

ITEM XX : ANNEXE 2 : COMMENTS AND OBJECTIONS RAISED TO ADVERTISED ORDER TOGETHER WITH OFFICER COMMENTS

Ref. No.	Representation Comments	Officer Comments & Recommendation
Sample Oak Lane / Dorking Road, Chilworth		(3 representations)
	<p>I live at No. 77 Dorking road and wish to ask for the double yellow lines to be extended along the Dorking Road between the Percy arms pub and our shared drive with our next door neighbour. The reason is to maintain a clear access around the multiple access island opposite the station. Which will stop cars parking along the main Dorking road causing restriction and accidents by allowing a safe flow of traffic around the station/railway crossing. It will also ensure clear visibility/access onto the Dorking Road from our drive. Lastly, it will ensure cars do not park on the pavement which stops us being able to use the only pavement available for our young family along that part of the road. This request is also supported by my immediate next door neighbour at 79. We are the only property situated between the pub and station on the Dorking Road side.</p>	<p>The proposals for Chilworth were developed on the basis of unsolicited correspondence received about an issue that Surrey County Council – Highways, have taken the unusual step on introducing physical measures, as a stop-gap, to prevent parking. Previously, we had received no correspondence about issues on the north side of Dorking Road, opposite the junction.</p> <p>The proposed measures are, in many respects, the minimum that we would recommend introducing. The double yellow line controls proposed should assist in resolving the issues in the immediate vicinity of the level crossing, and will improve visibility at the junction for those wishing to turn onto Dorking Road. By proposing controls only on the bellmouth (south) side of Dorking Road, rather than on the opposite side, this will also help to minimise the possibility of parking displacing elsewhere within the road.</p> <p>Nevertheless, it may be possible to consider more extensive controls in the vicinity of those proposed, as part of the assessment of Other Locations, to be considered as part of this review.</p> <p>Therefore, we recommend that the proposal is implemented as advertised.</p>

	<p>I can confirm that Surrey Police fully support these proposals.</p>	<p>The support for the proposals has been noted, and we recommend that the proposal is implemented as advertised.</p>
<p>Page 72</p>	<p>Having studied the proposal to introduce No Waiting restrictions all around the triangle of roads outside Chilworth railway station I maintain that any restriction would be unnecessary on the eastern edge of the east side of that triangle (outside the station building and telephone kiosk). There is sufficient room to allow 3 or 4 vehicles to park without causing any obstruction or sighting problems.</p> <p>I support any restrictions on the west and north sides of the triangle, the west side being narrow and the north side a main road.</p> <p>The area outside the station building is currently safely used by persons waiting to collect people from trains and by vehicles used to service the railway installations.</p> <p>A GBC representative has suggested that persons unknown have alleged that the level crossing is dangerous because if a vehicle was prevented from clearing the crossing when a train was due there would be a collision. This is not true since Chilworth is a controlled, supervised crossing monitored by CCTV and a human has to confirm that the crossing is indeed clear of vehicles and pedestrians before trains are allowed to cross.</p> <p>In 'Level Crossing News' (!) the emotive photograph of the Renault Laguna estate car parked close to the crossing on the west side of the triangle depicts a one off occurrence of a (presumably) broken down vehicle that was there for a few days</p>	<p>The proposals for Chilworth were developed on the basis of unsolicited correspondence received about an issue that Surrey County Council – Highways, have taken the unusual step on introducing physical measures, as a stop-gap, to prevent parking.</p> <p>The proposed measures are, in many respects, the minimum that we would recommend introducing. The double yellow line controls proposed should assist in resolving the issues in the immediate vicinity of the level crossing, and will improve visibility at the junction for those wishing to turn onto Dorking Road. By introducing controls on the eastern side of Sample Oak Lane, immediately outside the railway station, this will prevent this area being used for long-stay parking. The area will, however, still be available for those loading and unloading, boarding and alighting and undertaking work on the adjacent public highway and railway installations.</p> <p>Therefore, we recommend that the proposal is implemented as advertised.</p>

	<p>before being recovered. In 21 years I cannot recall seeing another parked similarly.</p>	
--	---	--

This page is intentionally left blank