

Reigate & Banstead parking review 2022: Statement of reasons

A document explaining our parking proposals and reasons for introducing them

This document sets out our proposals for new parking controls and restrictions across the district as part of our Reigate & Banstead parking review 2022. The proposals are listed in electoral county division and then by town.

At this stage, we are intending to introduce the controls and restrictions described in this document and shown in the associated drawings, but are inviting representations (both for and against) to be made by the public before the final decisions are taken.

Once we have considered any representations, we can introduce the proposals unchanged, make minor modifications to them before introducing them, or cancel them entirely. Any comments that lead to a requirement for major changes would usually mean cancellation of the proposal and subsequent reconsideration of it in a future parking review. This approach means that we can progress the parking review in the most efficient way thereby maximising value for our residents.

If you wish to comment on, object to or express support for any of the proposals you must do so either online or by letter by the date given. This information is available on our [Parking news and updates in Reigate & Banstead webpage](#).

If you are unsure of the meaning or effect of a parking restriction or control that we have proposed, please refer to [Annex 1 – Explanation of restriction types](#), found towards the back of this document.

[Annex 2 – Legal and policy information](#) provides some background information about the legal and policy aspects of our work in this area.

Please do not make any comments that are not directly in response to these proposals. See

[Annex 3 – General enquiries](#) for guidance.

If you would like to know the existing parking restrictions in a given area, please refer to our online [parking restrictions maps](#).



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Banstead, Woodmansterne & Chipstead division proposals

The county councillor for this division is [Mr Luke Bennett](#).

Banstead

Avenue Road

Remove 26.4m of the existing waiting restrictions on Avenue Road opposite Cheviot Close junction to provide passing place to improve the traffic flow and road safety. This includes converting 9.7m of single yellow line at the southern end into double yellow lines and converting 16.7m of the parking bay on the northern end into double yellow lines.

This proposal is shown in drawing 18009.

Brighton Road / Chipstead Road

Extend the double yellow lines on Brighton Road by 10m on each side near the junction with Chipstead Road. The existing double yellow lines were introduced in the last parking review, but due to the fast-moving traffic on Brighton Road and vehicles parking close to the junction, they need to be extended to further enhance the sightlines for the vehicles joining Brighton Road and to keep the junction clear of parked cars.

This proposal is shown in drawing 18012.

Chipstead Road / The Laurels / Pound Road / Wellesford Close

Introduce double yellow lines on Chipstead Road between the junction with The Laurels going eastwards towards the junction with Pound Road. Introduce double yellow lines on both sides of the bend in Pound Road up to Manor Court. Introduce double yellow lines on Chipstead Road junction with Wellesford Close up to the drive of number 26 and in line on the opposite side. The double yellow lines will go westwards up to the gully directly opposite the Pound Road junction. This is to stop parking near the junction, over the bend, and opposite a junction to maintain sightlines for the vehicles joining Chipstead Road from these three junctions and also to improve the traffic flow on Chipstead Road in general.

This proposal is shown in drawing 18216.

Colcokes Road / Monks Road / Garrard Road

Introduce double yellow lines on one side of the entire length of Colcokes Road, Monks Road and Garrard Road but scattered around based on the width of kerb layouts and sides where parking occurs historically. Also, introduce double yellow lines on both sides of all bends/turns along with the green islands where the width of the road narrows down. This is to prevent obstructive parking and encourage motorists to park on only one side of the road at a time to improve the traffic flow and road safety. There has been concerns about dangerous parking during event days especially around the narrow bends.

This proposal is shown in drawing 18011.

Court Road

Change the traffic regulation order to revoke 2.5m length of school keep clear markings outside St. Anne's Catholic Primary School on Court Road near the junction with Holly Lane and replace it with double yellow lines. This only involves changing the traffic regulation order so that it matches what is on the ground. **(TRO AMENDMENT)**

This proposal is shown in drawing 18010.

Change the traffic regulation order to show double yellow lines on Court Road opposite the entrance to Marlborough Mews outside number 16- 22. This only involves changing the traffic regulation order so that it matches what is on the ground **(TRO AMENDMENT)**.

This proposal is shown in drawing 18010.

High Street

Change the single yellow line between the two existing parking bays on the south side of High Street outside 142-144 to a double yellow line. This is to prevent obstructive parking in front of the Banstead village clinic and Banstead dental care.

This proposal is shown in drawing 18009.

Park Road

Introduce double yellow lines filling the gaps on the eastern side of Park Road from outside number 3 to number 11. Introduce double yellow lines on the eastern side of Park Road from the northern boundary of number 13 up to the southern boundary of number 19. Extend the existing double yellow line on the western side of Park Road from the boundary line of 41- 45 The Tracery going south up to Parkside Nursing Home covering the junction with The Tracery. This is to prevent obstructive parking close to the drives that are not currently covered by the double yellow lines and in order to improve traffic flow, sightlines for drivers coming out of The Tracery and road safety in general.

These proposals are shown in drawing 18007 and 18207.

Salisbury Road / Winkworth Road

Introduce double yellow lines on both sides of the west side of Salisbury Road junction with Winkworth Road outside number 142 leading to improve sightlines and road safety. Also, change the existing 10m of single yellow line into a double yellow and introduce additional double yellow lines on the eastern side of the same junction outside number 144 to improve sightlines and road safety.

This proposal is shown in drawing 18202.

Yewlands Close

Introduce double yellow lines on both sides of the bends leading to the main part of Yewlands Close to prevent obstructive parking on the bends and improve sightlines for vehicles turning left or right.

This proposal is shown in drawing 18207.

Chipstead

Chipstead Way

Introduce double yellow lines on Chipstead Way starting from the boundary of 245 and 247 going southeast up to the junction with Pine Walk and onwards to connect with the existing double yellow lines o/s 267 covering the bus stop. Also, introduce double yellow lines on the bend from opp. 247 going southeast up to the boundary of 260 covering the junction of Court Hill as well. This is to prevent obstructive parking that occurs on the slope of the bend which forces the moving traffic (including buses) to the middle of the road and to further improve the flow of traffic and promoting road safety.

This proposal is shown in drawing 18015.

Woodmansterne

Beckenshaw Gardens

Introduce double yellow lines on both sides of Kingscroft Road junction with Beckenshaw Gardens to improve sightlines for vehicles coming out of Beckenshaw Gardens and access into the road and road safety.

This proposal is shown in drawing 18217.

Woodmansterne Street

Introduce double yellow lines on Woodmansterne Street starting from the existing double yellow lines on the junction with Kingscroft road going southeast up to the existing double yellow lines on the junction with Court Haw to prevent obstructive parking on the bend and to improve road safety and flow of traffic in general.

This proposal is shown in drawing 18013.

Earlswood & Reigate South division proposals

The county councillor for this division is [Ms Catherine Baart](#).

Redhill

Denton Close

Revoke 4.6m of existing double yellow line from outside number 20 from the traffic regulation order so that it matches what is on the ground. **(TRO AMENDMENT)**

This proposal is shown in drawing 18101 and highlighted in a circle.

Horley Road / Wimborne Avenue

Introduce double yellow lines on the eastern side of Horley Road starting from the junction with Wimborne Avenue up to the existing double yellow lines near the junction with Prince Albert Square to improve the flow of traffic and road safety. This is also to stop vehicles parking on the pavement and blocking the cycle lane at some parts of Horley Road.

This proposal is shown in drawing 18102 & 18167.

Horley Road / Hanworth Road

Extend existing double yellow lines on Hanworth Road junction with Horley Road outside number 82 up to the nearest layby to stop vehicles from parking on the pavement.

This proposal is shown in drawing 18102.

Horley Road / Tollgate Avenue

Extend double yellow lines on Tollgate Avenue junction outside number 1 up to the dropped kerb to improve the sightlines for the vehicles joining Tollgate Avenue from Horley Road.

This proposal is shown in drawing 18102.

Reigate

Cockshot Hill

Extend the existing double yellow lines on both sides of Cockshot Hill (Service Road) from outside number 68 up to the electricity substation to improve sightlines for drivers and road safety.

This proposal is shown in drawing 18097.

Hornbeam Road

Introduce double yellow lines on the inside of the bend of Hornbeam Road starting from the southern building line of number 1 up to the entrance leading to Willow Glade to improve sightlines for drivers and road safety.

This proposal is shown in drawing 18197.

Sandcross Lane / North Road / New North Road / Whitehall Lane

Introduce double yellow lines on Sandcross Lane junction with North Road, New North Road and Whitehall Lane improve road safety and sightlines for drivers and provide passing places to improve traffic flow.

This proposal is shown in drawing 18172.

Sandcross Lane / Allingham Road

Extend the existing double yellow lines on Allingham Road up to a point in line with the boundary of number 1b & 1 on the northern side and up to the boundary of number 2 & 4 on the southern side to improve sightlines for drivers and road safety. Also, extend the existing double yellow lines on Sandcross Lane on both sides of the road up to the bus cage to improve road safety outside school and cease parking near the school crossing.

This proposal is shown in drawing 18096.

Woodhatch Road

Introduce double yellow lines on both sides of the exit of Earlswood Common Car Park to improve sightlines and road safety on this busy 'A' Road.

This proposal is shown in drawing 18218.

Salfords

West Avenue / Hillford Place

Introduce double yellow lines on both sides of the bend of Hillford Place starting from the eastern building line of number 117 and up to the junction of West Avenue to improve the sightlines and road safety.

Extend the existing double yellow lines on the north side of West Avenue from outside number 12 up to the drive outside 9 and up to the entrance of the newly built care home on the south side to improve sightlines and road safety.

These proposals are shown in drawing 18103.

Horley East division proposals

The county councillor for this division is [Mr Jordan Beech](#).

Horley

Brighton Road

- Introduce double yellow lines between the entrance to the Texaco garage and the A23 slip road to improve sightlines for drivers exiting the petrol station and improve road safety.
- Change traffic regulation order to show double yellow lines in the front of St Bartholomews Churchyard. This only involve changing the traffic regulation order so that it matches what is on the ground. **(TRO AMENDMENT)**

These proposals are shown in drawing 18115 and 18219.

Balcombe Road

Extend double yellow lines over the outside of the bend on the slip road on Balcombe Road near the parade of shops (65-71) to keep this area clear from parked vehicles that obstructs turning of delivery lorries and also to keep the pedestrian crossing adjacent to this bend clear at all times. Extend double yellow lines on both sides of Balcombe Road starting from the boundary of number 30 up to the boundary of 54 connecting them with the existing white zig zag markings near the traffic light towards Rosemary Lane junction as parked cars cause an obstruction when traffic is tailing back from the traffic lights causing cars to move to the middle of the road. This will also improve the sightlines for vehicles coming out of the drives and the flow of traffic in general.

These proposals are shown in drawing 18111 and 18117.

Brookfield Drive / Newman Road / Meadow Way

- Extend double yellow lines on the junction of Brookfield Drive with Newman Road from outside number 1 to number 3 on east side and outside number 76 to number 84 on west side. This will improve sightlines for vehicles getting in and out of Newman Road and flow of traffic on the junction.
- Extend double yellow lines on the junction of Brookfield Drive with Meadow Way to improve sightlines for the vehicles getting in and out of the junction and flow of traffic.
- Change the traffic regulation order to extend the double yellow lines outside the entrance to Marigold Court to match what's on the ground. **(TRO AMENDMENT)**

These proposals are shown in drawing 18200.

Fairlawns

Introduce single yellow line on both sides of Fairlawns operational during 08.30 - 10.30 MONDAY-FRIDAY to prevent all day parking by non-residents. The road has become a popular spot for holiday and commuter parking while residents struggle to park near their homes.

This proposal is shown in drawing 18118.

Meadowcroft Close

Introduce double yellow lines on both sides of all three bends in Meadowcroft Close to prevent vehicles from parking on these bends which restricts movement of bigger vehicles like refuse lorries and emergency vehicles.

This proposal is shown in drawing 18186.

Smallfield Road

Introduce double yellow lines on the southern side of Smallfield Road between the existing double yellow lines and school keep clear markings outside number 16- 28 in order to improve traffic flow and road safety.

This proposal is shown in drawing 18111.

Peppiatt Close

Change the traffic regulation order to introduce the double yellow lines on both sides of the entrance to Peppiatt Close to match what's on the ground **(TRO AMENDMENT)**.

This proposal is shown in drawing 18220.

The Drive

Revoke 6.6m length of the parking bay on the western side of The Drive o/s 86 and convert it into an enforceable disabled parking bay with no time restriction. Revoke the disabled parking bay on the eastern side in the lay by o/s 18-20 and convert it into a permit holder only parking bay during 10.00-12.00 MON-FRI. This is in order to move the disabled bay to a safer and more suitable location.

This proposal is shown in drawing 18121.

The Drive (EV Bays)

Convert 23m of the existing single yellow line on the eastern side of The Drive towards the junction with Russells Crescent into x4 Electric Vehicle charging points operational during Mon- Sat 8am-6pm Max Stay 4 hours. This is to support the roll out of the Surrey County Council's electric vehicles charging infrastructure to facilitate the transition to electric vehicles.

These proposals are shown in drawing 18118.

The Meadway

Introduce double yellow lines on both sides of The Meadway junction with Smallfield Road and to the slip road o/s number 34a to prevent vehicles from parking too close to the junction, keep the pedestrian dropped kerb clear and improve sightlines for the vehicles.

This proposal is shown on drawing 18221.

Upfield

Revoke 6.6m length of the existing parking bay on the eastern side of Upfield o/s 104 at the northern end of the bay and convert it into an enforceable disabled parking bay with no time restriction. This is following a disabled parking bay application made by a resident.

This proposal is shown in drawing 18121.

Horley West, Salfords & Sidlow division proposals

The county councillor for this division is [Mr Andy Lynch](#).

Horley

Albert Road

Remove single yellow line from the northern building line of number 50 up to the southern boundary of 42 on the eastern side of Albert Road to help maximise the on-street parking following increase in demand by residents and since there is a restriction on the other side of the road it will not have any impact on the flow of traffic.

This proposal is shown in drawing 18110.

Court Lodge Road

Introduce double yellow lines on both sides of the entrance to the garages (south of number 261) on the east side of Court Lodge Road going up to the layby outside number 257 on the north and up to the parking layby on the south to prevent obstruction parking and improve sightlines and road safety.

This proposal is shown in drawing 18109.

Lee Street and Horley Row

Change the traffic regulation order to include the double yellow lines on Lee Street junction with Vicarage Lane and Horley Road junction with Meath Green Lane to match the existing restrictions on the ground. This only involve changing the traffic regulation order so that it matches what is on the ground. **(TRO AMENDMENT)**

This proposal is shown in drawing 18106.

Horley Row junction with Benhams Drive

Change the existing single yellow line into double yellow lines on both sides of Horley Row including the junctions with Benhams Drive and Chequers Drive to improve sightlines and flow of traffic on this road. Also, extend the double yellow lines on both sides of Benhams Drive junction with Horley Row up to the start of the grass verges to further improve the sightlines for vehicles coming in and out of junction and road safety.

This proposal is shown in drawing 18107.

Lumley Road

Introduce double yellow line on Lumley Road on the east side outside number 116 – 124 stopping just before the raised traffic island. This is to keep this area clear from parking for moving traffic to pull over enabling them to give way to the oncoming vehicles and improve flow of traffic in general.

This proposal is shown in drawing 18108.

Oakwood Road

- Introduce double yellow lines on the western side from in line with the boundary of numbers 53 and 55 southwards to a point in line with the southern building line of number 74. This proposal is shown in drawing 18107.
- Change the traffic regulation order to remove the double yellow lines on the eastern side in front of number 70 from just south of the driveway southwards to in line with

the boundary of numbers 70 and 68 to match the existing restrictions on the ground **(TRO AMENDMENT)**. This proposal is shown in drawing 18107.

- Change the traffic regulation order to remove the extended double yellow lines at the entrance of the road providing access to numbers 39A to 43 southwards to the build out in front of number 39 and northwards to in line with the boundary of numbers 43A and 45 to match the existing restrictions on the ground **(TRO AMENDMENT)**. This proposal is shown in drawing 18185.
- Change the traffic regulation order to remove the double yellow lines on the western side next to the School Keep Clear marking at the entrance to Yattendon School southwards to the boundary of numbers 33 and 35 to match the existing restrictions on the ground **(TRO AMENDMENT)**. This proposal is shown in drawing 18185.
- Extend the double yellow lines on the inside of the bend starting from a point in line with the boundary of number 31 and 33 going northwards to a point just north of the dropped kerb outside number 33. This proposal is shown in drawing 18185.
- Extend the double yellow lines on the outside of the bend in front of number 52A southwards as far as a point in line with the northern building line of number 48. This proposal is shown in drawing 18185.
- Change the traffic regulation order to remove double yellow lines from in line with the northern building line of number 20 northwards to in line with the southern building line of number 26 to match the existing restrictions on the ground **(TRO AMENDMENT)**. This proposal is shown in drawing 18111.
- Change the traffic regulation order to include the double yellow lines on St Hilda's Close junction with Oakwood Road to match what is on the ground **(TRO AMENDMENT)**. This proposal is shown in drawing 18111.

These proposals are to provide extra passing places to improve traffic flow and road safety. A number of these proposals were put forward in the last parking review but were never implemented in light of the feedback that was received when they were proposed. We are therefore updating the traffic regulation orders to reflect this. Some that were proposed but not implemented are being put forward again either as they were, or with small changes, as we think there is still merit in their inclusion to help with traffic flow and road safety. A number of people requested additional, more comprehensive restrictions covering the whole road, but we did not think they were appropriate because of the impact they would have on other roads in the local area.

Merstham & Banstead South division proposals

The county councillor for this division is [Mr Frank Kelly](#).

Lower Kingswood

Mogador Road

Introduce double yellow line on the northern side of Mogador Road starting from a point where the national speed limit is introduced on the road near 'Appledore' up to the junction with Buckland Road to improve sightlines and road safety.

This proposal is shown in drawing 18222.

Smithy Lane

Introduce double yellow lines on the eastern side of Smithy Lane from outside number 59 up to the existing double yellow lines outside number 65 to improve sightlines, flow of traffic and road safety as vehicles parking on both sides is causing an obstruction to the moving traffic.

This proposal is shown in drawing 18163.

Merstham

Bletchingley Road / Albury Road

Introduce double yellow lines on Albury Road on the western side starting from the northern end of the bus stop outside number 12 going round into Bletchingley Road up to a point outside number 10, opposite the end of the double yellow lines on the Brook Road junction. Also, extend the double yellow lines on Bletchingley Road to the east of Albury Road junction outside number 12-14. These are intended to improve sightlines for drivers, road safety and traffic flow.

This proposal is shown in drawing 18049.

Bletchingley Road / Worsted Green

Introduce double yellow lines on Worsted Green on both sides of the junction on the northern end of the spur opposite 39/41 Bletchingley Road to improve sightlines for drivers, road safety and traffic flow; and at the southern end on both sides of and opposite the junction to improve sightlines for drivers and pedestrians and road safety at the new dropped kerb crossing points.

This proposal is shown in drawing 18209.

Huddleston Crescent

Convert the existing advisory disabled bay outside number 33 into a legally enforceable disabled bay to stop it from being abused by non-blue badge holders. Also, introduce double yellow lines on the opposite side of the road to stop vehicles from parking there which narrows the road and impedes traffic flow.

This proposal is shown in drawing 18223.

Taynton Drive

Introduce a single yellow line on the southern side between the existing school keep clear marking and single yellow line on Taynton Drive outside St. Nicholas School operational

during 08.15 - 09.15 and 14.45 - 16.30 MONDAY-FRIDAY to improve safety outside school and flow of traffic.

This proposal is shown in drawing 18209.

Taynton Drive / Sunstone Grove

Install double yellow lines on the northern side of Taynton Drive on both sides of the junction with Sunstone Grove and on the southern side on the bend outside number 86-90 to improve sightlines for pedestrians and road safety at the new dropped kerb crossing points.

This proposal is shown in drawing TD-1.

Worsted Green / Weldon Way

Introduce double yellow lines on Worsted Green at the junction with Weldon Way on both sides to improve sightlines for pedestrians and road safety at the new dropped kerb crossing points.

This proposal is shown in drawing 18209.

Netherne on the Hill

Beckett Road

Introduce double yellow lines on the inside of the bend from outside number 37 up to the southern building line of number 54 on the opposite side and also, on the inside of the bend outside number 56 and the inside of the bend outside number 18 to improve sightlines and road safety.

This proposal is shown in drawing 18214.

Netherne Drive / Rookery Mead

Introduce double yellow lines on Netherne Drive junction with Rookery Mead to improve sightlines and road safety.

This proposal is shown in drawing 18214.

Nork & Tattenhams division proposals

The county councillor for this division is [Mr Nick Harrison](#).

Banstead

Brighton Road

Introduce double yellow lines across the entrance to and exit from Banstead Manor Care Home to improve sightlines and access, especially for larger vehicles.

This proposal is shown in drawing 18131.

Brighton Road / Woodpecker Gardens

Introduce double yellow lines across the entrance to the new development Woodpecker Gardens. The double yellow line will extend for a distance of 27 metres to the north of the access and 30 metres to the south of the access. The access has been subject to a Road Safety Audit which recommends the creation of parking restrictions to protect sight lines.

This proposal is shown in drawing BR-1.

High Beeches

Extend existing double yellow lines on the eastern side of High Beeches from a point in line with the northern boundary of 85 up to the southern building line of 89 High Beeches. Also, introduce double yellow lines on the western side starting from in line with the southern building line of 89 going round the bend up to the western boundary of number 88. This is to stop vehicles from parking on the bend, opposite the junction and on both sides of the road to improve the flow of traffic and road safety.

This proposal is shown in drawing 18155.

Osier Way

Introduce double yellow lines on the southern side of Osier way opposite the High Beeches junction starting from the western boundary of number 10 up to the eastern boundary of number 12 in order to stop vehicles from parking directly opposite the junction and improve road safety.

This proposal is shown in drawing 18155.

Nork Way / Brambling Close

Introduce 10m of double yellow lines on both sides of Nork Way junction with Brambling Close to improve sightlines and road safety.

This proposal is shown in drawing 18188.

North View Crescent / Garlichill Road

Introduce double yellow lines on the northern side of North View Crescent starting from and including the junction with Garlichill Road up to the eastern boundary of number 58 and on the southern side of the junction. These are intended to improve sightlines for drivers, road safety and traffic flow.

This proposal is shown in drawing 18224.

Picquets Way

Fill all the remaining unrestricted gaps on the western side of Picquets way with double yellow lines starting from the junction of The Drive up to the junction with Tattenham Way in

order to encourage motorists to only park on one side of the road to promote road safety and improve traffic flow.

These proposals are shown in drawing 18012,18133 and 18203.

Warren Road

Covert the existing two advisory disabled bays outside St Paul's Church into legally enforceable disabled bays to stop them from being abused by non-blue badge holders.

This proposal is shown in drawing 18130.

Nork

Beacon Way / Nork Way

Introduce double yellow lines on both sides of Nork Way junction with Beacon Way up to the northern building line of 140 Beacon Way to prevent obstructive parking and improve road safety and sightlines for drivers.

This proposal is shown in drawing 18213.

Nork Way

- Remove the existing parking bay outside number 53 Nork Way and introduce double yellow line to improve sightlines for vehicles exiting Nork Gardens and traffic flow in general.
- Change the traffic regulation order to install double yellow lines between the existing parking bays outside 51 and 53 in front of the entrance to Nork Gardens to match what is already on the ground. **(TRO AMENDMENT)**

These proposals are shown in drawing 18004.

Nork Way (EV Bays)

Convert 23m of the existing 'Mon-Sat 8am-6.30pm 2 hours no return 1 hour' parking bay on the east of Nork way outside number 52 – 61 into x4 Electric Vehicle charging points operational during Mon- Sat 8am-6pm Max Stay 4 hours. This is to support the roll out of the Surrey County Council's electric vehicles charging infrastructure to facilitate the transition to electric vehicles.

These proposals are shown in drawing 18004.

Woodgavil

Extend the existing double yellow lines on Woodgavil up to the boundary of number 3 and 4 to stop obstructive parking on the bend and improve road safety.

This proposal is shown in drawing 18133.

Tattenham Corner

Merland Rise

Extend the existing double yellow lines on Merland Rise at the junction with Great Tattenhams up to the southern boundary of number 8 to improve road safety, sightlines for drivers and traffic flow.

This proposal is shown in drawing 18025.

Oatfield Road / Epsom Lane North / Oatfield Road / Ashcombe Terrace

Introduce double yellow lines on both sides of Oatfield Road junction with Epsom Lane North on the western end and with Oatfield Road/Ashcombe Terrace on the eastern end in order to improve road safety and sightlines for drivers.

This proposal is shown in drawing 18225.

Redhill East division proposals

The county councillor for this division is [Mr Jonathan Essex](#)

Earlswood

Hooley Lane

- Extend the existing double yellow lines on the northern side of Hooley Lane from a point in line with the western building line of number 33 Hooley Lane (opposite side) up to a point in line with the end of the existing double yellow lines outside 41 and 43 Hooley Lane (opposite side) to prevent obstructive pavement parking and improve road safety. This proposal is shown in drawing.
- Amend the traffic regulation in order to change the existing single yellow lines into double yellow lines on the northern side of Hooley Lane starting from the junction with Brighton Road up to the eastern building line of 4 Hooley Lane (Granary Cottage) to match the existing restrictions on the ground. **(TRO AMENDMENT)**

These proposals are shown in drawing 18072 and 18137.

St John's Road

Introduce double yellow lines on the western end of St John's Road at the turning circle to keep the area clear from obstructive parking so it can be used by vehicles to turn around and to improve road safety.

This proposal is shown in drawing 18075.

Woodlands Avenue

Replace the existing advisory 'Keep Clear' markings with double yellow lines at the northern end of Woodlands Avenue in the turning circle to keep the area clear from obstructive parking so it can be used by vehicles to turn around and to improve road safety.

This proposal is shown in drawing 18073.

Redhill

Alpine Road

Introduce double yellow lines on Alpine Road in the gap between the existing double yellow lines on the northern side at the junctions with Osborne Road and College Crescent to prevent obstructive parking in the form of double parking and improve traffic flow.

This proposal is shown in drawing 18056.

Althorne Road / Ifold Road / Brambletye Park Road

- Introduce double yellow lines on both sides of Althorne Road junction with Ifold Road starting from 10m on each side of the junction up to the boundary of 2 and 4 Ifold Road on the east side and a point in line on the opposite side.
- Introduce double yellow lines on both sides of Althorne Road junction with Brambletye Park Road going from a point in line with the boundary of 1a and 1b Althorne Road round up to the north-western boundary of number 133 Brambletye Park Road to the northwest of the junction and 10m to the southeast.

This is intended to stop obstructive parking on the junctions and to improve sightlines for drivers and road safety.

This proposal is shown in drawing 18074.

Cavendish Road (EV Bays)

Convert the existing 'Mon-Fri 8am-6.30pm 2 hours no return 1 hour' parking bay on the northwest of Cavendish Road opposite The Home Cottage into x4 Electric Vehicle charging points operational during Mon- Sat 8am-6pm Max Stay 4 hours. This is to support the roll out of the Surrey County Council's electric vehicles charging infrastructure to facilitate the transition to electric vehicles.

This proposal is shown in drawing 18070.

Grovehill Road

Change traffic regulation order to revoke the enforceable disabled parking from outside 41a-41 Grovehill Road. This only involves changing the traffic regulation order so that it matches what is on the ground. **(TRO AMENDMENT)**

This proposal is shown in drawing 18071.

Knighton Road / Emlyn Road / Brambletye Park Road

Introduce double yellow lines of 10m long on both sides of Knighton Road junction with Emlyn Road at the western end and with Brambletye Park Road at the eastern end in order to stop obstructive parking on the junctions and to improve sightlines for drivers and road safety.

These proposals are shown in drawing 18074 and 18226.

London Road (EV Bays)

Install a 23m long parking bay on the eastern side of London Road starting from a point in line with the boundary of number 60 going up to the entrance to the car park of 64-68 London Road (SES Water) to install x4 Electric Vehicle charging points operational during Mon- Sat 8am-6pm Max Stay 4 hours. This is to support the roll out of the Surrey County Council's electric vehicles charging infrastructure to facilitate the transition to electric vehicles.

This proposal is shown in drawing 18060.

Marketfield Way / Station Road / High Street

Introduce 'No loading or unloading at any time' along the whole of A23 / Marketfield Way starting from and around the Station Roundabout leading to Redhill Bus Station up to the railway bridge to the south of the Belfry Roundabout, up to the existing car club bays on the eastern side of High Street and the junction with Chapel Road on the west. This is intended to maintain traffic flow at all times and to stop obstructive parking on this busy road and other roads connected to it.

These proposals are shown in drawing 18067, 18069 and 18070.

Nutfield Road

Introduce double yellow lines on the northern side of Nutfield Road from the boundary of number 3 & 4 Nutfield Road up to the eastern boundary of number 29 Nutfield Road to prevent obstructive pavement parking and to improve sightlines for drivers and road safety.

These proposals are shown in drawing 18144 and 18227.

Osborne Road

Covert the existing 3 advisory disabled bays outside number 41, 43 and 45 Osborne Road into legally enforceable disabled bays to stop them from being abused by non-blue badge holders. These disabled bays need to be extended to meet the guidelines issued by Department for Transport for enforceable disabled parking bays, so each of them will be extended to 6.6m long starting from the southern building line of number 47 moving 19.8 southwards stopping outside number 39.

This proposal is shown in drawing 18056.

Ranmore Close / Claremont Road

Change the existing single yellow line into double yellow lines on both sides of Ranmore Close and on its junction with Claremont Road. Also, extend the existing double yellow lines on the southern side of Claremont Road outside Ranmore House up to the junction with Ranmore Close. This is intended to improve sightlines and road safety.

This proposal is shown in drawing 18055.

Redhill West & Meadvale division proposals

The county councillor for this division is [Mrs Natalie Bramhall](#)

Redhill

Carlton Road

Change the existing single yellow line opposite St. Bede's School entrance into double yellow lines starting from the boundary of number 67/69 up to the boundary of number 47/49 in order to improve the road safety outside schools, to prevent obstructive parking and to improve sightlines for drivers. Also, change traffic regulation order to change the operational hours to 10.00 - 11.00 and 13.30 – 14.30 MONDAY-FRIDAY of the existing single yellow line on Carlton Road starting from the junction with Vandyke Close (outside number 23) up to the junction with London Road. This only involve changing the traffic regulation order so that it matches what is on the ground. **(TRO AMENDMENT)**

These proposals are shown in drawing 18058 and 18123.

Chapel Road / High Street

Change the existing single yellow lines into double yellow lines on both sides of Chapel Road near the junction with High Street to prevent obstructive pavement parking and to improve sightlines and road safety.

This proposal is shown in drawing 18069.

Vandyke Close

Change traffic regulation order to change the operational hours to 10.00 - 11.00 and 13.30 – 14.30 MONDAY-FRIDAY of the existing single yellow line throughout Vandyke Close. This only involves changing the traffic regulation order so that it matches what is on the ground. **(TRO AMENDMENT)**

This proposal is shown in drawing 18123.

Reigate division proposals

The county councillor for this division is [Mr Victor Lewanski](#).

Reigate

Bell Street

Change the existing single yellow line to double yellow lines on the eastern side of Bell Street from outside number 43 up to the southern building line of number 53 to improve traffic flow and road safety.

This proposal is shown in drawing 18090.

Chart Lane / West Road / Blackborough Road

Change the existing single yellow line into double yellow lines around the triangular 'island' on Chart Lane junction with West Road. Change the existing single yellow lines on both sides of Chart Lane at the junction with Blackborough Road and West Road into double yellow lines going round up to the parking bays in West Road at the boundary of number 17 and 19 and round up to in line with the boundary of 5 and 7 in Blackborough Road. Change the single yellow line into double yellow lines on the north side of Blackborough Road from in line with the boundary of 5 and 7 round into Chart Lane up to the parking bay alongside 1 Blackborough Road. This is intended to prevent obstructive parking and improve traffic flow and sightlines.

This proposal is shown in drawing 18093.

Churchfield Road

Introduce double yellow lines on first the bend of Churchfield Road (by the access to numbers 2-22) starting from a point in line with the path outside number 2 up to the southern building line of number 24. Also, introduce double yellow line on the inside of the bend, outside number 6, in order to prevent obstructive parking and improve access.

This proposal is shown in drawing 18125.

Church Street (EV Bays)

Convert 23m of the existing 'Mon-Sat 8am-6.30pm 1 hour no return 1hour' parking bay from outside number 4-10 Church Street into x4 Electric Vehicle charging points operational during Mon- Sat 8am-6pm Max Stay 4 hours. This is to support the roll out of the Surrey County Council's electric vehicles charging infrastructure to facilitate the transition to electric vehicles.

This proposal is shown in drawing 18090.

Croydon Road

- Extend the existing double yellow lines by 10m outside number 53 Croydon Road in order to prevent obstructive parking and improve traffic flow, sightlines, and road safety. This proposal is shown in drawing 18129.
- Change traffic regulation order to match the layout of the 'Permit Holders Only operational during 10.00-16.00 MON-FRI' parking bays on Croydon Road outside number 20 to 'Orchard House' to the current layout on the ground. This only involves changing the traffic regulation order so that it matches what is on the ground (**TRO AMENDMENT**). This proposal is shown in drawing 18080.

- Change traffic regulation order by extending the existing double yellow line on the eastern side of Croydon Road outside number 64-68 Croydon Road. This only involves changing the traffic regulation order so that it matches what is on the ground **(TRO AMENDMENT)**. This proposal is shown in drawing 18081.

Holmesdale Road

- Amend traffic regulation order by changing the single yellow line on the eastern end of Holmesdale Road junction with Croydon Road into double yellow lines. This only involve changing the traffic regulation order so that it matches what is on the ground. **(TRO AMENDMENT)**
- Introduce 'No Loading at any time restrictions on the existing double yellow lines starting from the junction with Croydon Road going westwards up to the fence at the side of number 29 to prevent obstructive pavement parking by vehicles unloading and to improve road safety.
- Revoke the existing disabled parking bay outside 30-32 Holmesdale Road and convert it into an unlimited free parking bay in line with the other parking bays on the road.

These proposals are shown in drawing 18081 & 18085.

Mark Street / Warren Road

Introduce double yellow lines on both sides of the junction of Mark Street with Warren Road starting from boundary of number 18-19 going eastwards up to the speeding table on Warren Road and up to the boundary of number 16-16a to the west to improve sightlines and road safety. Introduce double yellow lines on the turning circle at the southern end of the main part of Mark Street outside the entrance to the Nursery and Old School House starting from the southern building line of number 7 on the east going up to the northern building line of number 4 on the west. This is intended to improve the sightlines, access, traffic flow and road safety.

This proposal is shown in drawing 18081.

Norbury Road

Change the operational hours of the existing resident permit only scheme from Mon-Fri 10am-Noon Permit Holders only' to 'Mon-Fri 10.00-16.00 Permit Holders only' to prioritize resident parking over non-resident parking.

This proposal is shown in drawing 18125.

Rushworth Road

Revoke the existing parking bay outside number 18 Rushworth Road to make way for a vehicle crossover leaving just 5m long unrestricted parking bay outside number 16.

This proposal is shown in drawing 18087.

St Alban's Road

Change traffic regulation order to change the operational hours to 0800 - 18.30 MONDAY-FRIDAY on eastern side of St Alban's Road starting from 16 St Alban's Road up to the existing double yellow lines near the junction with Somers Road. This only involves changing the traffic regulation order so that it matches what is on the ground. **(TRO AMENDMENT)**

This proposal is shown in drawing 18083.

Tadworth, Walton & Kingswood division proposals

The county councillor for this division is [Ms Rebecca Paul](#)

Kingswood

Waterhouse Lane

Revoke 6.6m at the end of the existing parking bay outside number 5-5a (currently operational during Mon-Sat 8am-6.30pm 2hrs parking no return 4hrs) and replace with an enforceable disabled parking bay operating at all times, with a maximum stay of 3 hours, no return within 1 hour, to improve access to the shops for blue badge holders. Also, fill the 8.3m long gap between the two existing parking bays outside number 2 and 3 Waterhouse Lane on the western end of the shopping parade by introducing a parking bay operational during Mon-Sat 8am-6.30pm 2hrs parking no return 4hrs. This gap used to be an access to a vehicular cross over which has been removed due to a new development, so it needed to be restricted in line with the current parking restrictions on the road for fair usage.

This proposal is shown in drawing 18038.

Tadworth

Heathcote / Kipings

Introduce double yellow lines on the north eastern side of Heathcote from the existing double yellow lines alongside 1 Bayeux up to the drive of number 2 Heathcote, including into Kipings on both sides up to where the road surface changes in order to improve sightlines and road safety.

This proposal is shown in drawing 18228.

Kingswood Road

Change traffic regulation order to remove the single yellow line from outside 10-24A Kingswood Road. This only involves changing the traffic regulation order so that it matches what is on the ground. **(TRO AMENDMENT)**

This proposal is shown in drawing 18039 and 18175.

Merland Rise

Convert the existing advisory disabled bay outside number 111 into a 6.6m long legally enforceable disabled bay without time limit which involves extending the existing bay by 1.1m northwards, in order to stop the bay being abused by non-blue badge holders.

This proposal is shown in drawing 18208.

Preston Manor Road / Merland Rise

Introduce double yellow lines on both sides of Preston Manor Road junction with Merland Rise up to the entrance to the Football club on the northern side and the entrance to the car parking area on the southern side of Preston Manor Road and up to the grass verges on either side of Merland Rise near the junction in order to prevent obstructive parking and improve road safety and sightlines.

This proposal is shown in drawing 18208.

Walton on the Hill

Walton Street

Revoke 2.4m of the existing parking bay outside number 53A from the eastern end of the bay and 0.9m of the existing parking bay outside number 51 from the western end and replace with double yellow lines to improve access.

This proposal is shown in drawing 18043.

Annex 1 – Explanation of restriction types

No waiting at any time

This means that parking is not allowed at any time. This restriction is nearly always indicated by double yellow lines marked on the ground; no signs are needed (or indeed permitted) in this case. The only exception to this would be a restriction that applied within a 'restricted parking zone', or 'pedestrian / pedestrian or cycle zone', in which no road markings are needed but upright signs are required.

There are standard exemptions for loading and unloading, picking up and dropping off of passengers, and parking by blue badge holders for up to three hours (provided it's safe).

No waiting (at a time non-continuous throughout the year)

An example may be 'No waiting Monday – Friday 8am – 6pm'. These restrictions are the same as those above, with the same exemptions, the only difference is the times at which they operate. This restriction is usually indicated by a single yellow line marked on the road, which must be accompanied by upright signing showing the times of operation. The only exemption to this would be within a controlled parking zone (see below).

No loading

A loading restriction is indicated through small yellow marks on the kerb at right angles to the road and repeated approximately every 3 metres. A single kerb blip means that loading is prohibited at specific times/days, a double kerb blip means loading is prohibited at any time. They are always accompanied by an upright sign showing the times of operation.

Loading restrictions would always be in addition to waiting restrictions. Stopping to allow passengers to board and alight is allowed even where loading restrictions apply. There are no exemptions for parking by blue badge holders.

'Loading / unloading' generally refers to items too large or bulky to be easily moved very far, such as a refrigerator.

Controlled Parking Zone

This is simply an alternative way of signing waiting restrictions. In a controlled parking zone, the times at which the single yellow lines are in operation (i.e. when parking is prohibited), are displayed on zone entry signs (unless signed otherwise locally). The main benefit of a controlled parking zone is to reduce sign clutter within the zone. Any type of parking bays – signed and marked in the normal way - may or may not be provided within the zone.

Further information about [controlled parking zones is available on our website](#).

Restricted Parking Zone

This is where waiting restrictions (and loading restrictions if applicable) are indicated on zone entry signs, and on frequent upright repeater signs within the zone. There are no road markings to indicate the restriction. Any type of parking bays may be provided within the zone, which would need to be individually marked and signed.

Permit parking schemes

Permit parking may be provided as 'normal' marked parking bays with accompanying upright signing. These may or may not comprise part of a controlled parking zone or a restricted parking zone.

Permit parking areas are schemes where there are no road markings to indicate the parking controls, only signs which read, "Permit holders only past this point", at the entry points to the area. Repeater signs are provided within the area. Waiting restrictions (single or double yellow lines) can be included within a permit parking area.

Further information about [permit parking schemes](#) is available on our website.

Traffic signs and road markings

Further background information on common road markings and traffic signs may be found on the Department for Transport webpage [Know your traffic signs](#).

On-street electric vehicle chargepoint

Further information on the introduction of electric vehicle chargepoints in Surrey can be found on our [webpage](#).

Annex 2 – Legal and policy information

Policy and Strategy

There is a framework of policies and strategies which help steer our decisions around parking schemes.

Surrey Transport Plan

The [Surrey Transport Plan](#) is a statutory document that sets out our strategy to help people to meet their transport and travel needs effectively, reliably, safely and sustainably within Surrey, in order to promote economic vibrancy, protect and enhance the environment, improve the quality of life, and reduce carbon emissions.

Based on this vision there are four objectives for the Surrey Transport Plan:

- **Effective transport** - to facilitate end-to-end journeys for residents, business and visitors by maintaining the road network, delivering public transport services and, where appropriate, providing enhancements.
- **Reliable transport** - to improve the journey time reliability of travel in Surrey.
- **Safe transport** - to improve road safety and the security of the travelling public in Surrey.
- **Sustainable transport** - to provide an integrated transport system that protects the environment, keeps people healthy and provides for lower carbon transport choices.

There are 13 strategies that form the Surrey Transport Plan, one of which is the Parking Strategy.

Parking Strategy

The [Parking Strategy](#) is designed to help shape, manage and deliver the county council's vision for parking, "Provide parking where appropriate, control parking where necessary".

The objectives of the Parking Strategy are:

- Reduce congestion caused by parked vehicles
- Help enable greener and more sustainable travel choices
- Make best use of the parking space available
- Enforce parking regulations fairly and efficiently
- Provide appropriate parking where needed

To achieve these objectives and realise the vision for parking, work will be channelled through three main areas:

- Manage on street parking space to ensure optimum use through our parking review process.
- Operation of civil parking enforcement – fair and cost effective with greater use of technology to achieve compliance.
- Promotion of parking controls that can help improve sustainable and greener transport and communities. At the same time, the policies are intended to help achieve other objectives of the council, such as improving journey times, sustaining and enhancing the vitality of town centres and contributing to a reduction in carbon emissions.

Parking Reviews

We receive hundreds of requests for new parking restrictions within our boroughs and districts every year. We use the [parking review process](#) to efficiently prioritise requests and manage the implementation of those requests following prioritisation and approval. Engineers consider a number of factors when assessing those requests, including, but not limited to:

- road safety
- accessibility
- congestion
- the possibility of just displacing a problem, and
- how many people support the request.

Legislation

The list below provides the most relevant pieces of legislation to our work around parking restrictions and controls. It is not an exhaustive list.

- [Highways Act 1980](#) - this is the primary legislation that governs local authorities' powers and duties relating to the public highway.
- [Road Traffic Regulation Act 1984](#) – this is the legislation that provides the power for local authorities to regulate or restrict traffic on the public highway.
- [The Local Authorities' Traffic Orders \(Procedure\) \(England and Wales\) Regulations 1996](#) – this dictates the procedures which authorities must follow in order to lawfully make a traffic regulation order.
- [Traffic Management Act 2004](#) – this legislation provides powers and duties in relation to managing traffic on the public highway network, and provides the power for enforcement of a number of parking related contraventions.
- [The Traffic Signs Regulations and General Directions 2016](#) – this is a Statutory Instrument that provides instruction to authorities as to the road markings and traffic signs that may / must be installed on the public highway.

As defined by the Road Traffic Regulation Act 1984, the reasons for which authorities may introduce a traffic order for waiting, loading and stopping restrictions are:

- Avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising.
- Preventing damage to the road or to any building on or near the road.
- Facilitating the passage on the road or any other road of any class of traffic (including pedestrians).
- Preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property.
- Preserving the character of the road in a case where it is especially suitable for use by persons on horseback or on foot.
- Preserving or improving the amenities of the area through which the road runs.
- Any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995, relating to air quality.

No such explicit list exists for the creation of parking controls, e.g. parking bays, permit schemes etc.

Annex 3 – General enquiries

This annex contains information about topics that are quite often raised by people when making comments in response to parking proposals, but are generally things that are not considered within a parking review, or not possible to consider at that time.

Speed limits, traffic calming, and speed enforcement

Speed limits are introduced by the county council provided Surrey Police agree with the limit proposed. Further information about speed limits can be found on our website at:

[Speed limits](#)

Speed limits and traffic calming measures are considered by our local area highway team, and you can raise queries regarding these subjects using the contact details below on the next page. The police are the only authority with powers to enforce speed limits.

Road safety and sustainable travel for schools

Surrey County Council provides a range of services to help schools on this matter, more information can be found at: [Road safety and sustainable travel for schools](#)

Creation of additional parking space on verges or grassed areas

This is not something that is considered by the parking team or within a parking review. Unfortunately, the council has little to no funding to carry out this type of work at the current time, but any requests for these types of schemes would need to be considered by the local area highway team, who can be reached via the contact details on the next page.

Requests for permit parking schemes

We can consider introducing permit parking schemes under appropriate circumstances. However, such significant changes cannot be considered based on only one or two requests. Anyone wanting to find out more about permit parking should first look at our webpage which explains where, why, and how a scheme could be introduced, and how they work, at: [Permit parking schemes](#)

Having read that information, any customers interested in pursuing the idea of permit parking further, should consider raising a parking scheme request form (petition), as explained online at: [The parking review process](#)

Requests for additional parking controls

Due to the legal processes involved, we cannot generally consider further parking restrictions over and above those already 'advertised'. The best way to put forward any ideas for new parking controls is to raise them to be considered as part of the next parking review in the area. Information about parking reviews, including how and why we do them, and how to raise any further requests, is available on our website at: [The parking review process](#)

Enforcement

Parking controls on street in Reigate & Banstead are administered and enforced by Reigate & Banstead Borough Council on our behalf. If you have any queries about this, you may reach them by visiting their [webpage](#).

General enquiries

Any other enquiries regarding highways can be raised via the electronic forms on our website: [Contact our roads and transport service](#)

Or, for emergencies or there is not a suitable online form, using the contact details below:

- **Email:** contact.centre@surreycc.gov.uk
- **Textphone** (via Text Relay): 18001 0300 200 1003
- **SMS:** 07860 053 465
- **Fax:** 020 8541 9575
- **Address:** Contact Centre, 1st Floor, Fairmount House, Bull Hill, Leatherhead, Surrey, KT22 7AH
- **Telephone:** 0300 200 1003 (9am to 5pm, Monday to Friday, excluding bank holidays. Emergencies only at all other times).

END
