

**Statement of Reasons for Implementation of Parking restrictions
For Phase 11 Epsom and Ewell**

Drawing 01 – Avon Close	To make the all existing advisory disabled parking bays into a mandatory bays, as they are currently being misused by non, blue badge holders.
Drawing 02 – Parkdale Crescent	To extend the current double yellow lines at the junction to improve access to Parkdale Crescent and for residents from properties.
Drawing 03 – Timbercroft / Tealing Drive	Timbercroft - To implement double yellow lines on the bend to create improved forward visibility, which is reduced by parked cars. Tealing Drive – to extend the double yellow lines to make the approach to the junction safer and increase forward visibility.
Drawing 04 – Riverview Road / Bridle Close / Huntsmoor Road	Double yellow lines at the junction of Bridle Close and Huntsmoor Road and an extension on Riverview Road to improve forward visibility and prevent parking on the junction. Double yellow lines between ‘School Keep Clear’ markings to improve safety for pupils.
Drawing 05 – Wolsey Close / Alsom Avenue / Newbury Gardens	Double yellow lines at the junction of Alsom Avenue and Wolsey Close to improve junction safety and increase forward visibility. Double yellow line on Newbury Gardens across the end of the public footpath to assist with pedestrian access.
Drawing 06 – Richlands Avenue	Double yellow lines to prevent parking on both sides, which reduces the width of the road considerably and would not allow access for emergency vehicles of any other large vehicles.
Drawing 07 – Richlands Avenue / Woodstone Avenue	Double yellow lines to prevent parking on both sides, which reduces the width of the road considerably and would not allow access for emergency vehicles of any other large vehicles.
Drawing 08 – Kenilworth Rd / Briarwood Rd / Gayfere Rd / Rosedale Road / Stoneleigh Broadway	Stoneleigh Broadway: Double yellow lines at the junctions to improve junction safety. Replace limited waiting bays with 30 minute waiting bays at the eastern end, to allow for a greater turn-around of customers to the local shops (churn). To provide a goods vehicle loading bay for loading and unloading facilities. Briarwood Road: To extend the double yellow lines at the roundabout to improve junction safety.
Drawing 09 – Park	Single yellow lines to prevent obstructive parking by commuters.

Avenue East / Cumnor Gardens	
Drawing 10 – Park Avenue East / Cumnor Avenue / Parry Close	Single yellow lines to prevent obstructive parking by commuters.
Drawing 11 – Ewell Bypass	Double yellow lines to prevent obstructive parking in the turning head.
Drawing 12 – Kingston Road	To remove a section of parking bay and install double yellow lines across dropped kerb for pedestrian access.
Drawing 13 – Mavis Avenue / Kingston Road	Double yellow lines at the junction of Mavis Avenue and Kingston Road to improve junction safety and increase forward visibility.
Drawing 14 – River Way	Extend double yellow lines to prevent obstructive parking opposite Elm Way and to improve access through the junction.
Drawing 15 – Oakland Way / Pams Way	Double yellow lines at the junction of Oakland Way and Pam’s Way to improve junction safety and increase forward visibility.
Drawing 16 – Poole Road / Lansdowne Road	Double yellow lines at the junction of Poole Road and Lansdowne Road to improve junction safety and increase forward visibility.
Drawing 17 Gadesden Road	Double yellow lines to improve junction safety and increase forward visibility.
Drawing 18 – Scotts Farm Road	To make the existing advisory disabled parking bay into a mandatory bay, as it is currently being misused by non, blue badge holders.
Drawing 19 – Chessington Road / Ruxley Lane	To make the existing advisory disabled parking bay, in the service road at the junction of Ruxley Lane, into a mandatory bay, as it is currently being misused by non, blue badge holders. To make the existing double yellow lines outside no.442 Chessington Road enforceable.
Drawing 20 – Amis Avenue / Derek Avenue / Devon Way	Double yellow lines on junctions and bends to improve junction safety and increase forward visibility. Double yellow lines around the island in Devon Way to prevent parking on the island.

Drawing 21 – St Marys Close / London Road / Mill Lane / Church Street	Double yellow lines at the junction of St Mary’s Close, Mill Lane and London Road to improve junction safety and increase forward visibility. Single yellow lines on Church Street to prevent obstructive parking during daytime.
Drawing 22 – Ewell Bypass	Remove disabled bay from Ewell Bypass as resident who applied for it is moving away.
Drawing 23 – Portway Crescent	Tree being damaged by large vehicles – making vehicles park on the west side will prevent this from happening and still provide access.
Drawing 24 – Aragon Avenue / Howard Avenue / Boleyn Avenue	Double yellow lines at the junction of Boleyn Avenue and Aragon Avenue to improve junction safety and increase forward visibility. Single yellow line to prevent all day commuter parking.
Drawing 25 – Aragon Avenue / Parr Avenue / Arundel Avenue	Double yellow lines at the junction of Parr Avenue and Arundel Avenue to improve junction safety and increase forward visibility. Single yellow line to prevent all day commuter parking.
Drawing 26 – Arundel Avenue	Double yellow lines at the junction of Parr Avenue and Arundel Avenue to improve junction safety and increase forward visibility. Single yellow line to prevent all day commuter parking.
Drawing 27 – West Drive	Provide double yellow lines up to Sutton boundary due to inconsiderate school parking.
Drawing 28 – Green Lanes / Meadowview Road	Extend yellow lines into laybys to prevent vehicles overhanging into the main carriageway, which currently causes a hazard. To make the existing advisory disabled parking bay into a mandatory bay, as it is currently being misused by non, blue badge holders.
Drawing 29 - Oakdale Road	To provide a residents permit scheme following receipt of a petition with over 70% in favour.
Drawing 30 – McKenzie Way	Extend double yellow lines to increase forward visibility along McKenzie Way, when entering from Sandy Mead.
Drawing 31 - Hollymoor Lane	Double yellow lines at the access to Norman Colyer Court to improve access for ambulances.
Drawing 32 –	Extend double yellow lines to give greater forward visibility when exiting Cumberland Close and Sefton Road on to

Longmead Road	Longmead Road.
Drawing 33 – Gibraltar Crescent / Dee Way / March Avenue	Single yellow line to reduce commuter parking, whilst leaving space for residents.
Drawing 34 – West Gardens / Corbet Road	Single yellow line to prevent obstructive parking.
Drawing 35 – The Rise / Cullerne Close / Mount Pleasant	To remove a section of single yellow line from Cullerne Close to accommodate the tennis club. Provide single yellow lines on Mount Pleasant to prevent obstructive all day parking by commuters. Single yellow line on The Rise to assist with access for residents.
Drawing 36 – Epsom Road / Shaw Close / Hampton Grove	Double yellow lines at the junction of Hampton Grove and Epsom Road to improve junction safety and increase forward visibility. Extend double yellow lines near junction of The Kingsway to improve visibility when exiting on to Epsom Road. Extend double yellow lines on Shaw Close to improve access for residents.
Drawing 37 – Almond Road	To make the existing advisory disabled parking bay into a mandatory bay, as it is currently being misused by non, blue badge holders.
Drawing 38 – Marston / Hook Road / Lower Court Road / Horton Hill	Double yellow lines at the junction of Hook Road, Long Grove Road and Lower Court Road to improve junction safety and increase forward visibility. Currently the footway is parked on by numerous vehicles obstructing forward visibility and pedestrian access along footway. Double yellow lines on Horton Hill (both sides), across the access to public footway for better pedestrian access.
Drawing 39 – Upper Court Road / Eastway / Kendor Avenue / Manor Green Road	To extend double yellow lines on Upper Court Road to prevent obstructive parking adjacent to no.45 Double yellow lines on Kendor Avenue to prevent obstructive parking on the bend. Double yellow lines on Eastway to prevent obstructive parking. Provide an enforceable disabled bay and parking bays for local shops – some 20minute waiting and some for an hour.
Drawing 40 – Lower Hill Road	Extend double yellow lines to prevent parking too close to the junction – to provide safer crossing for school children.
Drawing 41 – West Park Road	Provide double yellow lines on bend to prevent obstructive parking.
Drawing 42 – Hazon	Provide double yellow lines on bends to prevent obstructive parking.

Way	
Drawing 43 – Adelphi Road	Provide double yellow lines on southern and eastern side to prevent parking on footway and reducing width of carriageway – to ensure access for emergency vehicles. To provide double yellow lines on the western side (corners) and northern side close to the junction of East Street, to prevent obstructive parking. Provide a residents permit scheme for nos. 32 to 44 Adelphi Road in the area immediately outside those properties.
Drawing 44 – Stevens Close	Provide double yellow lines on the western side to prevent parking on footway and reducing width of carriageway – to ensure access for emergency vehicles.
Drawing 45 – Dirdene Gardens / Chuters Grove / East street	Chuters Grove: To fill in the gap outside no.2 which is currently being abused by non-residents, causing an obstruction of access. East Street: To fill in the gaps in the double yellow lines to ensure no obstructive parking around the Kiln Lane junction. Dirdene Gardens: To provide double yellow lines opposite Dirdene Close and at Dirdene Grove to improve safety on the bends.
Drawing 46 – Windmill Lane	Double yellow lines to improve access to and from Windmill End and to provide a passing place near Denham Road.
Drawing 47 – Wallace Fields / Higher Green	Provide double yellow lines to ensure that there is no obstructive parking outside school gates on Wallace Fields. Provide double yellow line to prevent obstructive parking on Higher Green.
Drawing 48 – Longdown Lane North	To extend the double yellow lines to prevent parking near footway.
Drawing 49 – Bridle Road	To revoke a section of the existing double yellow lines and provide a single yellow line in its place that operates for 1 hour in the morning – this should prevent commuter parking, yet allow allotment users to park after the hour of operation.
Drawing 50 – Burgh Heath Road / Randolph Road / Wimborne Close / Church Road	To extend the current resident permit scheme on to Randolph Road and Burgh Heath Road. By making the proposals all part of the same zone will give residents more choice of where to park.
Drawing 51 – Worple Road	To provide double yellow lines on the east side to prevent any obstructive parking that may reduce access for emergency vehicles.

Drawing 52 – The Parade	To provide a no loading at any time restriction as disabled users are currently causing an obstruction to access at the eastern end of The parade.
Drawing 53 – Rosebank	To provide a formal disabled parking bay for resident of Rosebank and to provide a school keep clear marking for pupil safety Outside St Joseph’s school.
Drawing 54 – Wheelers lane / Eastdean Avenue	To provide a residents permit scheme following the receipt of a petition and resident meetings. Also to provide double yellow lines in areas where it is unsafe to park as the width of the carriageway and footway are greatly reduced. To provide access protection markings across driveways and to make disabled bays mandatory.
Drawing 55 – Wheelers Lane / Lewins Road / Stamford Green Road	To provide a residents permit scheme following the receipt of a petition and resident meetings. Also to provide double yellow lines in areas where it is unsafe to park as the width of the carriageway and footway are greatly reduced. To provide access protection markings across driveways and to make disabled bays mandatory. Stamford Green Road: To provide a single yellow line to prevent all day commuter parking, which is currently damaging verges.
Drawing 56 – Spa Drive / The Crescent	Double yellow lines at the junction of Spa Drive and The Crescent to improve junction safety and increase forward visibility.
Drawing 57 – Ebbisham Road / Mynns Close / Ruthen Close	Double yellow lines at the junctions to improve junction safety and increase forward visibility, and also across the footpath adjacent to number 85 to improve pedestrian access.
Drawing 58 – Chalk Lane / Worple Road	To extend the hours of operation of the resident permit scheme, as residents have difficulty parking of an evening. Introduce a double yellow line to prevent obstructive parking across driveway on Worple Road.
Drawing 59 – Chartwell Place	To make the existing advisory disabled parking bay into a mandatory bay, as it is currently being misused by non, blue badge holders. Following the last parking review (Phase 10), we received representations from the school regarding the final parking proposals. SCC has subsequently had meetings with the school and residents to determine the best way forward. A resident’s permit scheme was deemed to be the most appropriate solution. This will operate for 1 hour in the morning and 1 hour in the afternoon, to fit in with the school timetable and prevent all day commuter parking.
Drawing 60 – Burgh Heath Road / College Road / Cedar Close /	Double yellow lines at the junction of Cedar Close, College Road and Lynwood Road to improve junction safety and increase forward visibility.

Randolph Road	
Drawing 61 – College Road / Albert Road	To provide a single yellow line to prevent all day commuter parking, which is currently obstructing the footway and access to property.
Drawing 62 – Mount Pleasant / High Street	Mount Pleasant: To provide a single yellow line to prevent all day commuter parking. High Street: To provide a goods vehicle loading only bay to improve safety and reduce conflict on the footway between pedestrians and vehicles.
Drawing 63 – Burgh Heath Road / Burghfield	Double yellow lines at the junction of Burghfield and Burgh Heath Road to improve junction safety and increase forward visibility.
Drawing 64 – Downs Road	To provide a single yellow line to prevent commuter parking and assist with access to properties, but to allow visitors to the residents of Downs Road.
Drawing 65 – Wilmerhatch Lane	To extend single yellow lines to prevent commuter parking and assist with access to properties
Drawing 66 – Walton Road	Single yellow lines to prevent cars parking when race horses use Epsom Downs for training – enabling them to gain access without having to go past parked cars.
Drawing 67 – Saddlers Way / Beaconsfield Road	Double yellow lines at the junction of Saddlers Way and Beaconsfield Road to improve junction safety and increase forward visibility. To make the existing advisory disabled parking bay into a mandatory bay, as it is currently being misused by non, blue badge holders.
Drawing 68 – Danetree Close	Double yellow lines to prevent obstructive parking on the approach to Danetree Road.
Drawing 69 – Green Lanes	Extend yellow lines into laybys to prevent vehicles overhanging into the main carriageway, which currently causes a hazard.
Drawing 70 – Cox Lane	Extend double yellow lines to assist with access and prevent obstruction at the junction with Brumfield Road.
Drawing 71 – South Street	Removal of originally proposed loading bay restrictions replaced with double yellow lines and loading restrictions as per the rest of South Street.
Drawing 72 – Brettgrave / Long Grove Road	Request from Epsom and Ewell Borough Council: Is there a possibility of adding DYLS on the kerb at the roundabout where Brettgrave meets Long Grove Road – there is currently lots of pavement parking which takes place at school collection and drop off times.

Drawing 73 – Francis Close / Kingston Road / Percival Way / Riverview Road	The verge parking ban will improve the local environment and amenity and reduce the damage caused by cars parking on the verge and reduce costs of repair.
Drawing 74 – Curtis Road / Riverview Road / Fairway Close	The verge parking ban will improve the local environment and amenity and reduce the damage caused by cars parking on the verge and reduce costs of repair.
Drawing 75 – Tealing Drive / Riverview Road / Kingston Road / Francis Close	The verge parking ban will improve the local environment and amenity and reduce the damage caused by cars parking on the verge and reduce costs of repair.
Drawing 76 – Huntsmoor Road / Riverview Road / Bridle Close	The verge parking ban will improve the local environment and amenity and reduce the damage caused by cars parking on the verge and reduce costs of repair.
Drawing 77 – Lymington Gardens	Double yellow lines to assist residents with entering and exiting properties.
Additional addresses to be included in current permit schemes	Church Road / College Road scheme: 1A & 1B Pitt Road 102 Upper High Street Town Centre zone: 33A & 33B Heathcote Road Woodcote Side: 39 & 41 Woodcote Side