

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (TANDRIDGE)

DATE: 13 DECEMBER 2013

SUBJECT: FORMAL PUBLIC QUESTIONS

DIVISION: OXTED; WARLINGHAM



1. New Parking Arrangements, Parking Review – Mrs L Stuart Lee

“I am writing to request a single yellow line be implemented along the front of my property (12 Detillens Lane) in common with most of the rest of the road as a matter of urgency in the interests of the safety of my family and three very young children.”

Response:

A parking management scheme was introduced into Detillens Lane earlier in the year to help improve traffic movement, both for through traffic and residents gaining access to their properties.

During the consultation process for these restrictions residents also expressed concern about traffic speeds in the road and the possibility that removing all parking could increase speeds. Some also felt that there should be space for visitors on the road.

Consequently the implemented restrictions are laid out to provide intermittent parking spaces on alternate sides of the road. The spaces, when they are occupied, create a degree of speed restraint for vehicles travelling along the road. We have had generally positive responses from residents since the restrictions were introduced.

There is a single parking space outside your property (no 12), however removing it would lose the 'traffic calming chicane effect' created by the layout. It would also be very difficult to reposition another parking space nearby.

Having looked at your access onto Detillens Lane I feel the current parking arrangement is a significant improvement on the previous unrestricted situation, offering better visibility crossing the road or emerging from your driveway. As such I do not propose to remove the single parking space in front of your property.

Contact Officer:

David Curl, Parking Team Manager, Highways, 03456 009 009

Annex:

Annex 1 – Letter (and question) regarding parking arrangements on Detillens Lane

2. Creation of a one-way system up Station Rd and down Station Approach, Whyteleafe – Whyteleafe Village Council

“Whyteleafe Village Council, in conjunction with local residents, would like the Local Committee to commission a feasibility study into the creation of a one-way system up Station Road and down Station Approach in Whyteleafe. In light of the heavy volume of vehicular traffic and very high numbers of pedestrians on roads that not only serve residents, a doctor’s surgery, a taxi office, businesses, two car parks including the recently expanded facility at Upper Warlingham Station and where the Village Council has growing concerns about road safety (particularly for pedestrians), access (turning right at the bottom of Station Road and into and out of the Station area) and congestion (caused by the current two-way traffic direction and narrow roads), is this a project the Local Committee would be willing to initiate?”

Response:

There are a number of factors to be taken into account when considering the introduction of one-way systems. Experience has shown that the introduction of one-way working tends to increase vehicle speeds as drivers know that they will not meet on-coming vehicles. One-way working also impacts on local residents as their access is restricted, resulting in increased journey times. With all traffic being required to enter and leave the area in the same direction, residents can also experience increased traffic flows outside their properties. It should be noted that one-way working can only be introduced through the making of a Traffic Regulation Order.

A feasibility study would consider the impact of introducing one-way working on traffic flows and road safety. Consideration would need to be given to making the restriction self-enforcing, which is usually achieved through changes to the existing kerb-lines at key locations to deter drivers from driving against the one-way flow. Consultation would be carried out with local residents directly affected by the proposal, the Police, and the Fire and Ambulance services.

It is proposed that the South East Area Team carry out a feasibility study to assess if a one-way system in Station Road and Station Approach could be introduced and if it would be acceptable to local residents. This study would be programmed to be carried out during 2014/15. There is no funding allocated at the present time to progress a scheme to detailed design or implementation. If the feasibility study recommended that one-way working be introduced, the Local Committee could allocate funding to progress the scheme in 2015/16.

Contact Officer:

Anita Guy, Senior Engineer, Highways, 01372 832176

Annex 1

8th December 2013

The Chairman
Tandridge Local Committee
Tandridge District Council Offices
Station Road East
Oxted
Surrey RH8 0BT

Dear Sir

Review of new parking arrangements in Detillens Lane, Limpsfield, Oxted Request for single yellow line outside 12 Detillens Lane

I am writing with regard to the new restrictions that have recently been implemented in Detillens Lane which have resulted in a single yellow line along most of the road save for several selected houses, including our house at 12 Detillens Lane, which does not have a single yellow line outside its frontage.

I am writing to request a single yellow line be implemented along the front of my property in common with most of the rest of the road as a matter of urgency **in the interests of the safety of my family and three very young children.**

The reasons for this request are that:

1 As car parking is permitted at all times, we usually have a commuter's car parked outside the front of our house constantly from about 8am – 8pm Monday – Friday. The position of the car is very close to our exit – sometimes only about 2 feet from it.

2 Adrian Harris of Surrey County Council Highways has told me that the parking system has been designed so that our house is supposed to have a stranger's car parked outside as much as possible 5 days a week; in short, the frontage of our house has been turned into a chicane.

3 We have no clear sightlines along Detillens Lane on exiting from our driveway.

4 The front of our car is over the central line in the road before the driver has a clear sightline to be able to see round this parked car and up and down the road to see if traffic is coming.

5 The process of exiting our house requires us to take a "dangerous chance" every time we come out of our drive as we have to put the nose of our car over the centre of the road before we can see if any vehicle is coming along the road.

6 It is difficult to see traffic coming as it appears very quickly from behind other cars parked in the gaps in the yellow lines in the road – particularly outside 15

Detillens Lane. A car can suddenly appear in the middle of the road from nowhere as it is hidden from view when driving east along the road as it approaches 15 Detillens Lane before it then swings out into the middle of the road round the car parked outside 15.

7 It is necessary for us to swing out onto the opposite side of the road in order to turn around the car parked in the road to exit our house. We therefore need to see if both ways of the road are clear.

8 The process of exiting our house is now **extremely hazardous**.

9 We have to exit our house at least 3 times a day with small children in our car doing school runs. The exiting process is **very dangerous for us and our children**.

10 Our week is not complete without either my husband or I having to do at least one emergency stop on reaching the point where we have a clear sightline in order to avoid an oncoming car crashing into our car.

11 If it is necessary to reverse out of our driveway, it is impossible to see and it is necessary to have another person standing in the road to guide the driver out, sometimes needing to halt oncoming traffic if the reversing car is "mid manoeuvre" exiting onto the opposite side of the road in order to turn around the parked car before driving off.