

DRAFT

Minutes of the meeting of the
Waverley LOCAL COMMITTEE
held at 1.30 pm on 9 May 2014
at Godalming Baptist Church.

Surrey County Council Members:

- * Mrs Pat Frost (Chairman)
- * Mr David Harmer (Vice-Chairman)
- * Mrs Nikki Barton
- * Mr Steve Cosser
- * Ms Denise Le Gal
- * Mr Peter Martin
- * Mr David Munro
- Mr Alan Young
- Mrs Victoria Young

Borough / District Members:

- Cllr Brian Adams
- * Cllr Maurice Byham
- * Cllr Elizabeth Cable
- * Cllr Carole Cockburn
- * Cllr Brian Ellis
- Cllr Robert Knowles
- Cllr Bryn Morgan
- Cllr Julia Potts
- * Cllr Simon Thornton

* In attendance

13/14 APOLOGIES FOR ABSENCE [Item 1]

Apologies were received from Mr B Adams, Mr R Knowles, Mr B Morgan, Ms J Potts, Mr A Young (received after the start of the meeting) and Mrs V Young.

14/14 MINUTES OF PREVIOUS MEETING [Item 2]

The minutes were agreed as a correct record.

15/14 DECLARATIONS OF INTEREST [Item 3]

Mr D Harmer declared a pecuniary interest in relation to Item 7 (Plan 24137) on the grounds that the area of Tower Road, Hindhead to be yellow-lined includes the exit from his driveway onto the road (via a lane).

Mr P Martin drew the Committee's attention to a non-pecuniary interest in relation to Item 7 (Plans 24075 and 24076) on the grounds that his daughter and son-in-law rent and live in a property in Latimer Road, Godalming.

16/14 PETITIONS [Item 4]

The following online petitions attracted the requisite number of signatures to qualify for consideration by the Committee:

1. **Petition title: Introduce a 20mph zone in Haslemere Town Centre and roads in Haslemere that want them.**

Created by: Victoria Leake

Details of petition: In four years there have been four KSI (Killed and Seriously Injured) in a stretch of road less than a mile long. Between the hours of 0900 to 19.00 40 000 cars pass through Lower Street, Haslemere and possibly the town centre per week. Pedestrian and cyclists are not safe; the roads are narrow with little or no footpaths. We petition Surrey County Council and the police to make our roads safer by introducing a 20mph zone in Haslemere Town Centre and other residential roads in Haslemere should the residents want it.

Signatories: 187 confirmed, 25 unconfirmed

Mrs Leake was unable to present the petition in person but an additional statement was tabled at the meeting (Annex 1).

The Chairman announced that the Committee would receive a report in response at its next meeting.

2. **Petition title: Remove George Road, Grays Road and Elizabeth Road Farncombe (24092, 24093) from the residents permit parking scheme.**

Created by: Mr Patrick Haveron

Details of petition: The scheme will reduce the number of resident parking spaces in the affected roads, thus displacing residents and commuters into surrounding streets such as Station Road, Perrior Road and The Oval. "No parking" zones will increase traffic speeds in Elizabeth and Grays Road. Residents with off-road parking will have to pay for on-road visitors. This piecemeal approach is inappropriate and will lead to many subsequent extensions.

Signatories: 83 confirmed, 9 unconfirmed

The Chairman indicated that the contents of the petition would be considered as part of the discussion at Item 7.

17/14 FORMAL PUBLIC QUESTIONS [Item 5]

The text of public questions and the responses provided had been tabled (Annex 2). The Chairman explained that the matters raised would be considered at the appropriate point at Item 7.

18/14 MEMBER QUESTIONS [Item 6]

There were no member questions.

19/14 WAVERLEY PARKING REVIEW - RESPONSE TO FORMAL ADVERTISEMENT [Item 7]

The following locations were discussed (plan reference in brackets):

Waverley Eastern Villages

The Street, Womersh (24134)

The local County Councillor, Mrs V Young, had asked the Committee to note her support for the proposed limited time waiting bays outside of the village shop as she felt that this would contribute to its viability. It was agreed to proceed with the recommended scheme.

Farnham Central

Stoke Hills, St James Avenue, St James Terrace (24015, 24128)

The Committee noted the problems presented by the layout of Stoke Hills, but, in view of the lack of support for a permit-holder scheme and the officers' view that all options had been explored, agreed with the recommendation not proceed with the advertised scheme for the estate.

Guildford Road, Farnham (24015, 24016)

It was proposed from the chair and agreed that this scheme be deferred to allow further discussion of alternative solutions. It had been noted that the advertised scheme would have impacted on adjacent minor roads. Two relevant public questions had been presented (Annex 2: 2 and 3) and the residents concerned indicated that they were content with this approach.

Hale Road, Farnham (24015)

Ms V Bolton, who had presented a public question (Annex 2: 1), was content with the recommendation not to proceed with the advertised scheme.

Station Hill, Farnham (24025)

The Committee recognised that parking can be one of several factors in generating congestion at this location, but members were concerned at the potential adverse impact of the proposed restrictions on the businesses in Station Hill. It was suggested, for example, that there is some lack of clarity in the arrangement of lanes, such that vehicles leaving the station with the intention of turning east onto the A31 often move so far across the carriageway as to restrict the passage of southbound traffic in Station Hill. It was proposed from the chair and agreed that the scheme would be deferred to allow further discussion on alternative options for changing driver behaviour to improve the flow of traffic and maintain safety.

Morley Road, Farnham (24034)

Mr D. Munro expressed his opposition to the proposed scheme as he felt that parking would be displaced further into southern Farnham. However, there was support for the scheme and, when put to the vote, it was approved;

In favour: 9
Against: 1
Abstained: 2

York Road, Farnham (24034, 24111)

Mr D. Munro reiterated his concerns about displacement. The proposed scheme was agreed on a vote as follows:

In favour: 9
Against: 1
Abstained: 2

Lancaster Avenue, Farnham (24121)

The Committee noted Mr D. Munro's continued opposition on the grounds of displacement. It was felt that the volume of commuter parking could be addressed by extending the parking facilities at Farnham Station. The proposed scheme was agreed on a vote as follows:

In favour: 10
Against: 1
Abstained: 1

Little Austins Road and Mavins Road, Farnham (24121, 24130)

Members reflected a variety of concerns: the area experiences short-term parking pressures at either end of the school day as well as all-day parking by commuters. Although most houses have off-street parking, residents are concerned about access to their properties being blocked. While recognising the support of residents for the scheme, some members felt that the number of objections, even if mostly from non-residents, should be taken into account. When put to the vote it was decided not to proceed with the scheme:

In favour: 4
Against: 6
Abstained: 2

Farnham North

Upper Hale Road junction with Spring Lane, Farnham (24127)

It was agreed that the extent of the restriction in front of the property known as 'Stonehaven' in Folly Lane North should be reduced and that, with this amendment, the proposed scheme should proceed.

Heath Lane, Farnham (24119)

Ms D. Le Gal asked why restrictions had not been proposed at the Alma Lane end of Heath Lane where parking opposite the junction restricted visibility at a point where a large number of schoolchildren crossed the road. Officers undertook to examine the situation as a matter of urgency.

Farnham South

Frensham Road junction with Gold Hill (Private), Farnham (24039)

Local members felt that further restrictions would have a detrimental effect on the local shops and that these would be a disproportionate response.

When put to the vote it was decided not to proceed with the scheme:

In favour: 0
Against: 5
Abstained: 7

Frensham Road junction with Stream Farm Close, Farnham (24131)

It was suggested that white-lining, although unenforceable, would be a sufficient response at this location, but that the proposed restrictions would be disproportionate.

When put to the vote it was decided not to proceed with the scheme:

In favour: 1
Against: 7
Abstained: 4

Godalming North

Croft Road, South Street, Upper Queen Street, Carols Street, Town End Street, Latimer Road Permit Zone, Godalming (24075, 24076)

Mr S. Cosser explained that the proposals had emerged from discussions with residents and believed that they would restore the balance of parking in Godalming and reflect the needs of residents in areas where there is little off-street parking. He felt that there would not be a large amount of displacement. He recognised that there was a significant level of opposition from residents of Latimer and proposed that it be excluded from the scheme. Mr P. Martin, on the other hand, referred to the high level of objections and was concerned about the extent of possible displacement into roads more distant from the town centre; he felt that permit zones of this kind do not maximise the availability of on-street parking.

The proposal that the scheme proceed as amended in the recommendation and with the exclusion of Latimer Road was agreed when put to the vote:

In favour: 7
Against: 5
Abstained: 0

Mr P. Martin requested that his opposition be recorded.

Victoria Road, Godalming (24078)

Mr Patterson was invited to address the Committee and explained that the residents' preference would be for a "light-touch scheme". He felt that the road was subject to parking by town-centre workers rather than commuters and was in broad support of the proposal. Mr C Meeks, another resident, described the road as a "community street" and requested a further opportunity to explore options. Mr S. Cosser, as local County Councillor, would be prepared to discuss the operation of the scheme in practice. Mr P. Martin expressed his opposition.

When put to the vote the scheme was approved:

In favour: 7
Against: 4
Abstained: 1

George Road, Grays Road and Elizabeth Road (between Perrior and George Road) Permit Area, Farncombe (24092, 24093)

The Committee noted receipt of an online petition posted by Mr P. Haveron containing 83 signatures in opposition to the scheme and a formal public question from Mr J. Fishlock in support of a scheme in Grays Road (Annex 2: 4). Mr S. Cosser, as the local County Councillor, reminded the Committee of sustained requests from those residents living closest to the railway station for measures to address all-day parking by commuters in this area; he expressed sympathy for the position of Grays Road residents. Some members voiced their concern that consultation had taken place on the basis of the advertised combined scheme for the three roads and that implementing a scheme in only part of the area, i.e. in Grays Road, would bring risks, e.g. of displacement elsewhere. There was some support for a "light touch" scheme throughout the area. Officers indicated that a scheme in Grays Road only would be feasible, but retained some reservations about such a course of action. Mr S. Cosser proposed (seconded by Mr S. Thornton) that the scheme should not proceed, except in Grays Road where a residents' parking scheme will proceed as advertised. The Committee agreed to this proposal as follows:

In favour: 8
Against: 4
Abstained: 0

Haslemere

Courts Hill Road, Haslemere (24058, 24117)

The Committee noted public questions presented by Mr B. and Mrs R. McDevitt and Ms J. Godden and the tabled responses (Annex 2: 5 and 6). Mrs N. Barton, as the local County Councillor, supported the request of Mr and Mrs McDevitt that their house should appear on relevant maps and recognised their concern about access; she also reported that representatives of Haughton House are content with the proposed compromise. Mr D. Pope, in a supplementary statement on behalf of Ms Godden, felt that the potential impact of the proposed adjustments on the community had not been noted in

the report or addressed in the tabled response and that a serious road safety risk would remain. It was agreed to proceed with the recommended scheme.

Waverley Western Villages

Thursley Road (24142) and Milford Road junction with Upper Springfield (24142), Elstead

The Committee noted a formal public question submitted by Mrs J. Else. Mr D. Harmer as the local County Councillor reported widespread opposition to the proposals, including that of Elstead Parish Council. He asked for the schemes to be withdrawn and for discussions about alternative arrangements to take place with the Parish Council. The Committee agreed that the proposed schemes should not proceed.

Summary of adjustments agreed at the meeting to the published recommendations in Annexes A and C:

Plan	Location	Amendment
24015, 24016	A325 Guildford Road, Farnham	Defer for consideration of alternative solutions.
24025	Station Hill, Farnham	Defer for further consideration of options.
24121, 24130	Little Austins Road and Mavins Road, Farnham	Do not proceed.
24127	Upper Hale Road j/w Spring Lane, Farnham	Proceed as amended: reduce extent of restriction in front of 'Stonehaven' (Folly Lane North).
24039	Frensham Road j/w Gold Hill (Private), Farnham	Do not proceed.
24131	Frensham Road j/w Stream Farm Close, Farnham	Do not proceed.
24075, 24076	Croft Road, South Street, Upper Queen Street, Carlos Street, Town End Street, Latimer Road Permit Zone, Godalming	Proceed with recommended amendments, but with the exclusion of Latimer Road.
24092, 24093	George Road, Grays Road and Elizabeth Road (between Perrior Road and George Road) Permit Area, Godalming	Do not proceed, except in Grays Road where a residents' parking scheme will proceed as advertised.
24142	Thursley Road, Elstead	Do not proceed.
24142	Milford Road j/w Upper Springfield, Elstead	Do not proceed.

Officers were requested to ensure that, for all agreed restrictions, adequate notification is provided locally and that "light touch" enforcement is carried out during the first four weeks on operation.

Several members expressed their concern that the approach to advertising proposed schemes sought objections only, with the consequent risk that the level of support may be underestimated in consultations.

Resolved to agree:

- (i) The proposals and recommendations in Annexes A and C, as amended following statutory consultation and further by this Committee (as set out above).
- (ii) That if necessary the Parking Team Manager, in consultation with the Chairman, Vice-Chairman and local Member make minor adjustments to the proposals following the meeting.
- (iii) That the County Council make an Order under the relevant parts of the Road Traffic Regulation Act 1984 to impose the waiting and on-street parking restrictions as shown in Annex B and as amended by Annexes A and C and by this Committee (and as subsequently modified by (ii)).
- (iv) That the Committee allocate up to £20,000 towards the cost of implementing these proposals.

Reason

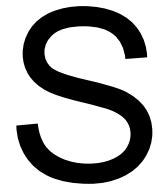
Changes to the highway network, the built environment and society mean that parking behaviour changes and consequently it is necessary for a Highway Authority to carry out regular reviews of waiting and parking restrictions on the highway network.

Following consideration of the comments and objections the waiting restrictions agreed by the Committee will help to:

- Improve road safety
- Increase access for emergency vehicles
- Improve access to shops, facilities and businesses
- Increase access for refuse vehicles and service vehicles
- Ease traffic congestion
- Better regulate parking

Meeting ended at: 4.10 pm

Chairman



LOCAL COMMITTEE (WAVERLEY)

**PETITIONS
(ADDITIONAL STATEMENT)**

9 MAY 2014

Petition title: Introduce a 20mph zone in Haslemere Town Centre and roads in Haslemere that want them.

Mrs Victoria Leake is unable to present the petition in person, but has requested that the following statement in support be made available to the Committee:

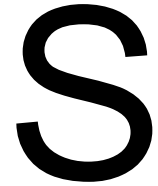
Eight million people in the UK now live in a local authority that has 20 mph as the default limit for residential streets. Slower speeds encourage more cyclists and walkers (both up by 20% in Bristol). There has also been a 42% reduction in casualties in London's 20 mph areas. Moreover the impact on journey times is negligible: typically in 20mph areas there has been an increase of just 40 seconds. Engineers will tell you that heavy traffic merges faster at slower speeds, as regularly witnessed on the M25. (20's plenty)

There is no need for huge expenditure on traffic bumps or chicanes, due to the fact that if the person in front of you is going at 20 mph motorists will have no choice but to go at 20 mph. The convoy effect comes into play:, most citizens are law abiding. In Portsmouth, where there is no physical calming, casualties have fallen by 22%.

According to a survey done by the charity Brake and Allianz Insurance, "80% of public back 20 mph speed limits in urban areas. Almost eight in every 10 Brits agree that the 30 mph limit should be cut to 20 mph in town centres and on residential streets."

I am still awaiting the completion of a Freedom of Information request from Surrey County Council on the number of people who have written in over the past ten years regarding the concerns of speeds in Haslemere, Surrey. When I have this information I will forward it onto the Local Committee. In the meantime I ask you to consider the following petition:

In four years there have been four KSI (Killed and Seriously Injured) in a stretch of road less than a mile long. Between the hours of 0900 to 19.00, 40000 cars pass through Lower Street Haslemere and possibly the town centre per week. Pedestrian and cyclists are not safe, the roads are narrow with little or no footpaths. We petition the County Council and the police to make our roads safer by introducing a 20 mph zone in Haslemere Town Centre and other residential roads in Haslemere should the residents want it.



LOCAL COMMITTEE (WAVERLEY)

**PUBLIC QUESTIONS AND
RESPONSES**

9 MAY 2014

1. **From Ms Victoria Bolton (Farnham)**

Will there be the creation of more residents' spaces in the Hale Road and Guildford Road areas, as all we can see is reduction and nowhere for the residents cars to go ?

Response

As part of this parking review there are no proposed residents' schemes for this area. It is now recommended not to proceed with the double yellow lines on Hale Road and, following discussions and subject to the agreement of this Committee, that the Guildford Road proposals be deferred whilst other solutions are discussed.

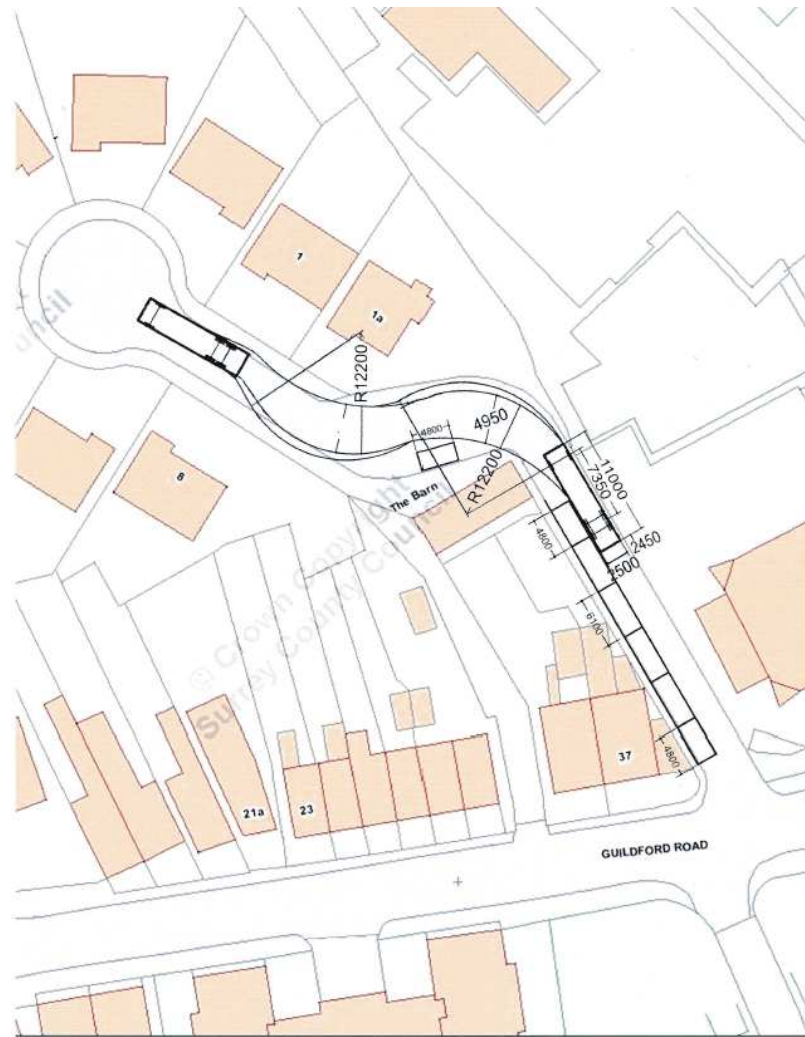
2. **From Ms Penny Kitchen (Farnham)**

Parking restrictions proposed for Guildford Road, Farnham: Ref 3282/WAV 24016B

I am representing the nine households on Forge Close, Farnham, which exits onto Guildford Road where continuous double yellow lines are being proposed. We agree that something needs to be done to relieve the traffic congestion on Guildford Road, but would like the Committee to consider our proposals that do not penalise residents, depriving them of any on-street parking.

- (1) At the moment there is no parking restriction, which allows residents on the north side of Guildford Rd to park in front of their homes. Unfortunately, other non-residents also park there, primarily during the day, to avoid car park charges at the station or in the town.
- (2) We know, too, that the PGI garage uses both Guildford Road and Forge Close to park staff or customers' cars.

- (3) When cars are parked solidly along Guildford Road as far as, and often in front of, the PGI Garage, exiting from Forge Close can be dangerous because drivers' visibility is severely restricted. Double yellow lines around the corner to combat this will be welcome. However, we agree with the Guildford Road residents – who have no other parking except on the road in front of their properties – that where they have no alternative parking, they must have an allocated residents' parking space on the road.
- (4) Eight spaces would still allow large gaps designed for traffic to pass and yet would serve to slow traffic, which is a big safety consideration. Part of this stretch of road doesn't even have a pedestrian pavement, and although it is classified as an A road, it is essentially residential. A precedent for this solution already works successfully in Upper Hale Road, Farnham.
- (5) Forge Close is already being used for car parking (and even overnight parking of commercial vehicles) by non-residents, and it would be irresponsible of the council to leave us unprotected while restricting all parking on Guildford Road.
- (6) Parking here has on many occasions become a serious issue, with vehicles parked on the bend preventing refuse and delivery lorries from getting up to the top of the Close where our houses are. The implication in case of an emergency such as a house fire is obvious. This bend needs protection by signage or painted lines. See diagram:



Farnham - Forge Close
 Example Of Manoeuvring A Medium Size
 Commercial Vehicle Into The Close
 Result - only enough parking space for seven cars.
 Source: Metric Handbook Planning And Design Data Second Edition

- (7) Whatever parking restrictions are implemented in Guildford Road, residents of the Close need to have residents' parking, otherwise parking here of non-residents' vehicles will become intolerable and access to our properties severely restricted.

Will the Committee amend the proposal to take all the above points into consideration ?. Thank you.

Response

Thank you for taking the time to present this information. It is helpful to us and has been taken into consideration. Please note that, following discussions and subject to the agreement of this Committee, it is proposed that the Guildford Road proposals will be deferred whilst other solutions are discussed.

3. From Mrs Alexandra Blomley (Farnham)

Parking restrictions proposed for Guildford Road, Farnham: Ref 3283/WAV 24016B

I am representing the residents of Guildford Road, Farnham who have no off-street parking available to them. There are approximately 12 houses on Guildford Road that fall into this category, predominantly on the North Side of Guildford Road.

We welcome the opportunity the Waverley 2013 Parking Review presents in addressing the current parking situation as residents of Guildford Road are increasingly concerned about the number of cars parking on Guildford Road. However, despite there being a need to address the parking, the current proposal of installing double yellow lines along the entire length of Guildford Road, we fear, would also cause more issues and not adequately address the concerns raised by the Waverly 2013 Parking Review, such as safety.

Our objections are as follows:

- Concern that double yellow lines will lead to unsafe, fast driving. The current parking of cars on Guildford Road acts as a speed control mechanism, a feature we understand Waverley Borough Council has historically supported.
- Concern that double yellow lines would cause cars to 'spill over' and park on Forge Close, Kimbers Lane and Dollis Drive. There is very limited parking available on these roads as increasingly cars are parked there by non-residents for days at a time or as an alternative to car parking in Farnham town centre.
- Concern that young families who live on Guildford Road (of which there are several), would not be able to put their children in cars safely or easily and that heavy food shopping in particular would be very difficult.
- Concern that double yellow lines will increase the volume of traffic travelling down Guildford Road and subsequently increase noise pollution.

We do support the use of double yellow lines around the corners of Forge Close – both at the junction with Guildford Road and at the first bend mid-way up Forge Close. Shortage of parking spaces means that on occasion cars are found to park here which restricts access to and from the close, making turning left or right out of Forge Close onto Guildford Road a haphazardous manoeuvre.

We would support the implementation of a resident's only parking scheme on both Guildford Road and Forge Close. We believe that without non-residents parking on either road there would be adequate space for residents to park. We would envisage there to be stretches of marked car spaces on Guildford Road to cater for 3-4 cars with a large enough gap between each for cars to pass. We envisage needing enough marked spaces to cater for 9-12 cars only. This would provide protection from non-residents abusing the parking available, traffic would flow better and it would ensure an on-street parking provision for Guildford Road residents. We would also support a residents' parking scheme on Forge Close.

Will the Committee, as part of the Waverley 2013 Parking Review, take into consideration a measure such as this, as there are other residential areas of Farnham where similar schemes have been implemented and we believe this acts as a precedent ?

Response

Thank you for taking the time to present this information. It is helpful to us and has been taken into consideration. Please note that, following discussions and subject to the agreement of this Committee, it is proposed that the Guildford Road proposals will be deferred whilst other solutions are discussed.

4. From Mr John Fishlock (Farncombe)

I speak for the residents of Grays Road (Nos 4-18, Royston, At Last, Whitfield and The New House) who I have consulted and who agree for me to be their spokesperson.

Is the Committee aware of the following facts ?

- Grays Road consists of 14 properties, twelve of which are for the proposed scheme.
- We understand that it is technically possible to have a residents' scheme for Grays Road alone if others do not want one.
- I have also talked to near neighbours in George Road on the junction of George Road and Grays Road who are also in favour of permits. So there are some residents in George Road wanting this scheme. Perhaps they should be letter-dropped before any decision is made.

I bring forward this submission that we, the above residents of Grays Road, are all for a residents' parking scheme and do not wish to be associated with the petition being put forward by George Road residents. There has been some misleading information in the petition that has been circulated by residents of George Road who state that the cost per household would be in the region of £290 per year. This must be assuming that on top of the £50 charge per car and on the basis of visitors' permits charged at £2 each, permits for 120 visitors per year are applied for. How many of us will have 120 visitors per year at £240 ? I do not suppose that the whole of George Road would have that many between them, let alone each property.

They also state that commuters are not a problem. Grays Road, being only some 100 metres at its furthest point from Farncombe main line railways station is a prime area for commuters who regularly park there from 6.30am to 8.30pm or later, and sometimes for days at a time.

We also have the added traffic from Farncombe Infants School, albeit for short periods in the morning-lunchtime and afternoons. Parents going to the school have to park anywhere they can, blocking the road at times. If we had residents' parking this would free up some spaces, when residents are not at home, for school parking. I have been in contact with the Surrey Parking Team and they have informed me that school traffic would not be targeted at the delivery and collection times when parents would be using resident parking spaces.

I would also like to point out that there is already a white-lined area marked out from Nos 2-18 Grays Road (46 metres), also from outside The New House and The Hills on the north side of the road (20.5 metres) (see Project Drawing 3282/WAV).

Today (30 April 2014) there are 16 non-resident cars parked in Grays Road, all, I am sure, belonging to railway commuters. This situation occurs every day,

Monday to Friday, so how George Road residents can say that commuters are not a problem I do not know.

We realise that this scheme would be a one-off, but we also feel that we are a special case, being so close to the railway station and also having Farncombe Infants School in our road with all the traffic which that generates.

Response

An answer to this question will be provided verbally during the Committee's discussion of this item.

5. From Mr Brian and Mrs Rita McDevitt (Haslemere)

Apparently, as our house, 22A Courts Hill Road, does not appear on any of the maps used by Surrey Country Council no consideration has been given to the numerous emails we have sent or to the responses we have made to ongoing consultations on this matter. Our house is the first house on the north side of Courts Hill Road to the east of the junction with Courts Mount Road (in the garden of number 22 on your map). We have the steepest drive of all the houses on this part of Courts Hill Road. We repeatedly requested that yellow lines be painted in front of our house when the parking issue was addressed for those living on the western part of the road; unfortunately as mentioned earlier these requested have been ignored.

With this steep drive we have a limited line of sight as we exit our drive and any cars parked close to our exit inhibit this further, especially if they are 4x4s. In addition to the cars parked by commuters using the Haslemere train station Courts Hill Road is used as a 'rat run' by those trying to avoid the bad junction at the bottom of Shepherd Hill. Consequently, any cars parked too close to our exit further restrict our visibility and make exiting extremely dangerous when faced with cars travelling at high speed.

As Courts Hill Road is very narrow in front of our house, cars parked too close to our drive restrict our ability to turn out of the drive and onto the road, often requiring us to make a multi-point turn or abandon turning left or right altogether. The latest plan that we have seen regarding the proposed yellow lines appears to address the issues of those house on the southern side of the road, but no consideration has been given to the house on the northern side.

Given the above, would the Committee respond to our repeated request that a yellow line is painted in front of our driveway up to at least 1.5m either side of the drop kerb ? As we are the only house with a single drive we require more turning room than those where two drives enter the road at the same place. Only in this way will exiting our drive be safe.

In addition to the exiting issues above, there can be up to 28 cars parked on this stretch of road on any one day. These cars can be parked for anything from 14 hours to 14 days. This turns a narrow road into a single track with no passing places. Consideration should be given to including passing places in the plans.

Response

At this stage, additional double yellow lines that have not been advertised as part of this review cannot be considered. The advertised double yellow lines were

specifically to prevent parking opposite the driveways on the south side. As a result, some driveways on the north side have been covered with double yellow lines if they are close to this area. However, we will consider providing white access protection markings for all the driveways on the north side, along with a maximum extension of 1m either side of the dropped kerb.

6. From Ms Jane Godden (Haslemere)

We are pleased the Parking Team has recognised that its proposal to switch the Houghton House bay in Courts Hill Road from “Residents Only” to “Free” parking will result in a degradation of road safety. We are also pleased it has tried to deal with the issue. However, we believe the Team’s proposed solution remains incompatible with the objectives of the review: safety into the corner with Courts Mount Road would depend on the light use of a reduced number of “Residents Only” spaces; opportunities for residents, visitors and service vehicles, including buses, to use the kerbside in front of Houghton House would be severely restricted; and access to and from Houghton House and the side road opposite would be appreciably more difficult.

So, will the Parking Team, and the Committee, accept that:

- (1) The correct and reliable way of permanently protecting safety around this corner is to extend the double yellow lines on the north side of the western part of Courts Hill Road to at least the same length as the corresponding lines in the eastern part; and
- (2) The remaining part of the bay, after the double yellow line extension, should be retained for “Residents Only” parking in order to reflect Surrey County Council’s proposal to double the number of parking permits available to private households, the unique demands of Houghton House (22 flats, some providing for people who are disabled or use wheel chairs) and, further, near complete housing development of the side road opposite Houghton House ?

Will the Committee agree that it is invidious to give a higher priority to commuters originating outside Surrey than to local residents/council tax payers, some of whom pay to park outside their homes and may have a disability ?

Would the Committee also acknowledge that throughout its length Courts Hill Road is a narrow, former rural road going back to at least the 19th century with difficult bends and gradients and that residents and users alike need adequate protection from the presence and behaviour of 21st Century traffic ?

Response

At this stage, additional double yellow lines cannot be considered. If it is agreed by the Committee to implement the changes to the parking bay outside Houghton House (as detailed in the objections report), we will be able to monitor the location and give consideration to extending the double yellow lines as part of the next parking review of Waverley.

7. From Ms Jenny Else (Elstead)

I have received several calls and emails from residents in Elstead with regard to the proposed parking control measures for the Village Green and Springfield in Elstead.

I have a question for the Committee before any such decision is taken as follows:

Please could I have confirmation that the views of the people of Elstead have been properly taken into consideration in relation to this matter ? The residents I have heard from are most concerned that yellow lines are not introduced to Elstead and furthermore do not feel that they are necessary.

Response

All responses of objection, support and other comments have been taken into account and logged in the objections report for consideration at this Committee meeting.