the accompanying notice) as well as responses to the consultation.

parking notices

Please note also that all responses will be considered confidential and will be used and held in accordance with the Data Protection Act 1998.

[Redacted signature] ( [Redacted name] )

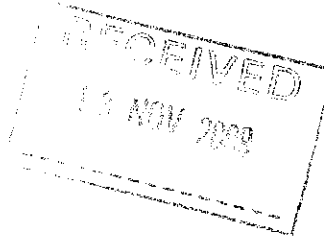
[Redacted signature] ( [Redacted name] )

4  
COBHAM [REDACTED]

COBHAM  
SURREY [REDACTED]

J Russell  
Head of Surrey Highways  
Room 308A, County Hall  
Penrhyn Road  
Kingston upon Thames  
Surrey KT1 2DN

12 November 2009



Dear Mr Russell

### **Tilt Road – Proposed Controlled Parking Zone**

We are writing to object formally to the proposals dated 6 November, and then 12 November, for a Controlled Parking Zone (CPZ) in Tilt Road and further proposed restrictions outside the CPZ.

The reasons for our objections are:

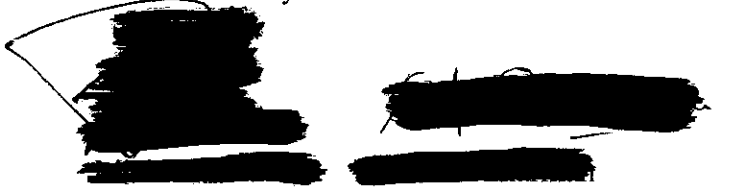
1. The purpose of the scheme is allegedly for the benefit of residents by preventing commuters using Cobham Station from parking in Tilt Road. However, there is no problem with commuters parking beyond Korea Cottages and all the proposals will do is to severely inconvenience the residents of the area between Korea Cottages and Ashford Gardens and force many of them to pay £35 for a Residents Parking Permit. We do not accept the “displacement” argument that commuters will be prepared to walk significantly further – this is a pure speculation, with no evidence to support it.
2. In any event, the proposed residents parking area of 34 metres from opposite 112 Tilt Road is not large enough to accommodate the likely demand from residents with insufficient off-street parking.
3. The proposed “No Waiting At Any Time” areas at the western end of the scheme are totally unnecessary and, in any event, outside the proposed CPZ. Specifically the area on the south side of Tilt Road opposite numbers 100 to 106, ie the western entrance to the cemetery, bears no traffic other than the occasional maintenance vehicle and none at all at night, but it does provide useful overflow/ overnight parking for visitors. Ashford Gardens is a cul-de-sac with minimal traffic and no more need for double yellow lines than any other small residential junction. There are no double yellow lines in the existing CPZ from Station Road to Tilt Road via Bray Road, and they were only included as a last minute addition to this new proposal at the busy Bray Road-Tilt Road junction. Quoting the Highway Code as justification is surely irrelevant, as the critical factor is the volume of traffic.

Contd...

4. This is a Conservation Area and should not be defaced and suburbanized with yellow lines and parking notices.

In summary this is a scheme which is supposed to be for the benefit of residents, but is unnecessary and unwanted by the residents of this part of Tilt Road .

Yours sincerely

A large area of the document is redacted with thick black ink, obscuring the signature and name of the sender. The redaction covers approximately the middle third of the page width.

Copies for: Councillor John Butcher

A small, horizontal redaction mark is present below the text 'Copies for: Councillor John Butcher', likely covering the name of the recipient.



**Tilt Road consultation**

6

Q1. Do you support the introduction of the proposed controlled parking zone in Tilt Road? Please tick  Yes  No

Q2. If you have answered No, could you please explain your reasons and/or add your comments in the box below?

~~As a resident just outside~~

As a resident just outside of the proposed CPZ I have the following concerns over the proposal as it currently stands, but would like to point out that I agree that something has to be done about the commuter parking in Tilt Road

1) I would like to suggest that the CPZ is extended to the west of Farm View cul-de-sac, there is then a bend which no one should park on and detached properties that have sufficient off street parking not to be impacted

2) The parking around the entrance to the cemetery opposite Ashford Gardens should not be "no waiting at any time" but this should be between say the hours of 9am and 5pm when the cemetery may be in use

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⑥

[REDACTED]  
COBHAM  
[REDACTED]

23. 11. 09

Re: Proposed Controlled Parking  
- Tilt Rd

Where the controlled proposed zone ends - there is a grass bank with no restriction on it. This is still within 10 minutes walk of the station so unless some measure of preventing parking here is also put in place the problem will shift down and the grass bank damaged although some parking on the other side of the street would

PTO

not necessarily cause a problem  
as most people have drives.

A more pressing problem is the  
older end of Tilt Rd which  
is extremely narrow and  
yet double parking is allowed  
creating a big hazard.

I do fear that somebody  
will be injured here at  
some point.

Kind regards

[Redacted signature]

Tilt Road consultation

Q1. Do you support the introduction of the proposed controlled parking zone in Tilt Road? Please tick

Yes

No

as it stands

Q2. If you have answered No, could you please explain your reasons and/or add your comments in the box below?

The whole problem of parking will just be shifted further along Tilt Road, where new parking restrictions will not apply. Would prefer that a 9-30 → 11:00 ~~11:00~~ restriction placed along Tilt Road.

If the restrictions as planned go ahead I would strongly advise that the wooden posts are hammered into the grass all the way along the grass verge from Korea cottages to the bend by the farm, to prevent cars parking on the verge and wrecking the rural nature of the environment.

[Redacted]

[Redacted]

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**Tilt Road consultation**

Q1. Do you support the introduction of the proposed controlled parking zone in Tilt Road? *Please tick*  Yes  No

Q2. If you have answered No, could you please explain your reasons and/or add your comments in the box below?

.....  
This is very welcome.  
.....  
Only cancer with cars now park on those parts  
.....  
of Tilt Road not included to walk to the station.  
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9

[REDACTED]

[REDACTED]

RECEIVED  
16 NOV 2009

Stoce D' ABERNETHY

COBHAM [REDACTED]

15.11.09.

DEAR SIR. RESURRY ADVERTISER

I read with great delight at the proposals to waiting and parking restrictions to the TINT ROAD area of Cobham. This has been needed for a long while and will no doubt make the roads safer. But my only concern is that our road WINSTON DRIVE will become the only unrestricted road in the area and that we are nearest to the station as well. There is very little off-road parking in our road for residents, what spaces there are are quite often taken by commuters of the P.T.O.

railway, so I would urge you to very strongly consider putting restrictions to our road WINSTON DRIVE as well.

I am sure our residents would gladly pay for a yearly permit to cover costs of this such request, and administer.

I eagerly await a reply on this matter

Yours faithfully

A large black rectangular redaction box covers the signature area of the letter.

**Tilt Road consultation**

Q1. Do you support the introduction of the proposed controlled parking zone in Tilt Road? Please tick \*  Yes  No

Q2. If you have answered No, could you please explain your reasons and/or add your comments in the box below?

\* AMENDMENT PROPOSED:

I WOULD PREFER A LONGER PERIOD SAY 9.a.m-4p.m.  
 I HAVE TALKED TO SEVERAL OF THE RESIDENTS UP TO  
 NO 160 AND I BELIEVE THE MAJORITY AND POSSIBLY  
 ALL OF THIS GROUP OF RESIDENTS FROM THE CEMETRY  
 TO 160 WOULD PREFER A MUCH LONGER PERIOD.  
 IF YOU WISH TO SEND ME AN EMAIL I CAN COPY  
 IT AND GIVE IT TO ALL THE RESIDENTS WHO WOULD  
 BE AFFECTED. RESIDENTS ARE CONCERNED THAT ANY  
 ALTERNATIVE PROPOSAL MAY RESULT IN THE EXISTING  
 PROPOSAL BEING LOST OR SEVERELY DELAYED AND ITGNLC  
 IN GENERAL HAVE NOT COMMENTED

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**Tilt Road consultation**

Q1. Do you support the introduction of the proposed controlled parking zone in Tilt Road? *Please tick*  Yes  No

Q2. If you have answered No, could you please explain your reasons and/or add your comments in the box below?

Please see attached comments.

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20<sup>th</sup> November 2009

**Re: Proposed Controlled Parking Zone – Tilt Road, Cobham**



I have major concerns that the proposed parking restrictions for Tilt Road have been ill-conceived and impose unnecessary restrictions on the residents of Tilt Road and visitors to the cemetery.

The original request for residents' views in January 2008 was to address the issue of commuter parking at the junction of Tilt Road and Bray Road. The proposal then was to have single yellow line parking restriction at this junction and extending along Tilt Road to the eastern entrance to the cemetery. The latest proposal extends these parking restrictions further west along Tilt Road, where there are no current parking issues, to the junction of Ashford Gardens. In my view these further restrictions greatly extend the remit of the original project, are unnecessary and will cause a major inconvenience to the residents of Tilt Road, Ashford Gardens and visitors to the cemetery.

The Tilt is a conservation area and its appearance should not be blighted with unnecessary yellow lines and parking notices. The latest proposals will be detrimental to the character of the Conservation Area, forcing residents to convert gardens into parking areas.

Your proposed solution to the commuter parking problem will cause unnecessary hardship for Tilt Road residents. The area most affected by the proposal are the Victorian cottages nos. 100 to 112 Tilt Road. As these houses have no garages residents have to park on the north side of Tilt Road. No allowance has been made to provide residents parking for these owners to allow them and visitors to park outside their houses.

It is proposed to include junction protection for Ashford Gardens and the western entrance to the Cemetery in the form of double yellow lines. Use of these junctions is minimal and these restrictions, combined with the parking restriction to Tilt Road north side will cause residents and visitors to park further east along Tilt Road at the front of other residents' property. Currently there is no junction protection (double yellow lines) at any other junction between Tilt Road and (including) Station Road, so why is it proposed to protect these little used junctions at great inconvenience to residents?



It is my view that the current proposal to extend the parking restrictions beyond the junction of Tilt Road and Bray Road is not in the best interest of The Tilt Conservation Area or beneficial to the residents of Tilt Road. I therefore request that before you proceed with proposals to apply additional parking restrictions to Tilt Road that you reconsider the objectives of the original project regarding the commuter parking problem and also consider the impact that additional parking restrictions would have on The Tilt Conservation Area, local residents and visitors to the cemetery.



Cc Councillor John Butcher

10

[Redacted]  
[Redacted]  
**Cobham**  
**Surrey** [Redacted]

RECEIVED  
10 NOV 2009

**Tel.** [Redacted]  
**Email:** [Redacted]

8 November 2009

Dear Mr Pateman,

Re. Proposed Controlled Parking Zone - Tilt Road, Cobham:  
Junction of Ashford Gardens and Tilt Road

I am responding to your letter of 6 November to the residents of Ashford Gardens by letter, rather than by way of your questionnaire, because I should not like what follows to be taken as "*objecting*" to the proposals which in general I wholeheartedly support.

My sole and very specific reservation is the physical extent of the "no waiting" area on the northern side of the junction.

Residents from Tilt Road routinely park in the first 50m or so of Ashford Gardens northwards. Periodically they have blocked access from Tilt Road to the point where wheelie bins could not be collected.

Moreover, vehicles are regularly parked too near the junction in Tilt Road itself so as to blank out the sight-lines for anyone trying to enter Tilt Road from Ashford Gardens. The only choice often is to edge out "blind" and hope nothing is coming along Tilt Road too fast to stop.

I suggest that these two specific issues - that of the sight-lines especially - would be much better met by **20m** lengths than your 10m.

Yours sincerely,

[Redacted signature]

Mr John Pateman  
Surrey Highways Parking Services  
Room 308A  
County Hall  
Penrhyn Road  
Kingston-upon-Thames KT1 2DW

**Tilt Road consultation**

Q1. Do you support the introduction of the proposed controlled parking zone in Tilt Road? Please tick  Yes  No

Q2. If you have answered No, could you please explain your reasons and/or add your comments in the box below?

THE COHAM END OF TILT ROAD  
NEEDS PARKING SORTED OUT AS WELL  
IT IS SOMETIMES NEAR IMPOSSIBLE TO  
GET TROUGH BETWEEN STOLE ROAD  
AND THE PUB.

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**Tilt Road consultation**

Q1. Do you support the introduction of the proposed controlled parking zone in Tilt Road? Please tick  Yes  No

Q2. If you have answered No, could you please explain your reasons and/or add your comments in the box below?

.....  
 This is much needed and a very  
 good plan.....  
 .....  
 I am not sure 10 meters along  
 Ashford Gdns/Tilt Road will be  
 enough.....  
 .....  
 Hopefully Tilt Road can be  
 repaired properly once this is  
 in place.....  
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**Tilt Road consultation**

Q1. Do you support the introduction of the proposed controlled parking zone in Tilt Road? Please tick  Yes —  No

*with the addition as below*

Q2. If you have answered No, could you please explain your reasons and/or add your comments in the box below?

① The no waiting at any time should include the sharp right angle bend by Ashford Farm House. At this point the road reduces to a single lane so there should be no waiting at any time for a good distance before & after this bend.

② The speed limit on the road should be 20 mph.

*[Redacted section]*

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**Tilt Road consultation**

Q1. Do you support the introduction of the proposed controlled parking zone in Tilt Road? Please tick  Yes  No

Q2. If you have answered No, could you please explain your reasons and/or add your comments in the box below?

The parking bays outside of Korea Cottages are not enough for all the cars belonging to the residents, I feel this was not worked into enough at the planning. I opened this letter as I felt the situation was not getting any better.

Please note that any comments received opposing the proposed scheme as a whole or in part will be considered as objections to the formal notice of proposals (see the last paragraph of the accompanying notice) as well as responses to the consultation.

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**Tilt Road consultation**

Q1. Do you support the introduction of the proposed controlled parking zone in Tilt Road? Please tick  Yes  No

Q2.If you have answered No, could you please explain your reasons and/or add your comments in the box below?

Should the area outside Tilt House be once a double yellow line for 10 mins to allow big lorries to get in and out successfully without going across the green at the end of our road.

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**Tilt Road consultation**

Q1. Do you support the introduction of the proposed controlled parking zone in Tilt Road? Please tick  Yes  No

Q2. If you have answered No, could you please explain your reasons and/or add your comments in the box below?

\* No waiting at any time  
 Needs to be extended opposite Tilt houses

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**Tilt Road consultation**

Q1. Do you support the introduction of the proposed controlled parking zone in Tilt Road? Please tick  Yes  No

Q2. If you have answered No, could you please explain your reasons and/or add your comments in the box below?

PROBABLY NEED TO EXTEND  
NO PARKING ZONE IN TILT ROAD  
OPPOSITE ENTRANCE OF TILT MEADOW  
AT A FUTURE DATE

Please note that any comments received opposing the proposed scheme as a whole or in part will be considered as objections to the formal notice of proposals (see the last paragraph of the accompanying notice) as well as responses to the consultation.

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**Tilt Road consultation**

Q1. Do you support the introduction of the proposed controlled parking zone in Tilt Road? Please tick  Yes  No

but see below comment

Q2.If you have answered No, could you please explain your reasons and/or add your comments in the box below?

We strongly suggest that NO WAITING AT ANY TIME should be extended right across the kerb opposite the entrance to Tilt Meadow as larger vehicles (e.g. Bin Lorries) are forced to drive over the grass due to lack of space.

Also if you are exiting Bray Road turning left onto Tilt Rd, it is impossible to see a car coming from the left with vehicles parked opposite the entrance to Tilt Meadow

Please note that any comments received opposing the proposed scheme as a whole or in part will be considered as objections to the formal notice of proposals (see the last paragraph of the accompanying notice) as well as responses to the consultation.

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Parking/COM/SCC  
Sent by: John Pateman

11/11/09 08:56

To [REDACTED]  
cc  
bcc Rikki Hill/COM/SCC@SCC  
Subject Re: Controlled Parking Zone - Tilt Road

Dear [REDACTED]

Thank you for your email.

Because of your penultimate paragraph I will treat your email as an official objection to the scheme. Your comments will be considered by the Elmbridge Local Committee.

If you have any queries in the meantime, please do not hesitate to contact us.

Yours sincerely

John Pateman

John Pateman | Engineer | Parking Strategy and Implementation Group | 03456 009 009  
parking@surreycc.gov.uk

[REDACTED]



[REDACTED]

10/11/09 23:34

To <parking@surreycc.gov.uk>  
cc  
Subject Controlled Parking Zone - Tilt Road

Surrey Parking,

I live in Tilt Close and I'm well aware of the problem posed commuters parking in the road and causing all sort of problems.

It is true that a control over the parking in the road is required (surrounding road entrances etc) and that the amount of vehicles parking in Tilt road is only ever since the parking enforcement in the roads immediate to the train station.

I am concerned with the detail of the restriction of waiting between 10 and 11 am. As i understand it, the permits will allow parking in the defined spaces without risk of penalty, however, our garden can only accommodate 1 car yet we have 2 cars. As such, i mostly park on the road outside the house. Would it be a possible to allow the residents to obtain parking permits at the reasonable cost proposed (£35) and allow the residents to park on the road without possibility of penalty except in the areas of no waiting at any time. As far as i can see (on weekends and bank holidays), the residents have the common sense to not cause obstruction and do not park on verges etc. both of which the weekday parkers manage to do.

All of the above said, i still worry which roads will suffer next, maybe fairmile lane? These cars will be parked somewhere. Perhaps the council could speak with the national rail to make the parking at the station more affordable for everyone. Im sure the parking only occurs on the roads due to cost. I am not an expert, nor do i have all the necessary information regarding the costs of upkeep of the parking. I would think that a parking

deal with train ticket or a low daily rate would suffice to allow all to park in the station.

In response to the recent notices posted through our door.

No i do not agree with the proposed parking plan (as i understand it).

My comments are as above. (offer residents parking permits and have no waiting to prevent commuters parking but residents with permits avoid penalty). Also, provide some sort solution to the overall problem of parking for the station.

Best regards

[Redacted signature]

New! Receive and respond to mail from other email accounts from within Hotmail [Find out how.](#)

**Tilt Road consultation**

Q1. Do you support the introduction of the proposed controlled parking zone in Tilt Road? Please tick  Yes  No

Q2. If you have answered No, could you please explain your reasons and/or add your comments in the box below?

I know I have not answered 'No' but could I please answer make a few comments

The white line across my drive has almost disappeared. Could it please be replaced now.

I would prefer the restriction time to be 9.30 - 19.30.

Please note that any comments received opposing the proposed scheme as a whole or in part will be considered as objections to the formal notice of proposals (see the last paragraph of the accompanying notice) as well as responses to the consultation.

Please note also that all responses will be considered confidential and will be used and held in accordance with the Data Protection Act 1998.

## Tilt Road consultation

Q1. Do you support the introduction of the proposed controlled parking zone in Tilt Road? Please tick  Yes  No

maybe

Q2. If you have answered No, could you please explain your reasons and/or add your comments in the box below?

Your description of the parking ~~restrictions~~ do not fully explain the extent of the restriction, i.e. n<sup>o</sup> of car parking ~~places~~ bays.

I believe the number of bays allocated between Bray Road and Stoke Road (Past Peacock Cottages) are insufficient.

The Bay outside Peacock Cottages is not marked as a bay in your scheme. This should be. It is very well parking permitting the area to eliminate ~~the~~ commuter parking but to reduce the number of parking bays for residents is ludicrous. Why restrict the number of bays??

~~How~~ Who is going to benefit from this??

Tiers, 1 & 2 Peacock Cottages (the only houses I know the owners of) have 6 cars between them. This almost fills your quota and does not take into account New & Old Cottages & the plots above the shop.

Please ~~reappraise~~ <sup>reappraise</sup> the idea of restricting the number of <sup>parking</sup> places as I feel the number is insufficient & will cause locals to park elsewhere thus making the problem.

Please note that any comments received opposing the proposed scheme as a whole or in part will be considered as objections to the formal notice of proposals (see the last paragraph of the accompanying notice) as well as responses to the consultation.

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**Tilt Road consultation**

Q1. Do you support the introduction of the proposed controlled parking zone in Tilt Road? Please tick  \* Yes  No

\* with exception of comments below.

Q2. If you have answered No, could you please explain your reasons and/or add your comments in the box below?

We live [redacted] and the proposals are fine for us. HOWEVER, we must support our neighbours in Tresco, the flat above Simpsons Interiors and Peacocks Cottages in pointing out that the provision for residents parking allocated in your plans is not sufficient. It is our belief that there will not be enough space for the occupants of these properties to all park their cars. We would suggest the residents parking allocation be extended at least past our property and "Cooper Cottage" to enable them to park.

Our main complaint has been with commuters using the train station leaving their cars along the road. We would not wish any parking restrictions to make life difficult for our immediate neighbours in the properties previously mentioned above.

thank you.

Please note that any comments received opposing the proposed scheme as a whole or in part will be considered as objections to the formal notice of proposals (see the last paragraph of the accompanying notice) as well as responses to the consultation.

Please note also that all responses will be considered confidential and will be used and held in accordance with the Data Protection Act 1998.

**Tilt Road consultation**

Q1. Do you support the introduction of the proposed controlled parking zone in Tilt Road? Please tick  Yes  No

Q2. If you have answered No, could you please explain your reasons and/or add your comments in the box below?

As a resident in the resident permit holders only schedule 1 object on the basis that the areas suggested are simply not big enough. Residents in 1/2 Peacock Cottages and Tresco all have 2 cars, the tenant above the shop has 1 car, a total of 7. You have only allowed space to park 3 cars. Likewise the residents of new + old cottages.

My objection is purely based on this, not the concept of a CPZ in itself. If the number of spaces allocated can be rectified I would support the proposal.

Please note that any comments received opposing the proposed scheme as a whole or in part will be considered as objections to the formal notice of proposals (see the last paragraph of the accompanying notice) as well as responses to the consultation.

Please note also that all responses will be considered confidential and will be used and held in accordance with the Data Protection Act 1998.

Parking

(25)

RECEIVED  
- 9 NOV 2009

[Redacted]

Mr R Hill  
Surrey Highways  
Parking Services  
Room 308A, County Hall  
Penryn Road  
Kingston  
Surrey  
KT1 2DN

RECEIVED  
9 NOV 2009

October 23<sup>rd</sup> 2009

Dear Mr Hill

Ref: The proposed Surrey County Council Tilt Road, Cobham, Controlled Parking Zone

I am writing following your recent letter regarding the proposed CPZ in Tilt Road, and more specifically regarding the provision of residents only parking places for house that have no off-road parking.

I appreciate that you have looked to provide a solution for houses such as [Redacted] which have no alternative facilities other than to park on the road.. However, this has not been done in consultation with the residents and as a result is flawed. As a result we cannot accept the solution that you propose.

There are six houses that are without off road parking and the majority of these houses have two cars. These cars are parked on the road for most of the time during the week as the owners commute to work, therefore the number of parking spaces you propose is wholly insufficient.

A sensible solution would be to provide resident-only parking between Tilt Close and Stoke road, providing ample space for the residents in properties with no off-street parking, who presumably would be provided with parking permits and an option to allow visitors to park outside.

I would be grateful if you would revisit this situation and notify us of how the plans can be improved to serve the needs of the residents.

Sincerely

[Redacted Signature]

**Tilt Road consultation**

Q1. Do you support the introduction of the proposed controlled parking zone in Tilt Road? Please tick  Yes  No

Subject to comments

Q2. If you have answered No, could you please explain your reasons and/or add your comments in the box below? below.

As per previous correspondence we support controlled parking in Tilt Road re. Station traffic. We are still concerned about the following issues:-

- ① Anyone will still be able to park outside our house in the bay for 23 hrs of the day or 24 hours if they buy day parking permits.
- ② As a result of this we will have to keep checking daily that our cars are in the bay at the relevant time - and if people only move out of the bay at the last minute we may find our cars are parked illegally & subject to a fine.
- ③ It seems extremely unfair that those of us without drives are paying for the administration costs of the parking scheme which benefits the whole of Tilt Road and those with drives.

Please note that any comments received opposing the proposed scheme as a whole or in part will be considered as objections to the formal notice of proposals (see the last paragraph of the accompanying notice) as well as responses to the consultation.

Please note also that all responses will be considered confidential and will be used and held in accordance with the Data Protection Act 1998.

(11)

**Tilt Road consultation**

Q1. Do you support the introduction of the proposed controlled parking zone in Tilt Road? Please tick  Yes  No

BUT NOT FULLY SEE BELOW.

Q2.If you have answered No, could you please explain your reasons and/or add your comments in the box below?

*I fully support the introduction of the intended controlled parking in Tilt Road with the exception of the following points:*

*I have enjoyed free parking outside my home since moving to Tilt Road in 1992 and find it difficult to understand why your intended resident permit charges cannot be absorbed within the Council Tax of those residents who DO NOT HAVE off-street parking facilities. We are infact in the minority and without doubt are being penalized for this as opposed to those residents who HAVE off- street parking whereby it will cost them nothing other than if they wish to purchase a permit. It seems to me, that myself, including the minority of other residents in my position, will be the only residents paying for the administration and operation of the scheme when it is implemented. Please let me have your comments on this, as, as it stands, it's extremely unfair in my estimation.*

*There is also no guarantee that a parking place will be available should another resident who HAS off-street parking plus a parking permit, decide to leave their vehicle in a parking bay for their own convenience. If this were to be the case, I would have no alternative but to park illegally, thus committing a parking offence incurring penalties.*

*In my view, Tilt Road is a unique road which in reality, I believe, is still a bridle-way. I would therefore ask the Council to take this into account when considering parking permit charges to only a small number of residents.*

*I would also ask that the Council do not compare Tilt Road with other areas where charges have to be enforced to cover costs of monitoring. These would probably be in built up areas such as London/Kingston etc, and in these areas, especially in London, the majority of people usually do not have the luxury of off-street parking and residents obviously contribute equally due to this. Their circumstances are quite the opposite to residents in Tilt Road and comparisons should not be brought into the equation.*

Please note that any comments received opposing the proposed scheme as a whole or in part will be considered as objections to the formal notice of proposals (see the last paragraph of the accompanying notice) as well as responses to the consultation.

Please note also that all responses will be considered confidential and will be used and held in accordance with the Data Protection Act 1998.

letter to be treated as an official objection.

27

COBHAM  
KT11 3HX

01932 860845

9 November 2009

John Pateman Esq  
Parking Strategy and Implementation Group  
Surrey Highways Parking Services  
Room 308A County Hall  
Penrhyn Road  
KINGSTON UPON THAMES  
KT1 2DW

Dear Mr Pateman

**Your Enquiry No: 83031930 on letter dated 3 September '09 together with:  
Your Circular letter dated 6 November '09 – re: Proposed Controlled Parking Zone –  
Tilt Road**

Having received your welcome letter dated 3 September together with your revised plan showing residents parking marked outside my home [redacted] and my neighbours [redacted] We assumed the matter had been put to bed.

Now having read the proposals and schedules in your circular letter dated 6 November and in *The Surrey Advertiser*, it appears that there is no mention in the Fourth Schedule as to the intended resident parking outside the above areas, although they are marked on the plan in green. Please be kind enough to confirm.

Whilst writing I would also like to reply to SCC brief questionnaire as follows:

I fully support the introduction of the intended controlled parking in Tilt Road with the exception of the following points:

I have enjoyed free parking outside my home since moving to Tilt Road in 1992 and find it difficult to understand why your intended resident permit charges cannot be absorbed within the Council Tax of those residents who DO NOT HAVE off-street parking facilities. We are infact in the minority and without doubt are being penalized for this as opposed to those residents who HAVE off- street parking whereby it will cost them nothing other than if they wish to purchase a permit. It seems to me, that myself, including the minority of other residents in my position, will be the only residents paying for the administration and operation of the scheme when it is implemented. Please let me have your comments on this, as, as it stands, it's extremely unfair in my estimation.

*There is also no guarantee that a parking place will be available should another resident who HAS off-street parking plus a parking permit, decide to leave their vehicle in a parking bay for their own convenience. If this were to be the case, I would have no alternative but to park illegally, thus committing a parking offence incurring penalties.*

*Look forward to hearing from you*

*Yours sincerely*

A solid black horizontal bar used to redact the signature of the sender.



[Redacted]

29/11/09 23:54

To parking@surreycc.gov.uk  
david tipping <david@34leigh.fsnet.co.uk>, John Butcher  
cc [Redacted]  
bcc Generic Sent Mail  
Subject CPZ - Tilt Road

**Re: Proposed Controlled Parking Zone – Tilt Road, Cobham**

Dear sir,

The original consultation in January 2008 at the request of local residents and local bodies such as Stoke D'Abernon Residents Association and CCHT was to address the issue of commuter parking at the junction of Tilt Road and Bray Road. The original proposal was to deploy single yellow line parking restriction from the junction of Bray Road and extending along Tilt Road to the entrance of the old factory. The latest proposal extends these parking restrictions further along Tilt Road, where there are no current parking issues, to the junction of Ashford Gardens. Whether this extension is required or not is subjective, certainly there is no parking issues here today and the local residents appear to be against the scheme. It will create parking issues where there are currently none and likely force the transition of attractive front gardens to parking places in due course.

However, the Tilt is a Conservation Area and there is a legal obligation placed on the local authority to protect and enhance the Conservation Area. Introduction of double yellow lines and parking restriction signs around Ashford Gardens and the entrance to the cemetery where there is no need to do so is therefore neither required nor necessary and in my view contravenes local Elmbridge planning policy guidelines. On this basis therefore, I wish to register my objection to the current proposed scheme in this regard only, whilst registering my support for the intent of the overall scheme.

In order to ensure no further delay in the introduction of the scheme I could suggest either :

- 1. double yellow lines are removed from the scheme
- 2. original intent to restrict the area up to and including the old factory site is re-instated

but if no accommodation to these changes is accepted then I must object to the scheme in totality.

Yours sincerely,

[Redacted signature]





"Gerry Acher - Cobham Heritage"  
<gerry.acher@cobhamheritage.org.uk>

29/11/09 22:54

To <parking@surreycc.gov.uk>

cc

bcc Generic Sent Mail

Subject Proposed Controlled Parking Zone - Tilt Road , Cobham meeting - 7th December

**Re: Proposed Controlled Parking Zone – Tilt Road , Cobham**

Dear Sirs

We understand that you will be considering the above in ten days time and we submit our comments which we hope you will find useful in your deliberations.

- This matter has now been going on for over two years and we feel really sorry for those who need these lines who are badly affected by commuter parking.
- Thus, whatever happens when you meet the option of doing nothing or further delaying would not be one we would support
- There is concern as to whether double yellow lines at the entrances to the cemetery and Ashford Gardens is overkill. We strongly believe it is and we would suggest you specifically review this at your meeting to consider whether objectors' points are valid. We suggest single lines as a sensible compromise covering those entrances.
- We believe this modification can be accommodated without any delay or further consultation as it is a modification which is less stringent.
- Above all please arrive at a decision which results in those badly affected finally getting some relief and quickly.

We apologise for the lateness of this submission but we hope in view of the importance of this matter it will be duly considered.

Yours faithfully

Gerry Acher

Chairman  
Cobham Conservation and Heritage Trust

## Tilt Road consultation

Q1. Do you support the introduction of the proposed controlled parking zone in Tilt Road? Please tick  Yes  No

Q2. If you have answered No, could you please explain your reasons and/or add your comments in the box below?

See attached letter and enclosures. In summary:

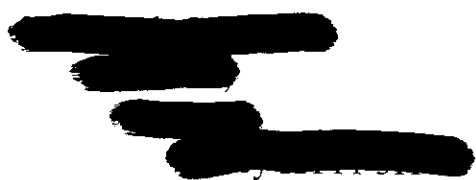
1. Inadequate number of residents only spaces
2. Lack of consideration given to parking bay outside fence over cottages and to use of access drives over common land
3. Insufficient evidence to justify the proposed legislation
4. Basis for granting permits may give rise to unfairness
5. Charging for permits is unfair and discriminatory
6. Detrimental effect of general lines on the street scene and failure of consultation process to actually mention general lines at all
7. Legislation infringes Article 8 of the European Convention on Human Rights

[Redacted signature]

30/11/09

Please note that any comments received opposing the proposed scheme as a whole or in part will be considered as objections to the formal notice of proposals (see the last paragraph of the accompanying notice) as well as responses to the consultation.

Please note also that all responses will be considered confidential and will be used and held in accordance with the Data Protection Act 1998.



J. Russell  
Head of Surrey Highways  
Room 308A,  
County Hall,  
Penrhyn Road,  
Kingston-upon-Thames,  
Surrey KT1 2DN.

30<sup>th</sup> November 2009

Dear Mr Russell,

**Objections to The Proposed 'Surrey County Council Tilt Road, Cobham Controlled Parking Zone in the Borough of Elmbridge (Waiting Restrictions and On-Street Residents Only Parking Places) Order 200-'**

1. I refer to my letter of 12<sup>th</sup> October 2009 addressed to Mr Lake and to the two recent advertisements placed in the Surrey Advertiser, the first of which (on 6<sup>th</sup> November) was defective on account of its failure to include any narrative details of the proposed residents - only parking.
2. I am rather concerned that there is a meeting of Elmbridge Local Committee taking place on 7<sup>th</sup> December 2009, which I am unable to attend, and this proposed amended CPZ scheme is being considered only the working day after the deadline for objections is received. Only part of the committee's agenda has been published on the SCC website and I must ask why have the officers left themselves no time at all to prepare a proper, considered, report on the objections (deadline for receipt being Friday 4<sup>th</sup> December) and more importantly, no time to circulate it to the councillors on this committee sufficiently in advance of the meeting for it to be read by them.

**OBJECTIONS**

3. The present proposals are unworkable for two main reasons and I am opposed to the Scheme in principle for other reasons summarised below.

**(1) Inadequate number of Residents' Parking Places**

4. At the moment the suggestion has been made that there will be 10 residents only places at this end of Tilt Road. There are 21 + 14 + 15 metres allowed. I cannot agree that 10 vehicles will be able to park in the spaces proposed, and I am strongly of the view that there will be insufficient places. The “see how it goes” approach advocated by Mr Pateman is unacceptable. It will take years for further legislation to be passed and in the meantime residents will pick up parking tickets.
5. I say this because the following dwellings have **no** off-street parking:
  - 1 Peacock Cottages,
  - 2 Peacock Cottages,
  - Flat (2 bedroom) above 3-4 Peacock Cottages,
  - Tresco,
  - 2 Old Cottages, and
  - 2 New Cottages.
6. Each of these dwellings will almost certainly require 2 cars to park during the restricted hours. This is because most people here commute by train or else work at home. Mr Pateman’s assertion that there are enough is unsupported by all those residents I have spoken to. He has not made any systematic approach to residents, although I am aware that he did go into Simpsons Interiors.
7. In addition the CPZ scheme makes provision for visitors’ permits and a significant number of these have to be accommodated.
8. I do not know whether 1 and 3 New Cottages and/or 1 and 3 Old Cottages, or any other dwellings may qualify for one permit each. **As an absolute minimum**, if no visitors’ permits were used and none of 1 and 3 New Cottages and/or 1 and 3 Old Cottages and no other residents qualify for a permit, 12 Residents Parking Places will be required.
9. To be on the safe side 18 should be created in my opinion.
10. There is ample space to create further residents-only bays and the scheme must be amended or else abandoned. Why not simply have residents only parking all the way down to tilt Close ? This would minimise the number of signs.

**(2) Lack of proper consideration given to the parking bay outside 1-2 Peacock Cottages and to parking on the access areas/drives**

**(a) The bay outside 1-2 Peacock Cottages**

- 11. Common sense would have suggested that this bay become a residents - only bay but it is not even shown on the inaccurate plan which has been advertised. I enclose an annotated version of a plan supplied by Surrey CC and some photographs- I have added in the extra bays included since the plan was supplied.
- 12. The plan does not show the areas of grass verge on Tilt Road. I have drawn in and hatched in black the grass areas. The bay is tarmaced and between B and C on the annotated plan.
- 13. The bizarre suggestion has been made by Mr Pateman of Parking Strategy and Implementation group that what is, in fact, the only parking bay laid out for the purpose (set back into the common land which the grass verge is part of) is in fact “access to the properties either side of the space”. **This is complete and utter nonsense: it has never been used as a means of access.** I have lived here for nearly 13 years and it is a parking bay used as such almost 100 % of the time.
- 14. An additional vehicle can be fitted side by side with its wheels parallel to the kerb along which it is proposed to put a yellow line; but if Mr Pateman’s view prevails, the most irrational and nonsensical part of this proposal will prevail and it will be a matter of considerable legal and practical uncertainty as to whether parking in the one and only real parking bay itself, this end of Tilt Road, will be liable to be ticketed.
- 15. I say this because **If** this bay was truly an access area – it is not - then to park in it would or might amount to a contravention under the draft statutory instrument. Of course, it is not an access area but I fear that there is going to be uncertainty. I have no intention to stop parking where I have been parking for 13 years without a good reason. No good reason has been shown, quite the contrary!
- 16. I found Mr Pateman’s suggestion, that it was down to Elmbridge Council how they enforced this legislation, to be most unsatisfactory. What is a parking enforcement officer to make of this bay with its ‘floating’ yellow line, i.e. a yellow line parallel with the rest of the yellow line but lying **outside** a parking bay ? The Council should only enact clear delegated legislation and a ‘floating’ yellow line is madness, a recipe for disaster.

The legislation, if passed will be capable of being quashed as perverse or irrational and I have already indicated that it is open to me to seek an injunction to stop it being passed.

**(b) The access drives**

17. Residents are at the moment able to park on access drives over common land either without obstructing access or by deliberately obstructing their own access:

- (a) to the left of 1-2 Peacock Cottages, (viewed from Tilt Road) (A-B on the plan supplied);
- (b) between 1-2 Peacock Cottages and 3-4 Peacock Cottages (C-D);
- (c) to the left of Cooper Cottage (H-I)
- (d) between Cooper Cottage and Old Cottages (J-K)
- (e) between Old Cottages and New Cottages (L-M)
- (f) to the right of New Cottages (N-O).

18. A difficulty I have with the proposed scheme is that, technically, these areas are within the CPZ; although Mr Pateman assured me that parking in these areas would not result in a ticket. How can he possibly give such an assurance ? The Scheme as drafted gives rise to uncertainty.

19. **I have suggested that the access drives/areas (and the bay mentioned above) are shaded in orange and specifically excluded from the CPZ by the simple expedient of the Key so indicating. Why has this suggestion been totally ignored ?**

20. I now turn to my other reasons for objecting to the Scheme :

**(3) There is insufficient evidence to justify the legislation**

21. The Elmbridge BC Cabinet minutes do not demonstrate that any detailed consideration was given to a more extensive scheme going up beyond Bray Road and it seems that the idea to extend the scheme was an afterthought- see the minutes as follows:

“The Cabinet welcomed the proposals to improve Tilt Road which they felt were necessary considering the current hazards to pedestrians and vehicles. As part of the discussion, it was proposed that when representations were made to the County Council in respect of a TRO, the area be extended to the junction

of Tilt Road and Stoke Road with the installation of yellow lines on both sides of the road.”

- 22. The minutes do not disclose whether expert advice from traffic engineers or the police had by then been obtained. No reasons are given for the suggestion that the zone should extend up to Stoke Road. Moreover, one other point in the paper which deserved further enquiry was that at paragraph 2.3 namely the existence of the bridleway.
- 23. The Surrey County Council “Statement of Reasons for Making the Order” which was deposited at Cobham Library stated, in relation to the previous set of proposals – the ones which lacked any residents-only bays my end of Tilt Road - that :

“Elmbridge Borough Council...are concerned that existing parking within Tilt Road constitutes a safety issue and furthermore is detrimental to the street-scene”.

- 24. It went on to say that “Vehicles parked in Tilt Road cause obstruction and affect visibility. It is therefore considered necessary to introduce a controlled Parking Zone incorporating the various restrictions shown on Plan No. 7265/100.” Most recently, the reason given is: “Vehicles in Tilt Road cause obstruction and affect visibility. It is therefore considered necessary to introduce a Controlled Parking Zone incorporating the various restrictions shown on Plan No 7265/100”.
- 25. The reasons given by Surrey County Council, in the light of the minutes of the meeting of Elmbridge BC Cabinet, demonstrate that there is insufficient evidence of problems beyond Tilt Close for the Council now to legislate for the proposed scheme. There has been no systematic observation of the parking which takes place and proper observation should be carried out to quantify the problem. The Council is failing to furnish itself with relevant information and is threatening to pass legislation in such circumstances. I have already supplied photographs demonstrating that there is little problem with commuter parking this end of Tilt Road.
- 26. Because of the extent of the parking that there is this end of Tilt Road by residents I fail to see how commuters are going to be able to park beyond Tilt Close.

**(4) Basis for granting permits may give rise to unfairness**

- 27. There are three points which I wish to raise:-

- 35
- (a) The first is that, in my view, the scheme suffers from an unreasonable degree of inflexibility and could mean that some residents/households will be unable to park all their cars in the vicinity of their homes. We do not think that it is fair to expect people to do this when the whole rationale for the CPZ at this end of Tilt Road is so tenuous (see above). The maximum number of permits is somewhat arbitrary and the inflexibility has the ability to cause inconvenience to some residents. This point has been made before but it was not mentioned to Elmbridge Local Committee.
  - (b) The second point is that the scheme makes no provision for the one business in Tilt Road which lacks its own parking, namely Simpsons Interiors. According to the owner of the freehold, the car park to the rear of the building is only for the use of Beech House Veterinary Centre. Beech House Veterinary Centre do not routinely allow customers of Simpsons to park there.
  - (c) The third point is that I note that Article 23(4) of the draft Order provides that the Council “*may in its absolute discretion*” issue to an applicant one or two parking permits. This may lead to an unsatisfactory state of affairs. It is possible to envisage a straightforward situation where one application form might be sent automatically to the registered proprietor(s) of an ‘abode’ with no off-street parking. In many such cases there will be no need for any discretion to be two vehicles of the specified description. However, that is not how the scheme will necessarily work – the onus is on individuals to obtain a form and to fill it in. Article 23(1), when taken with Article 23(4) suggests that if an abode has no off-street parking the Council could still decide only to issue one permit even if there are two vehicles owned by residents at a given “usual place of abode”. There is no good reason for this unfettered discretion.

What there should be is a mechanism for deciding how to proceed if two or more applicants at the same ‘usual place of abode’ present applications for a total of more than two permits (or for only one permit where this is all that the abode is entitled to). At the moment it is unclear whether it is first come first served, or how the Council should decide. To give it an absolute discretion is unhelpful: the considerations to be taken into account need some thought. To give an example: Mr and Mrs X live at a property without on-street parking. They also have a son or tenant living there. If the son or tenant applies first and gets issued with a



permit, can he frustrate the wishes of Mr and Mrs X who also have a car each ?

- 28. In my view the scheme needs to be flexible enough to ensure that the two permit limit can be exceeded and/or there needs to be some sort of dispute resolution mechanism. To leave it all down to an official's unfettered discretion seems most unsatisfactory. I have raised this before but it was not mentioned in the Officer's report to Elmbridge Local Committee.

**(5) Charging for permits is unfair and discriminatory**

- 29. I now turn to a separate matter. My wife, Mrs Elizabeth Smart of 2 Peacock Cottages attended a meeting of Stoke D'Abernon Residents Association on 21<sup>st</sup> May 2009 and raised her concerns about the proposals under consideration. In response to her concerns, Cllr Fuller addressed the meeting and indicated that residents with no off-street parking would not have to pay. In this connection she referred to Cllr Whitaker who reinforced what she said. Yet the draft legislation clearly provides otherwise, contrary to what was said by Cllrs Fuller and Whitaker. The result will be that, unless the terms of the scheme are altered, those with the smaller houses with no off-street parking will have to pay the most; this discriminates unfairly against people with smaller houses who may be expected to be less well off than those with the larger houses with more off-street parking. I have raised this with Cllr Fuller and it has been indicated that the intention is not to charge but the legislation says otherwise. Again, this was not mentioned to Elmbridge Local Committee in the Officer's report.

**(6) Detrimental effect on the street scene of yellow lines**

- 30. In my opinion having yellow lines will be unsightly and detrimental to the street scene. Part of Tilt Road is in a conservation area. The commuter parking is not serious enough to justify the unsightly yellow lines. No one parks on the north-western side of Tilt Road from Bray Road onwards. I was surprised that residents want yellow lines.
- 31. However, I am beginning to think that the consultation process is deliberately designed to conceal the existence of proposed yellow lines. I say this because I have mentioned this before in correspondence and yet, in the most recent consultation, there is still not a single mention made of the yellow lines. It is all very well talking about 'restrictions' but that

conceals the fact that yellow lines are intended. The consultation has not been carried out in a transparent way and should be repeated.

**(7) Legislation infringes Article 8 ECHR**

32. Finally, for the CPZ Scheme to be workable, residents must not be at risk of having to pay a penalty when parking their cars. Any scheme which interferes with residents' rights under Article 8 of the European Convention on Human Rights (respect for private life and property) and moreover has penal consequences must be **necessary** *inter alia* for the protection of the rights and freedoms of others.
  
33. Just because some people not resident in Tilt Road or resident in other parts of it may not like the limited amount of commuter parking which takes place near the intersection of Bray Road and Tilt Road this does not give the Surrey County Council as a public authority *carte blanche* to enact measures which are wholly disproportionate to the aim to be achieved and will cause residents with legal or customary rights to park to become liable to pay penalties. The legislation contemplated is inconsistent with Article 8, not being necessary for the protection of the rights and freedoms of others (what rights and freedoms of others are being protected anyway?).

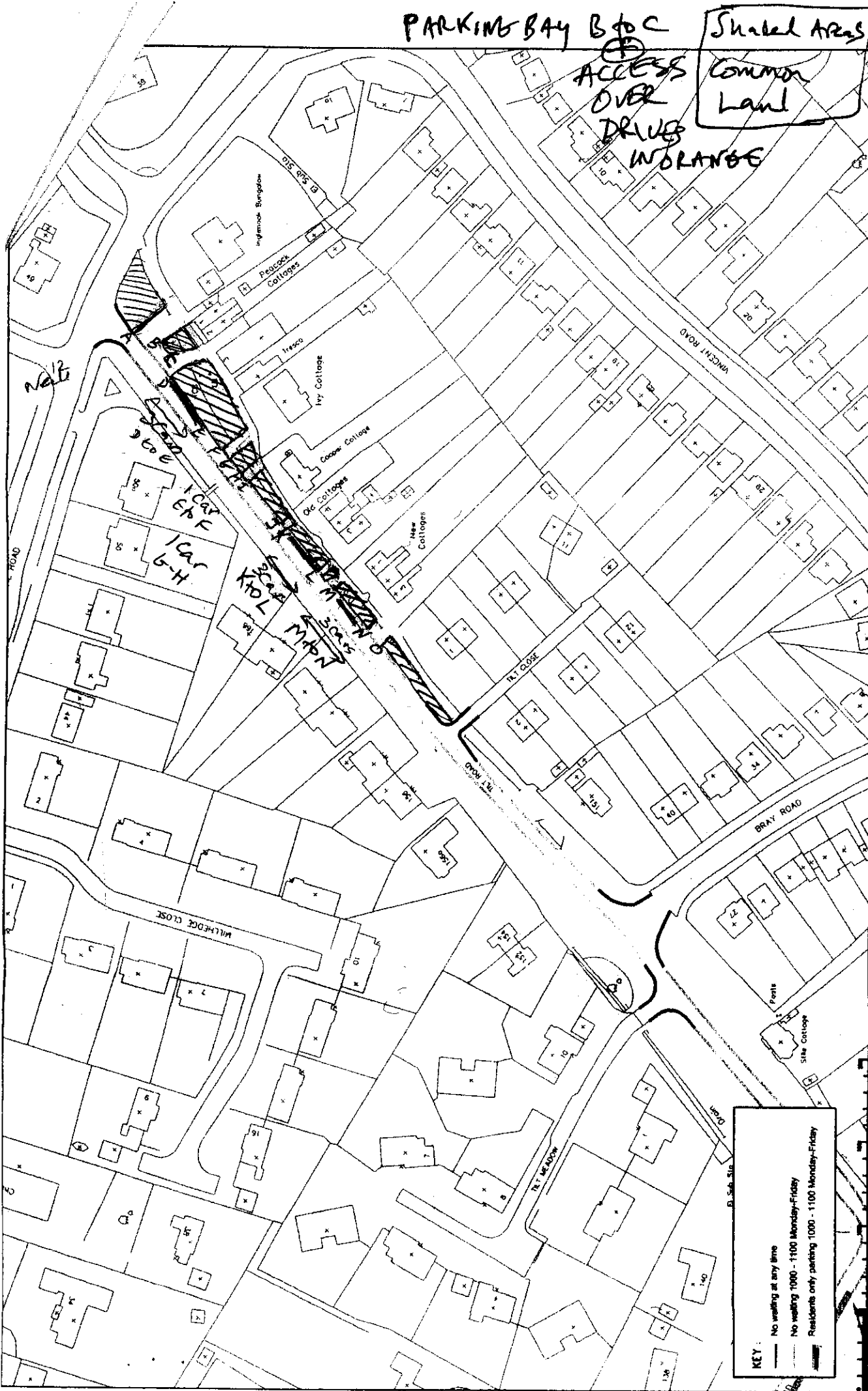
Yours sincerely,

A large, irregular black redaction mark covers the signature and any text that might have been present below it.

PARKING BAY B to C

Shaded Areas  
Common  
Land

ACCESS  
OVER  
DRUGS  
INSURANCE



TILT ROAD  
COBHAM  
PROPOSED CONTROLLED PARKING ZONE  
SEPTEMBER 2008 AMENDMENT

Plot No.	Area	Area	Area	Area	Area	Area	Area	Area	Area	Area
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KEY:  
 No waiting at any time  
 No waiting 1000 - 1100 Monday-Friday  
 Residents only parking 1000 - 1100 Monday-Friday

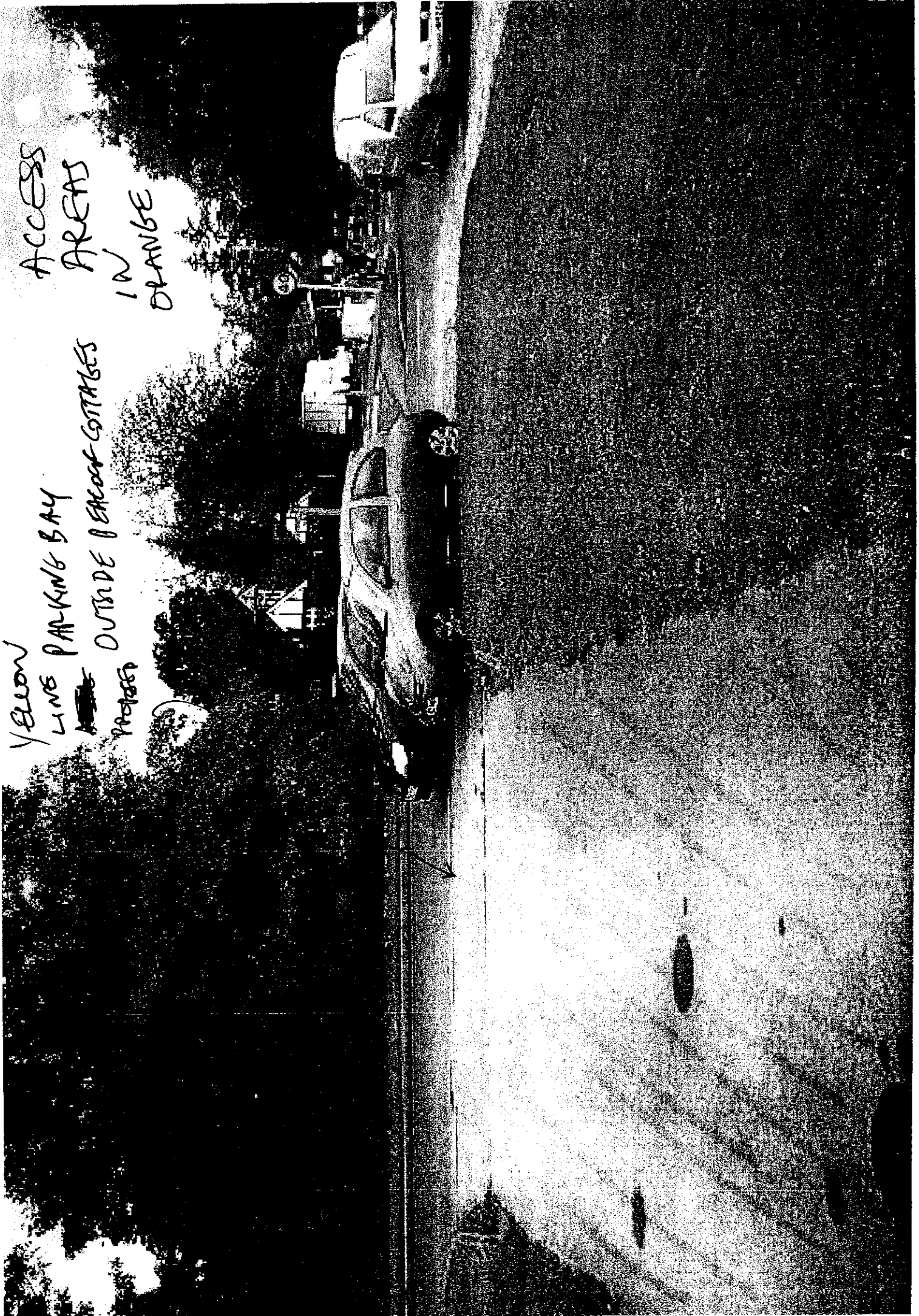
Not To Scale

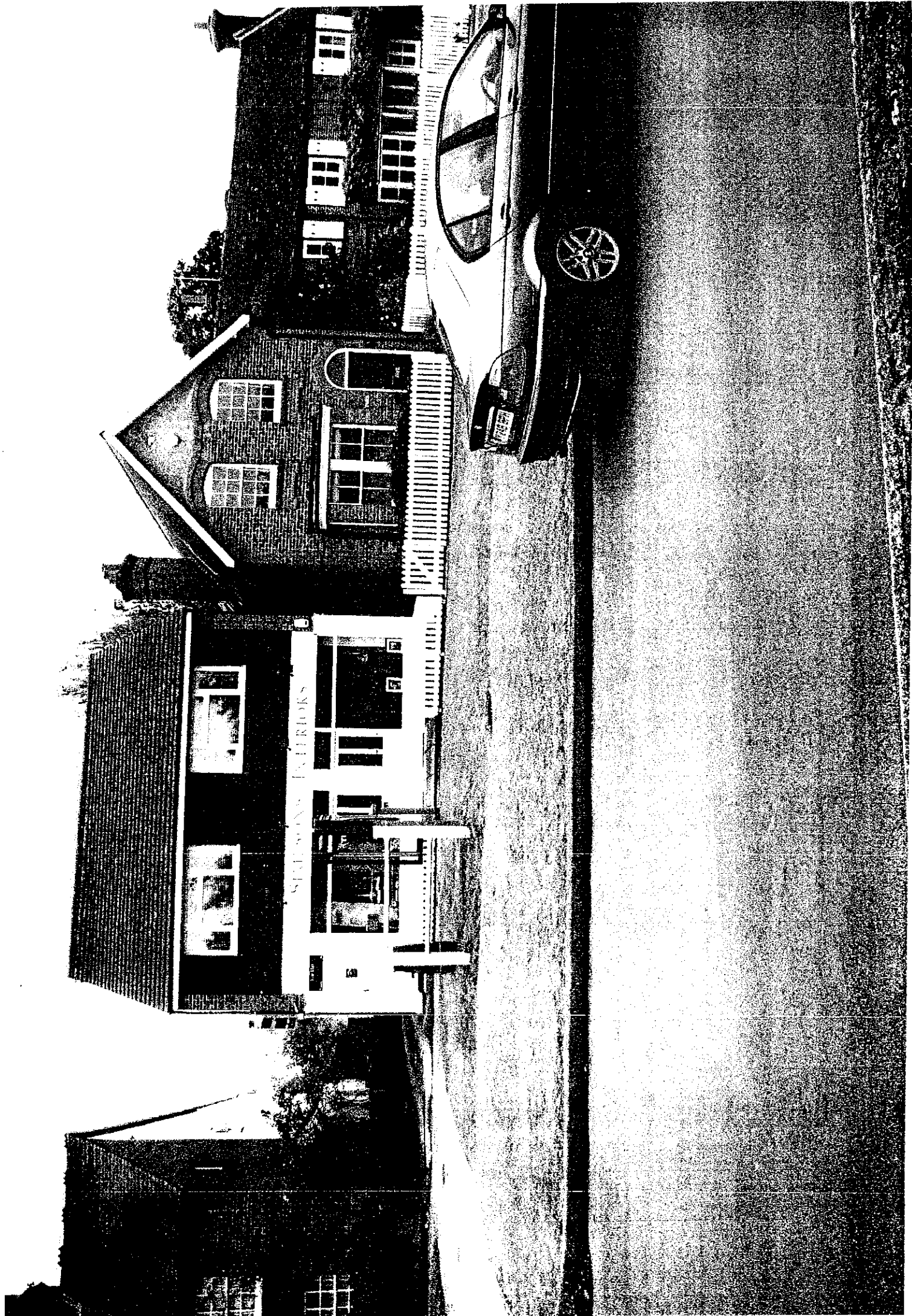
YELLOW  
LINE  
~~AREA~~  
PROTECT

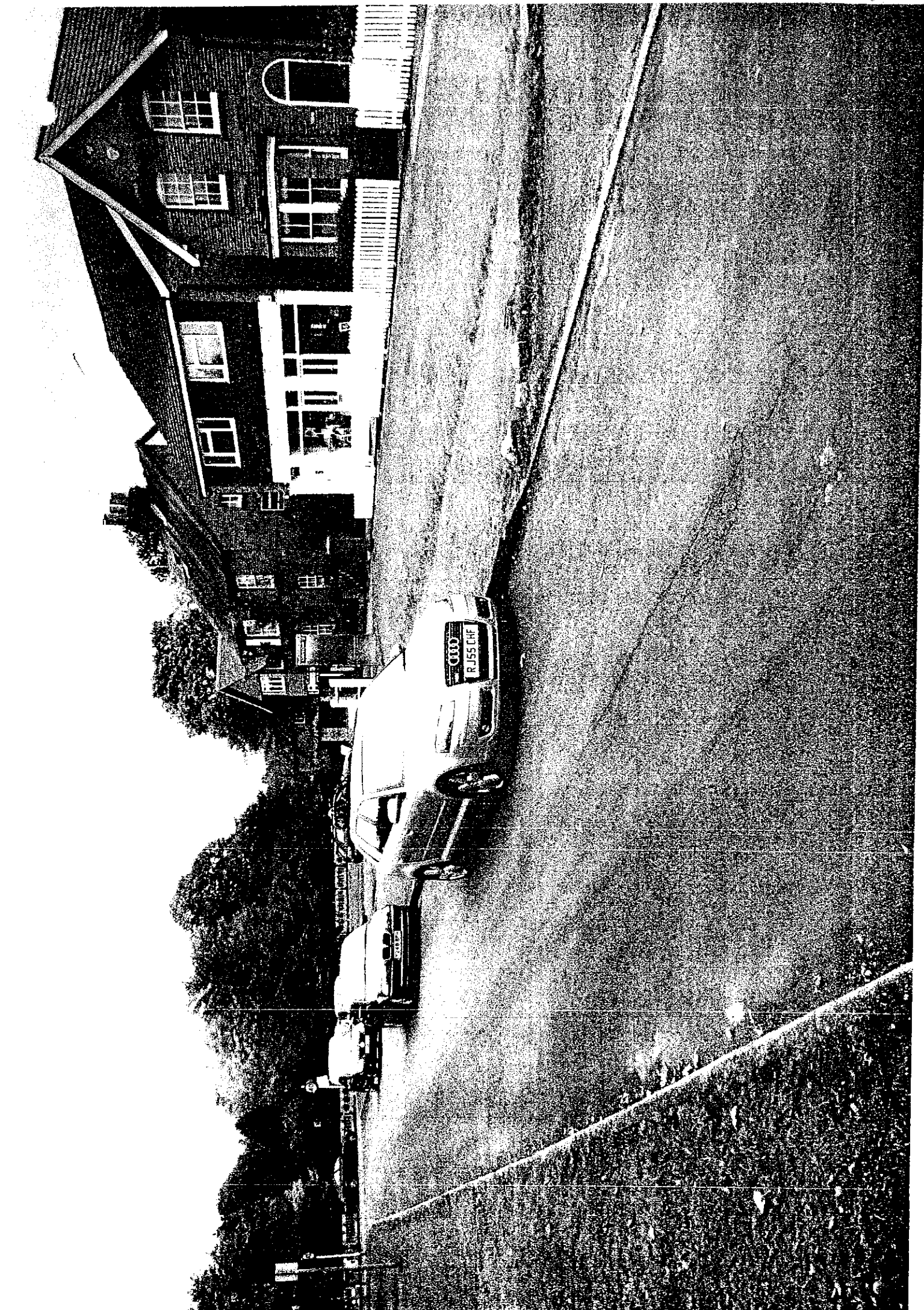
PARKING BAY

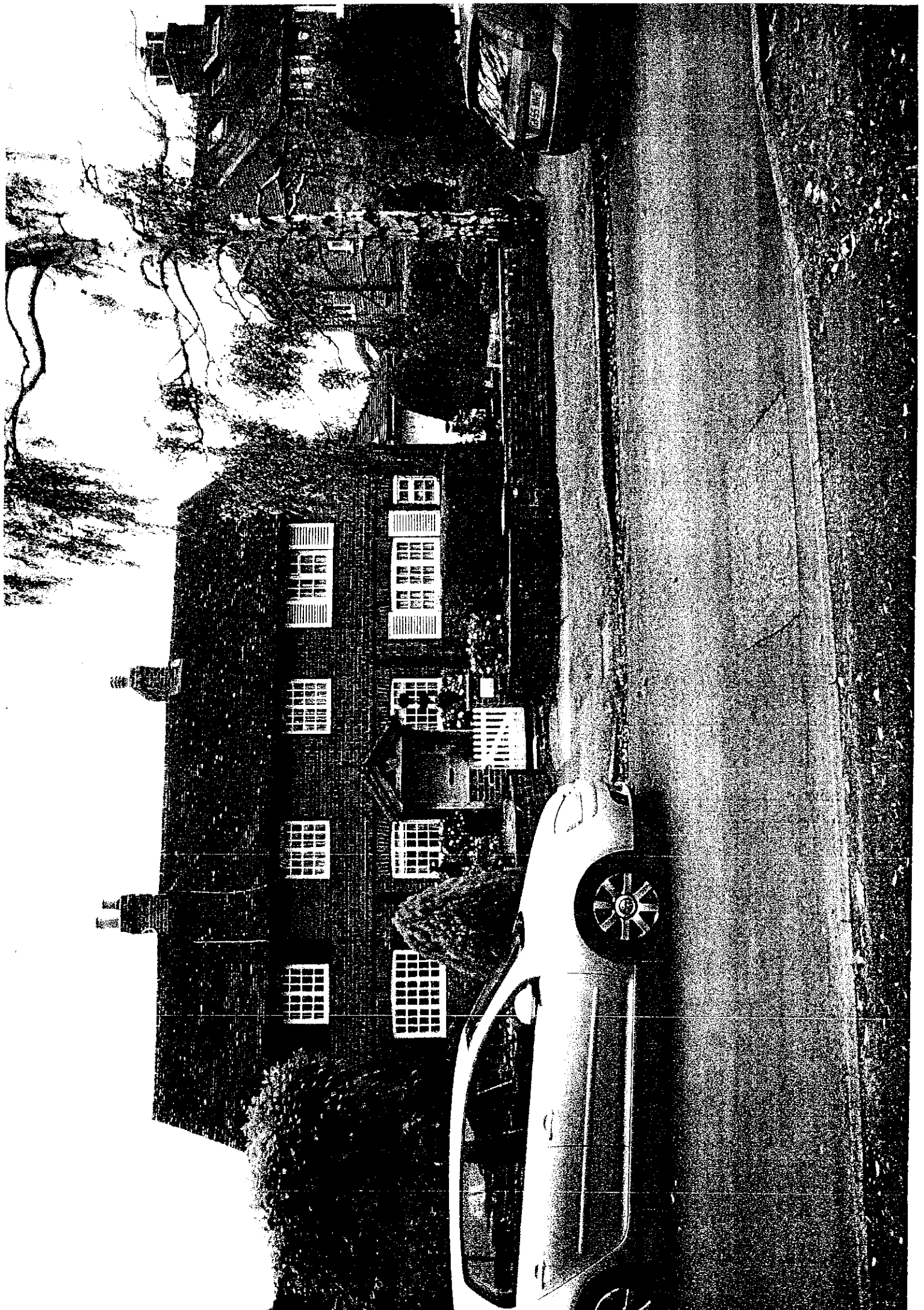
OUTSIDE OF BEACH COTTAGES

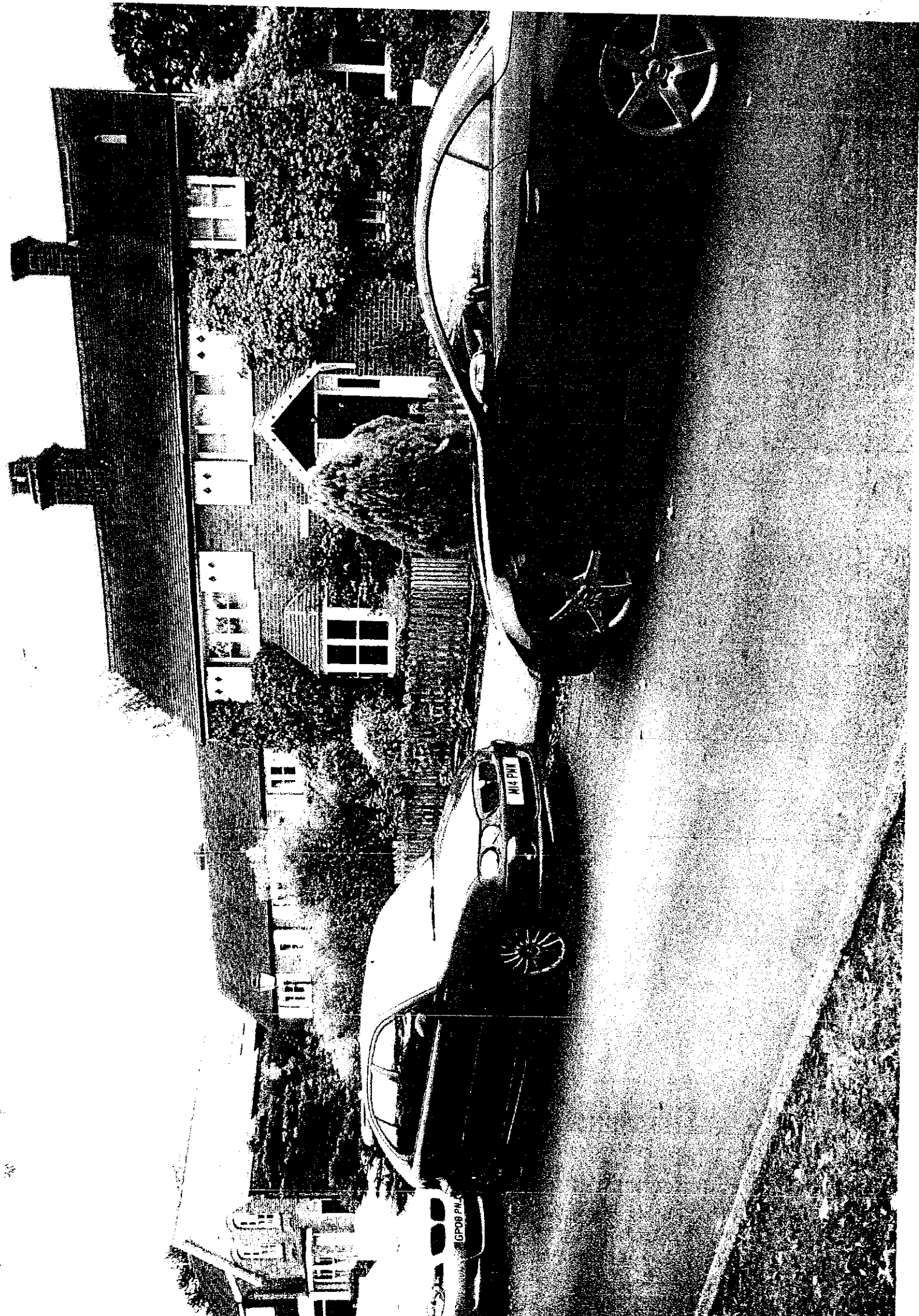
ACCESS  
AREAS  
IN  
ORANGE





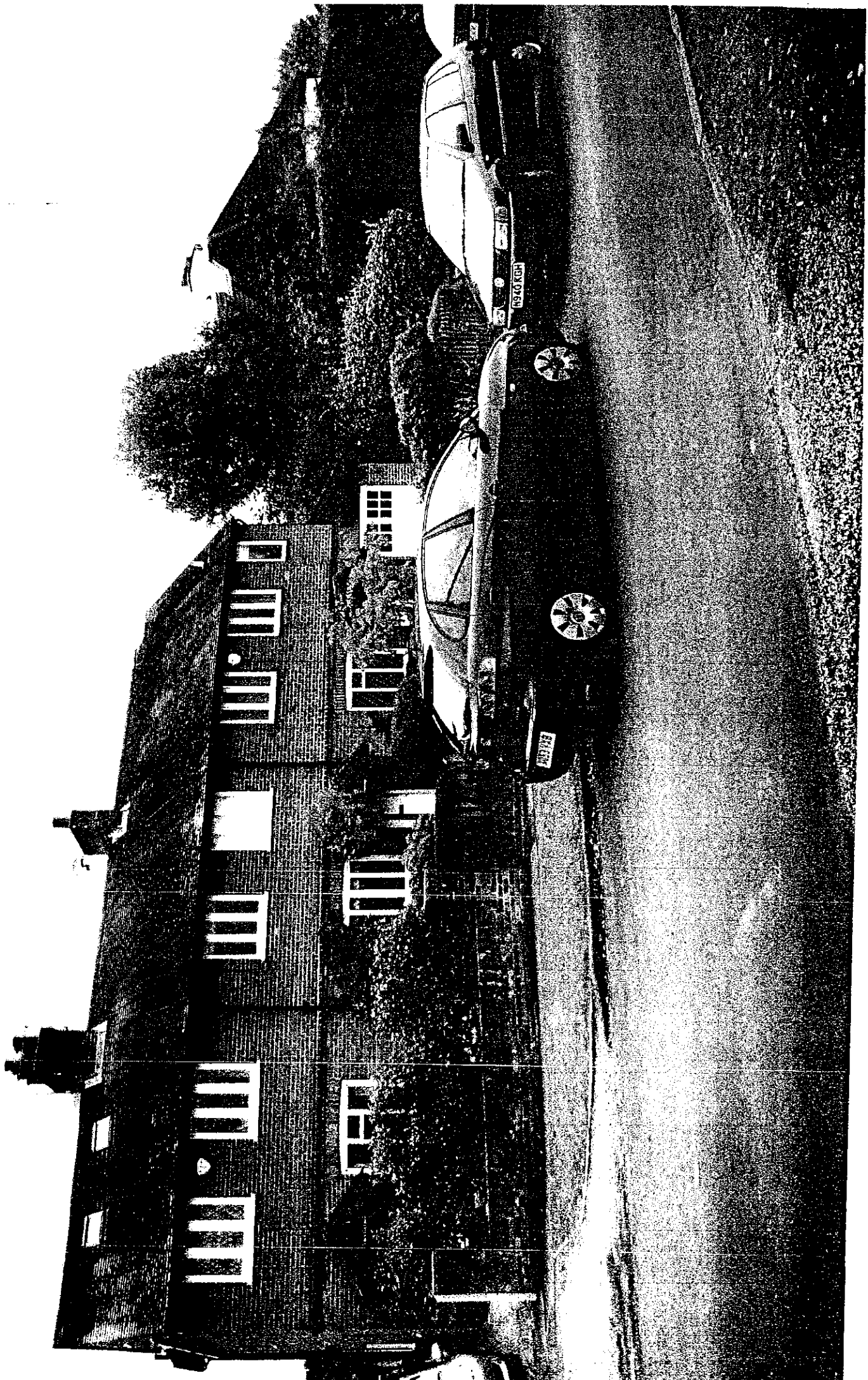














## Tilt Road consultation

Q1. Do you support the introduction of the proposed controlled parking zone in Tilt Road? Please tick  Yes  No \* SEE BOTTOM \*

Q2. If you have answered No, could you please explain your reasons and/or add your comments in the box below?

① INSUFFICIENT RESIDENTS PERMIT ALLOWANCE TO ACCOMMODATE 4 RESIDENTS IN A BEDROOM HOUSE

② DOES NOT TAKE INTO ACCOUNT BIGGER ISSUE OF EXCESSIVE TRAFFIC FLOW AS 'CUT THROUGH' TO RAILWAY STATION - SPEEDING, NEAR-MISS ACCIDENTS AND 'ROAD RAGE' HAVE BECOME COMMONPLACE. NEED A TRAFFIC CALMING SCHEME

③ NOTWITHSTANDING POINT 2, THIS MAY ADD FURTHER CONGESTION DUE TO ADDITIONAL STREET PARKING AT WESTERN END OF TILT ROAD (NR RUNNING MARE PUB). THIS IS BOTH INCONVENIENT FOR PASSING AND POTENTIALLY DANGEROUS DUE TO DIFFICULT ACCESS FOR EMERGENCY VEHICLES.

\* HOWEVER, IF YOU DEALT WITH POINT 1 AND 2 WE WOULD SUPPORT THE SCHEME IN PRINCIPLE. \*

Please note that any comments received opposing the proposed scheme as a whole or in part will be considered as objections to the formal notice of proposals (see the last paragraph of the accompanying notice) as well as responses to the consultation.

Please note also that all responses will be considered confidential and will be used and held in accordance with the Data Protection Act 1998.



[Redacted]

04/12/09 09:33

To eastsurreyhighways@surreycc.gov.uk,  
parking@surreycc.gov.uk  
cc  
bcc Generic Sent Mail  
Subject OBJECTION toTilt Road - Proposed parking restrictions

Dear Sir,

I wish to register my objection to the advertised parking restriction proposals at Tilt Road Cobham.

A report presented to the Elmbridge local committee states that the objectives of the proposals are to resolve issues regarding safety and amenity.

I do not believe that a demonstrable safety problem currently exists and personal injury accident records will support this. There is not a safety issue to be addressed.

There is also significant parking of vehicles by residents in the area of the proposed controlled parking area. It is proposed that the parking by residents will be permitted through the sale of permits. Therefore the issue relating to amenity will not be fully addressed. Also the introduction of double yellow lines will have a significant and permanent visual impact.

Furthermore, in the current economic climate and resultant pressure on the public purse, the use of funds on this non-essential scheme do not provide good value for the residents of Elmbridge and Surrey.

Finally as far as I am aware the area for the proposals is not adopted highway, and therefore a traffic order made will can not be enforced by Surrey County Council the highway authority.

Please confirm receipt of my objections to these proposals.

Regards

[Redacted signature]



[Redacted]

03/12/09 23:20

To <parking@surreycc.gov.uk>

cc

bcc Generic Sent Mail

Subject Proposed controlled parking zone - Tilt Road

Parking Strategy and Implementation Group,

Dear Mr. Pateman,

I am worried that with the proposed controlled parking on Tilt Road that it will just move it up the road to Farmview. It is difficult enough to see when cars are parked on Tilt Road to get out of Farmview. Is there some way of putting lines on the corner of Tilt Road and Farmview as well?

I live at [Redacted] but my drive and garage exit onto Farmview. If there are cars parked on Farmview for the day I cannot see how the residents are going to be able to get their cars out of the drives without having to drive over high curb stones as the roads are narrow and the parkers are usually inconsiderate.

Yours faithfully,

[Redacted]

**Tilt Road consultation**

Q1. Do you support the introduction of the proposed controlled parking zone in Tilt Road? Please tick  Yes  No

Q2. If you have answered No, could you please explain your reasons and/or add your comments in the box below?

I am concerned your proposals will move the parking problem to the proposed non-regulated zone. This is the area of Tilt Road between Ashford Gardens and Farmview. Here residents have on average of five cars per property and off street parking for one vehicle. This can cause reduced visibility when accessing Tilt Road from a driveway. Also, I am concerned drivers will park on the grass verge opposite causing damage. If the solution is yet more unsightly accident nests, then that will be another detriment to this conservation area. I expect the 30 or so drivers who use The Tilt for station parking, will simply park in the nearest free zone and walk an extra 5 minutes to the station. I would be grateful if you could consider properly the impact your proposals will have further down Tilt Road. Please consider introducing parking restrictions the entire length of Tilt Road or, better still, finally tackle the source of the problem and provide adequate and affordable parking, at the station!

Please note that any comments received opposing the proposed scheme as a whole or in part will be considered as objections to the formal notice of proposals (see the last paragraph of the accompanying notice) as well as responses to the consultation.

Please note also that all responses will be considered confidential and will be used and held in accordance with the Data Protection Act 1998.

## Tilt Road consultation

Q1. Do you support the introduction of the proposed controlled parking zone in Tilt Road? Please tick  Yes  No

Q2. If you have answered No, could you please explain your reasons and/or add your comments in the box below?

① THERE IS NO CURRENT "PROBLEM" BETWEEN THE EAST ENTRANCE TO CEMETERY AND ASHFORD GRNS. SO PROPOSAL ONLY SERVES TO INCONVENIENCE LOCAL RESIDENTS ON THIS STRETCH.

② INSUFFICIENT 'RESIDENT PARKING' ZONES IN CURRENT PROPOSAL (WOULD REQUIRE DOUBLE SPACE).

③ NO EVIDENCE THAT THE "ROOT CAUSE" HAS BEEN TACKLED = IS THERE A CAPACITY/PRICING ISSUE AT COBHAM RAIL STATION CARPARK?

④ THIS IS A CONSERVATION AREA. PLANNING PERMISSION NEEDED FROM ELMBRIDGE FOR THE YELLOW LINES.

⑤ AGREE WITH PROPOSAL FROM STOKE ROAD TO EAST CEMETERY ENTRANCE ONLY.

⑥ PROPOSALS WILL INCREASE RISK OF ACCIDENTS BY ENCOURAGING SPEED DUE TO LESS NEED FOR CARE.

Please note that any comments received opposing the proposed scheme as a whole or in part will be considered as objections to the formal notice of proposals (see the last paragraph of the accompanying notice) as well as responses to the consultation.

Please note also that all responses will be considered confidential and will be used and held in accordance with the Data Protection Act 1998.



[Redacted]

[Redacted]

[Redacted]

30<sup>th</sup> November 2009.

Dear Sir,

Please find attached our feedback and objections to this proposed scheme.

We would like to hear more about the specific 'root cause' of the current parking issue, and hence solutions which could address this. Current proposal appears to inconvenience residents on parts of the Tilt, due to a very localized issue near Bray Road.

Looking forward to a more balanced solution, to find a "win-win" outcome for all parties!

Yours Faithfully

[Redacted Signature]