

ANNEXE 4 : COMMENTS AND OBJECTIONS RAISED TO ADVERTISED ORDER

Ref. No.	Representation Comments
Effingham Junction area (introduce additional yellow line waiting restrictions)	(22 representations)
46	<p>In respect of your formal request for feedback, please note the following:- Old Lane service road parking issues are solely caused as a consequence of commuter parking and Copthorne Close. By double yellow line parking restrictions being placed along Old Lane the resident parking will be limited. Residents have chosen to reside in this area for multiple reasons, proximity to transport maybe one of these as well as the accessibility of parking. Parking control should be for the benefit of residents rather than penalising them. Perhaps the whole area should be residents parking for which there should be a nominal fee. Has the council considered negotiating with Network Rail, who place exorbitant charges on commuters who already pay heavily for travelling in overcrowded rolling stock for a reduced parking tariff in the station car park. This may result in commuters parking in the designated area for rail commuters to park is the station car park. I strongly object to the current proposal.</p>
54	<p>Please could you provide the rational for the proposals at Old Lane? Also what provisions are you making for more car parking or transport by taking away the current ability for people to park outside their house. I presume you are creating off street parking and more public transport facilities to compensate?</p> <p>If not why not, if the reasons for this change is congestion please provide details (i doubt it is congestion along the lines of a town centre or the m25).</p> <p>It concerns me that you haven't thought about all issues, solutions and impacts.</p>
57	<p>As a resident of the Copthorne Place development, on the corner of Forest Road and Old Lane, I would like to register my objections to the proposed changes to the local parking regulations.</p> <p>When I purchased my property, I checked the local parking options to ensure that there are places that me and my family would be able to park our cars, plus options for when anyone visits us. These new regulations will cause a reduction of the available spaces for parking at the ends of the Old Lane service road and along Old Lane at any time, plus a real problem of parking overnight on Old Lane because of the early start of the time restriction on the short distance on Old Lane where parking is still to be allowed. The proposals will also put increased pressure on the few remaining unregulated spaces in the Old Lane service road which is used by all local residents of Effingham Junction and sadly by rail commuters. These proposals do not do anything to prevent commuters parking in the service road.</p> <p>When I have spoken with our local Police regarding the parking situation in Old Lane, they said that they were pleased when there were cars parked on Old Lane during rush hour as it helped calm the traffic as vehicles need to slow down to let others through. These proposals will prevent cars from being parked along Old Lane during the morning rush hour.</p> <p>If these proposals are put into place, I am not sure where any local residents who have an extra car would park overnight, unless we decide to leave before 7am for work or school every morning, as we cannot park in the station car park without buying a ticket every</p>

	<p>day which would be prohibitively expensive. The reduced number of spaces in the Old Lane service road will cause difficulty accommodating all the local residents as it is already full every evening and this is with many cars currently parking on Old Lane overnight.</p> <p>All of us who live at the Copthorne Place development have tried to work out how we could create additional parking spaces in our car park but without success, as we would lose as many spaces as we would create by redesigning the grassed area. All the current spaces (except one visitors' space) are allocated/owned by the various residents, in a similar way to how other local houses have their own spaces in their front gardens. I am unable to redesign my front garden to accommodate a car as I am too near the staggered junction of Forest Road/Howard Road/Old Lane.</p> <p>Therefore, I object to these proposals and ask that you consider other options that prevent train commuters parking on these roads whilst allowing local residents of Effingham Junction to park on them at any time.</p>
60	<p>I would also suggest (if it is not already the case, which I know it not to be) the restriction for 7am to 11am be continued past the junction of Fairview along Forest road, as anyone parking between Fairview and Surrey gardens will also cause congestion.</p> <p>I would also suggest that a restriction on 7am to 11am waiting be applied to Effingham Common for 1/2 a mile to prevent the Rail passenger parking that often occurs causing major disruption in the mornings.</p>
81	<p>We live in Old Lane Gardens and I welcome parking restrictions on Old Lane. It is a veritable obstacle course when either I leave my house or return to it.</p> <p>My only concern is that if you restrict parking access on Old Lane then people start to park in Old Lane Gardens or cars on Old Lane travel at even faster speeds! Notwithstanding, we hope that this resolution is passed.</p> <p>On a separate note to whom do I ask about putting some kind of speed camera on Old Lane please.</p>
83	<p>This is just to say that I remain in support of the proposed parking restrictions in this area - particularly those on Effingham Common Road adjacent to the station.</p> <p>I am concerned about displacement. I live on the corner of Forest Road and Surrey Gardens and frequently find a car parked outside my house because someone has chosen not to pay at the station. I suspect this will increase and as it makes exiting Surrey Gardens and my/adjacent drive-ways more hazardous would appreciate you looking at this as well.</p>
118	<p>Further to the proposals for parking restrictions in Old Lane although I agree in principle that there should be permanent parking restrictions (double yellow lines) for a stretch of 100 metres approx. from the junction with Horsley Road down Old Lane my main concern is the speed of traffic from the junction down old lane. At present the traffic speed is horrendous and this combined with the ever increasing number of heavy lorries that illegally (the weight restriction is 7.5 tonnes) use old lane is a serious accident waiting to happen. My concern is that at present the cars parked on Old Lane forces the traffic to slow down. – A clear road will inevitably mean that a large number of drivers will use the stretch of road as a race track. Therefore as well as parking restrictions consideration should be given to action that can be taken to slow the traffic down and to restrict the access for oversized vehicles. Finally may I point out that there have been parking restrictions (double yellow lines) at the junction with Horsley Road for many years however these are ignored by many drivers and for 80% of the time there will be a vehicle parked illegally on the lines. This is because there is</p>

	never any enforcement of the restrictions. How can you assure me that if the new parking restrictions come into force that there will be resources allocated to ensure that they are enforced?
152	<p>I would like to add my support to the proposals to restrict parking in Old Lane.</p> <p>The main road is narrow along this stretch and cars parked on either side block the traffic and cause tailbacks, in some cases at busy times traffic can actually back up to partially block the junction with Forest Road. I have also witnessed some near misses due to cars failing to wait for oncoming traffic when their passage is partially blocked by parked cars.</p>
195	I live at on the main section of Old Lane and would not want there to be double yellow lines outside my house. I would recommend there was a time restriction instead i.e. no parking between 7.00am and 11.00am as suggested. It is totally impractical to disallow parking at all times outside our homes and I would strongly contest this proposal.
203	I am in favour of the proposals for change to Effingham Junction parking.
230	<p>I understand how difficult it is for people with parking but do wonder where you expect people to park or have deliveries delivered with your new suggestions?</p> <p>You allowed developers to build new houses (and I live in one of them) but did not insist on sufficient parking to be given as well. We have flats beside us that only have one parking space each but every tenant that seems to arrive has two cars!</p> <p>So where will people park - can you answer that for us? Also why have you never considered turning the T leg junction, which is terrible dangerous at Old Lane/ Horsley Road and Effingham Common Road, into two mini roundabouts?</p>
273	<p>Could you please tell me if the new proposal will require local residents to pay for their parking permits and if so how much will they be?</p> <p>As a resident of Surrey Gardens, and a regular user of Forest Road and Old Lane, I do not understand the requirement for a new parking system as it seems to work perfectly well the way it is.</p>

Whilst I welcome the review of Old Lane Service Road Parking and have campaigned for these issues to be addressed, having studied the proposals put forward, I do not think this has been carefully considered. For the whole area to have parking restrictions, with double yellow lines on the remainder with a very small area where parking is allowed, is the worst possible outcome for every resident in the service road, even the ones with a drive.

The proposals do not consider the fact that there are several houses and flats in the service road without any drive at all, (no drives or parking for 1,3,5,7 and 9 who live on the green and several houses/flats in the middle), and have no option but to park on the road. They have not left enough spaces for the residents at all and I have no idea where visitors would go. I know of one resident who sold their second car due to these problems.

These restrictions would not help the properties living along the service road, as the residents from the flats at the corner will still park there both during the day and overnight. There are 4 cars parked there long term from the flats at the moment and there have been 2 cars recently towed away. The flats do have their own private residents parking, which we are unable to take advantage of.

The map provided is misleading as it does not show where the pavement has been dropped for the drives where there will not be any restrictions, so that length is not all accessible parking. It is reduced quite considerably.

This would push some cars to park further down Horsley Road towards Cobham, which would limit the view of the cars leaving the Old Lane Garages. This would be a very dangerous situation as there are already speed issues in this area.

I have friends who now do not call very frequently due to the parking issues and this has a detrimental and isolating effect on me and my fellow residents and we have been blighted with these issues for many years now. If I were unable to park in the unrestricted area, I would not be able to go away as there would not be anywhere to park my car.

I don't think this proposal has taken into consideration these facts at all.

I think the only option available is to operate a Residents Parking only for the houses living in the service road and on the green.

I trust you will agree that to continue with this scheme is to the detriment of the Old Lane service residents and I trust you will consider the alternative of Residents Parking only.

Despite being extremely glad that the parking situation at Old Lane is now being reviewed, considering my recent purchase of a car, I would like to express the problems with your proposed plan to amend the situation.

By putting parking restrictions in place and limiting the area to which one can park will not solve the problem nor improve it. The number of cars hoping to find a space down the service road will still be the same, you will have simply limited the space in which they can park, and residents will continue to struggle with the availability of spaces. Considering this, it is clear that enforcing parking restrictions using yellow lines is the worst possible scenario for the residents. Additionally, the map provided is misleading as it does not take into account dropped pavements in front of driveways, resulting in a considerable reduction to parking space.

The main problem we face, which I feel you have overlooked in your plan, is the influx of cars from the train station and the flats

opposite, which amounts to a large volume of cars hoping to park, for free, down the service road.

The flats do have their own private residents parking, which we are unable to access, however, that does not prevent them from wanting additional space down Old Lane. Currently, there are 4 cars parked down Old Lane service road permanently from these flats.

Most of the houses along the service road have a driveway big enough for one car, however, numbers 1, 3, 5, 7 and 9, the houses along the green, have no driveway at all. That amounts to approximately 10 cars from the green with nowhere to park. And that doesn't even take into account any guests that visit these properties or second cars for the other houses along the road.

Increasing the amount of spaces will only invite more cars to take advantage of the available parking, and limiting it will simply cause more problems for the residents. As a result I think the best way forward is provide Residents Parking only for the houses living in the service road and on the green. This will eliminate the issues posed by the train station and flats.

Please take the time to consider the option of Residents Parking and thank you for taking the time to review this issue.

As a resident for 30 years of Old Lane, Cobham near Effingham junction I thank you for you offering the opportunity to make my views known about the proposed parking restrictions in particular in the service road in Old Lane.

Whilst I welcome the restrictions in Old lane itself and at the two ends of the service road this will have the inevitable consequence of displacing any commuters opportunities to find free on street parking rather than using the chargeable station car park.

These commuters will inevitably choose to park in any available space in the Old Lane service road since the proposals do not appear so far to provide any restrictions there.

Such an increase in commuter parking would prevent this service road from serving its very function as a "service" road for the use of residents and their visitors to park and for access by delivery and service vehicles.

The service road is already plagued with non-residents taking up valuable space not just on a daily basis preventing residents from parking when they return from work but sometimes for one or two weeks at a time when one presumes people have gone by train on holiday!

I note the reasons for the parking restrictions is stated as being:

To assist with safety, access, traffic movements, increase the availability of space and its prioritisation for various user-groups in various localities, and to make local improvements.

The phrase: *increase the availability of space and its prioritisation for various user-groups* will, I hope, include the user-group of the residents on the NE side of Old Lane in the service road who expect, as immediately local Council tax payers to have priority over those from less immediate areas in or indeed out of the borough who use Effingham Junction station.

I note that you state the aims of the restrictions when the Borough Council states:

"We recognise that the introduction of parking restrictions can cause the availability of parking to reduce and for it to displace to nearby areas.

Therefore, it is important that any changes to the controls extend far enough to deal with the issues present and any potential for them to move elsewhere, whilst not being overly restrictive to residents and other road users.”

1. The phrase “*parking restrictions can cause the availability of parking to reduce and for it to displace to nearby areas* “ will most certainly occur and the service road in Old Lane will be where this will occur if it remain as on the plan without any parking restrictions.
2. The phrase “*to deal with the issues present and any potential for them to move elsewhere* “ is not dealt with if the service road is left as a free for all for station users.

Parking restrictions in the service road Resident parking only

I should like to see this potentially disastrous situation prevented by introducing parking restrictions in the service road.

My suggestion would be that the service road has signs stating Resident parking only.

How this can be done needs to be considered carefully but I can see this may require resident parking permits to which I would not object in principle if at no or very low cost.

Length of the double yellow lines at the end of the service road

I should also like to suggest that the length of the double yellow lines at the end of the service road be shortened to prevent unnecessary loss of parking for residents.

The double yellow lines on the plan currently terminate approx 48 metres from Old Lane just after the dropped kerb of No 31. This would therefore preventing parking by residents across the driveways of No 31 & No 33 which is a useful asset for residents of both properties.

I propose that the double yellow lines terminate at the entrance to the access to driveways of No 37 & 39 approx 28 metres from Old Lane.

This will prevent parking too close to the junction obscuring visibility whilst allowing better use of space beyond that for resident parking.

Regarding timing I must emphasise that, quite obviously, the necessary actions in the service road need to take place at the same time as the other restrictions.

315

In summary, I endorse the proposed scheme in light of the increasing numbers of cars parking on Old Lane and the corners of the Old Lane service road. However, it will merely displace the problem and the scheme should only operate if some form of controlled parking is introduced on the Old Lane service road.

Looking in more detail, the scheme will address the increasing number of cars that park on Old Lane and Old Lane (service road). This is caused by commuters from Effingham Junction railway station avoiding the car park's charges. I know this is so because I regularly follow commuters from the train to their cars when I walk home from the station in the evening. The parked cars mean traffic weaves in and out of spaces as it drives up Old Lane away from the junction with Forest and Horsley roads which has almost caused accidents recently as drivers accelerate to try to beat oncoming traffic approaching the junction.

In addition, drivers who park on Old Lane try to be considerate to road users by parking as close as possible to the fence or hedge.

This makes it difficult to walk past the car and it certainly does not allow a pushchair or wheelchair to pass through the gap.

By introducing the proposed double yellow lines, this issue will disappear, however, this is flawed because there is a straight stretch of road on the Old Lane service road where these lines are not being introduced. I agree with this approach so that residents without driveways can park there. However, the downside and my biggest point of objection is that commuters no longer able to park on the roads with new yellow lines will now park on the straight stretch of the Old Lane service road.

Therefore it is essential that a controlled parking scheme must also be introduced such as resident permits which would operate alongside parking restrictions that only allow parking for a set time period. This will stop commuters taking spaces in front of residential properties but allow visitors to residents' properties to park there. An even better approach would be to give scratch cards to residents that can be displayed in visitors' vehicle windows showing the date of parking. This would allow a longer parking period if their stay is a day or longer. I see no benefit of putting double yellow lines on the corners of the Old Lane service road as this will reduce the amount of space where residents already park.

We are writing to advise that **we agree with the proposed amended controls for Old Lane (ref: KM/16/0003)** and thus, reduced amount of street parking. The time limits proposed for the parking to remain, are ideal to prevent use of Old Lane as a free car park for Effingham Junction Station. This is long overdue and would be much appreciated as it would improve road safety (noting a number of collisions with parked cars over the years) and would allow residents to leave their driveways without being visually restricted to oncoming traffic.

We do note however, that by removing a good deal of the parking, there is the possible side effect of increased speed of the traffic coming from the A3 toward Forest Road and we would assume that consideration has been given to this in making this proposal or that at least, GBC is taking this into account under a separate initiative or consultation in relation to road safety. Traffic speed far, far exceeds the 30mph limit already and this could increase where motorists are less restricted by parked cars and waiting cars travelling in the opposite direction.

I speak as a result of an upstairs flat totally reliant on on-street parking. I am also a pensioner and appreciate being able to use my car.

My Old Lane (service road) services the residents along this stretch perfectly well, but alas, as I have written previously, we have visitors from the railway station that may choose to park for the day, the week and sometime when they go on holiday!

Recently this situation has worsened as works are being carried out in the station car park and the poor workers / commuters have to park somewhere. Quite frequently I have been forced to park on the extreme corners (each end of our road where your want to place double yellow lines) until a space become available later on in the evening. I appreciate this is dangerous and hate doing it. I agree that the current situation on the entrance to our service road with parking available is unsafe, but where will I be able to park my car and unload shopping? The cars that use this space in the evening would need to park somewhere – they are residents I'm told.

Much to my chagrin I strongly feel I need a *Residents' Parking Permit should you press on with your proposals. There have been occasions recently when I have been too afraid to go out in the afternoon as I cannot be sure of a parking space when I return.

I should also point out that the downstairs flat in our block is empty. The new tenant will probably have a car, or maybe two. Where will the tenant park? The family downstairs have a worker's van containing the tools of his livelihood. This van must be parked very

	<p>close to their home as he has already been robbed of his tools once.</p> <p>*even if you don't go ahead with your proposals, perhaps those without off street parking, i.e. the two blocks of maisonettes/flats should have an area in front designated for our use. And yes, very reluctantly, I am prepared to pay for this with a permit.</p>
369	<p>I appreciate that the current problems have been caused by commuters parking locally, to avoid charges at the station car park.</p> <p>The plans for Old Lane itself as restrictions from 7am to 11am Mon to Fri seem appropriate, but I feel that the limitations on the service road are somewhat draconian.</p> <p>There is already limited parking for all the houses along this side due to the short length of road. If you ban parking on the corners we are losing 6 to 8 parking spaces.</p> <p>I have organised parking for my personal use in front of my house. It is small and just accommodates my little car. I am a pensioner with 2 new hips and a daughter who comes to help me regularly and need to park somewhere. There are other pensioners along this side with similar requirements.</p> <p>I also need to park in the road when the slope is icy for safety reasons (not to mention the occasional need for trades people such as plumbers, electricians etc...)</p> <p>My suggestion is that there are 2 notices either end of the service road with "Residents' Only" signs. This way, the parking can be monitored by residents who have the right to move the commuters on.</p> <p>Please, please don't take away the limited parking spaces that we do have.</p>
370	<p>I wholeheartedly support the proposal to implement double yellow lines and the section of "no waiting Monday-Friday 7-11m" in Old Lane. The road is getting increasingly dangerous because we are unable to see the approaching traffic (which sometimes travels very fast from the A3) because of all the parked cars either side of the entrance to our driveway.</p>
398	<p>I strongly oppose the restriction suggested and feel it is a dangerous precedent. In the service road where I live nearly everyone has off road parking except for 2 or 3 council maisonettes. If neighbours all put their cars in their drives there would be no problem.</p> <p>If yellow lines are introduced into this service road, it would be impossible for friends or visitors to park anywhere. On Sunday I had 3 friends visit me with cars. Had yellow lines been here what would they do?</p> <p>I think maybe across the road the main section of Old Lane a restricted time as suggested could be good to stop the commuters parking. Although no more please leave our (service) road as it is.</p>

401	<p>For our service road these parking proposals are a disaster. They reduce our parking service and will significantly increase the pressure on the already tight provision.</p> <p>Taking the double yellow lines well round the corner into the service road will take away five spaces i.e. reducing our parking spaces by nearly a quarter, I can see technically parking on a bend is not best practice but it has been this way for tens of years.</p> <p>If is only a service road not a through route. We cannot afford to lose these five spaces where frequently all the parking space is occupied.</p> <p>These proposals do nothing to address our major problem which is 'strangers' using our service road as a car park. We get three categories of 'stranger':</p> <ol style="list-style-type: none"> 1. Commuters 2. Old Lane residents from the other side of the road. 3. Residents of the 'new' flats and houses on the corner. They were built allowing only 1.5 parking spaces per household which everyone knows, except the greedy developers and inept planners, knew was inadequate. <p>It is obvious that the restriction of parking on Old Lane will only exacerbate the problem. Then, when our road is full, there will in fact be nowhere else to go if Old Lane and Forest Road are no-parking. I can foresee 'parking rage' problems.</p> <p>In some way our service road needs to be residents only. It is, after all, a service road build to serve the needs of the houses here. On the other hand I'm sure there would be considerable resistance to paying permit fees to park on our own service road.</p>
409	<p>People need to park their cars, and this is no point in making life more difficult for some, if a reasonable solution can be found.</p> <p>When a number of cars are parked in Old Lane, one advantage is that it slows the speed of traffic. I mention "advantage" because very few drive within the 30mph limit when no cars are parked.</p> <p>However, being such a lane, not a recognise A or B road category, reversing out of the various houses onto Old Lane can be difficult, with too many cars parked, some without reasonable care.</p> <p>Regarding the service road, I firstly don't believe many use this road to park prior to using the train. It is frustrating to have cars parked outside your own house that don't belong to you. However, a number of residents living locally don't have sufficient parking for their own requirements i.e. flats on the corner of Forest Road / Old Lane.</p> <p>It should also be recognised, that numbers one to nine Old Lane, other than rented garages at the rear don't have any means of parking at the front of their houses.</p> <p>Therefore, I would recommend a number of "marked out" bays for single parking along Old Lane that could be either on the left or right hand side of the road, which would not inconvenience local residents. It could also be considered widening the Old Lane service road to allow parking either side of the road.</p> <p>I would also emphasis that should any restrictive parking be considered, it would make it very difficult for visitors including essential</p>

calls by plumbers / electricians etc.

I would finally mention that should parking controls be introduced, the green grass areas on the left entering Old Lane could be used as alternative or additional parking, as was the case when the new houses and flats were built on the corner of Old Lane, would be unfortunate.