

Reigate & Banstead Parking Review 2023 to 2024: 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 2023 to 2024. 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](#).



Contents

Banstead, Woodmansterne & Chipstead division proposals	4
Banstead	4
Holly Lane	4
Holly Lane / Great Ellshams	4
Holly Lane / Holly Lane East / The Beeches	5
Chipstead	5
How Lane	5
Outwood Lane / Chipstead Valley Road	5
Earlswood & Reigate South division proposals	5
Redhill	5
Heston Road / Hampton Road	5
Willow Road / Arbutus Road	5
Reigate	6
Allingham Road / Alexander Road / Crescent Road	6
Allingham Road / Priory Road	6
Castle Drive (Disabled Bay)	6
Castle Drive	6
Castle Drive / Hitchings Way	6
Meadow Way / Prices Lane	6
Priory Road / Park Lane East	6
Horley East division proposals	7
Horley	7
Station Approach	7
The Grove	7
Merstham & Banstead South division proposals	7
Lower Kingswood	7
Dents Grove / Buckland Road	7
Buckland Road	7
Nork & Tattenhams division proposals	8
Banstead	8
Brighton Road	8
Chetwode Road / Long Walk / Devizes Road	8
High Beeches	8
The Brindles	8
Nork	8
Fir Tree Road	8

Tattenham Corner	9
Downland Close / Downland Way.....	9
Shawley Way / Great Tattenhams	9
Redhill East division proposals	10
Redhill	10
Grovehill Road	10
Garlands Road.....	10
Osborne Road.....	10
Woodlands Road	10
Redhill West & Meadvale division proposals.....	11
Redhill	11
Green Lane	11
Grovehill Road	11
Oakdene Road.....	11
Willow Road / Arbutus Road	11
Reigate	11
Doods Park Road.....	11
Reigate Road / Devon Crescent	11
The Cedars	12
Reigate division proposals	12
Reigate	12
Blackborough Road	12
Chart Lane	12
Harrison Close	12
Saxon Way.....	12
South Albert Road.....	13
Tadworth, Walton & Kingswood division proposals.....	13
Tadworth	13
Epsom Lane South	13
Furze Hill.....	13
Annex 1 – Explanation of restriction types	14
No waiting at any time	14
No waiting (at a time non-continuous throughout the year)	14
No loading	14
Controlled Parking Zone.....	14
Restricted Parking Zone	14
Permit parking schemes	15

Traffic signs and road markings.....	15
On-street electric vehicle chargepoint	15
Annex 2 – Legal and policy information	16
Policy and Strategy.....	16
Surrey Transport Plan.....	16
Parking Strategy	16
Parking Reviews	17
Legislation	17
Annex 3 – General enquiries.....	18
Speed limits, traffic calming, and speed enforcement	18
Road safety and sustainable travel for schools	18
Creation of additional parking space on verges or grassed areas.....	18
Requests for permit parking schemes	18
Requests for additional parking controls.....	18
Enforcement	19
General enquiries	19

Banstead, Woodmansterne & Chipstead division proposals

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

Banstead

Holly Lane

Extend the existing single yellow line, operational from Mon-Sat 8am-6.30pm, on both sides of Holly Lane up to the junction with Great Ellshams on the west and up to the junction with The Beeches and Holly Lane East on the east. This is to improve the flow of traffic and sightlines for pedestrians as parked cars, especially during the school pick up and drop off, obstructs the sightlines for people crossing the road and also restricts the traffic to the middle of the road.

This proposal is shown in drawing 18232.

Holly Lane / Great Ellshams

Install double yellow lines on the junction of Holly Lane with Great Ellshams to stop vehicles from parking on this junction and improve sightlines for vehicles using this junction. The proposed restrictions are also extended up to the northern boundary of number 2 on the south side and up to the drive of number 1 on the north side while leaving a gap for 4 cars in the middle. The proposal is also to mitigate the impact of displacement from Holly Lane.

This proposal is shown in drawing 18232.

Holly Lane / Holly Lane East / The Beeches

Install double yellow lines on the junction of Holly Lane with Holly Lane East/The Beeches to stop vehicles from parking on this junction and improve sightlines for vehicles using this junction.

This proposal is shown in drawing 18232.

Chipstead

How Lane

Extend double yellow lines on the western side of How Lane from the existing ones at the junction with Chipstead Valley Road up to and round the first bend to the south and do the same on the eastern side, apart from leaving a gap of 30m after the access to the school grounds. Cars parked here move the ongoing traffic to the middle of the road affecting the flow of traffic and also causing sightlines issues for pedestrians. This proposal is part of a road safety outside school survey carried out in relation to Chipstead Valley Primary School to improve the flow of traffic and road safety outside the school for vehicles as well as pedestrians.

This proposal is shown in drawing 18178.

Outwood Lane / Chipstead Valley Road

Install double yellow lines on both sides of Outwood Lane/Chipstead Valley Road starting from the entrance to number 522 Chipstead Valley Road on the north going westwards up to the junction of Outwood Lane with the access road near the Midday Sun pub and on the south side from the existing double yellow lines on the junction with How Lane up to the white zig zag markings leading to the pedestrian crossing. Install double yellow lines all across the southern side of the service road starting from the junction with Outwood Lane up to the junction with Rectory Lane to stop inconsiderate parking on both sides of this road especially around the bends, parking at the bus stop and near the junction. Also, install double yellow lines directly outside the Midday Sun pub to stop vehicles from parking opposite the junction of this access road as vehicles parked here do not leave enough space for the buses to turn.

This proposal is shown in drawing 18178.

Earlswood & Reigate South division proposals

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

Redhill

Heston Road / Hampton Road

Install double yellow lines on the junction of Heston Road with Hampton Road to improve the sightlines and road safety on this junction.

This proposal is shown in drawing 18167.

Willow Road / Arbutus Road

Install double yellow lines on the junction of Willow Road with Arbutus Road to improve the sightlines and road safety on this junction. (Also, in the Redhill West & Meadvale division proposals as the boundary is in the middle of Arbutus Road).

This proposal is shown in drawing 18098.

Reigate

Allingham Road / Alexander Road / Crescent Road

Introduce double yellow lines on the junction of Allingham Road with Crescent Road on the north and Alexander Road on the south up to the existing school keep clear to improve sightlines on this junction and improve road safety in general. This is also to stop vehicles from parking on both sides of the road between the junction and school keep clear marking.

This proposal is shown in drawing 18096.

Allingham Road / Priory Road

Install double yellow lines on the junction of Allingham Road with Priory Road to improve the sightlines and road safety on this junction.

This proposal is shown in drawing 18096.

Castle Drive (Disabled Bay)

Convert the existing advisory disabled parking bay in the layby situated outside 26-22 Castle Drive into a legally enforceable disabled bay to stop it from being abused by non-blue badge holders.

This proposal is shown in drawing 18233.

Castle Drive

Introduce double yellow lines on the inside of two bends on Castle Drive near Windsor House and near number 1A to stop obstructive parking on the bends and improve the flow of traffic in general. Also, introduce double yellow lines on both sides of Castle Drive junction near Castle Close to stop obstructive parking on this junction and improve the flow of traffic in general. Obstructive parking on the bends forces the vehicles especially large sized vehicles like buses and lorries to the middle of the road causing congestion and also, putting the safety of the pedestrians at risk by blocking their sightlines.

This proposal is shown in drawing 18233.

Castle Drive / Hitchings Way

Introduce double yellow lines on Castle Drive junction with Hitchings Way to improve sightlines and road safety. Also, install double yellow lines on the inside of the bend outside 54-56 Hitchings Way to stop vehicles from parking on this bend which forces the moving traffic to the middle of the road and impacts the sightlines.

This proposal is shown in drawing 18233.

Meadow Way / Prices Lane

Introduce double yellow lines on Meadow Way at the junction with Prices Lane and the service road to improve sightlines and prevent obstructive parking near the junction.

This proposal is shown in drawing 18097.

Priory Road / Park Lane East

Install double yellow lines on the junction of Priory Road with Park Lane East to improve the sightlines and road safety on this junction. Also, extend the double yellow line up to the building line of number 1 Priory Road to stop vehicles from parking on both sides of the road near the junction.

This proposal is shown in drawing 18138.

Horley East division proposals

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

Horley

Station Approach

Introduce on-street parking charges in the parking bay situated on the western side of Station Approach just north of the junction with Victoria Road. This is intended to help manage demand for parking in the area and provide short term paid parking to rail commuters and other road users near a train station and prevent long term airport commuter parking. The charges will apply Mon-Sat between the hours of 8am and 6pm. Payment will be by phone or phone app only. There will be no service charge to the user for this payment facility.

The proposed parking tariff will be as follows.

- 1 hour £1.00, 1 to 2 hours £2.00, 2 to 3 hours £3.00, over 3 hours £6.

These proposals are shown in drawing 18118.

The Grove

Introduce on-street parking charges in the parking bay situated on the western side of The Grove opposite the entrance to Aurum Close. This is intended to help manage demand for parking in the area and provide short term paid parking to rail commuters and other road users near a train station and prevent long term airport commuter parking. The charges will apply Mon-Sat between the hours of 8am and 6pm. Payment will be by phone or phone app only. There will be no service charge to the user for this payment facility.

The proposed parking tariff will be as follows.

- 1 hour £1.00, 1 to 2 hours £2.00, 2 to 3 hours £3.00, over 3 hours £6.

These proposals are shown in drawing 18118.

Merstham & Banstead South division proposals

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

Lower Kingswood

Dents Grove / Buckland Road

Introduce double yellow line on the northeastern side of the Dents Grove junction with Buckland Road to improve sightlines for vehicles turning left and to improve road safety in general.

This proposal is shown in drawing 18222.

Buckland Road

Introduce double yellow lines on the eastern side of Buckland Road starting from the existing double yellow lines near the junction with Church Close moving southwards up to the drive of number 5 to stop vehicles from parking on a pavement which should be kept clear for pedestrians at all times and to improve the 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 18045.

Nork & Tattenhams division proposals

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

Banstead

Brighton Road

Extend the existing double yellow lines outside Mulberry Gate up to the existing double yellow lines outside Banstead Manor Care Home to go across the entrance to Derby House and Oaks House to improve sightlines and prevent obstructive parking near these two entrances.

Introduce double yellow lines starting from the northern building line of Wessex Garage Doors going across the entrance leading to number 36 & 36a and across the new development at 34 Brighton Road to improve sightlines and prevent obstructive parking near the entrances to the new properties and the relocated pedestrian crossing.

This proposal is shown in drawing 18157.

Chetwode Road / Long Walk / Devizes Road

Introduce double yellow lines on Chetwode Road at the junction with Long Walk to stop vehicles from parking near the junction and also to keep the pedestrian dropped kerb clear at all times.

Introduce double yellow lines on the junction of Chetwode Road with Devizes Road and opposite the junction to stop vehicles from parking near the junction as well as opposite to reduce congestion and improve sightlines. Vehicles parked opposite the junction force traffic to the wrong side of the road causing danger for vehicles coming out of Devizes Road.

This proposal is shown in drawing 18174.

High Beeches

Introduce double yellow lines on the eastern side of the entrance leading to 25-52 Beecholme to meet the existing double yellow lines on the northeast of High Beeches. This is to stop vehicles from parking on this bend and to improve the flow of traffic and road safety.

This proposal is shown in drawing 18155.

The Brindles

Extend the existing double yellow lines on the northern side of The Brindles starting from the junction with Picquets Way going eastwards up to the northern building line of number 3 in order to stop obstructive parking on both sides of the road and around the bend to improve road safety and flow of traffic.

This proposal is shown in drawing 18012.

Nork

Fir Tree Road

Extend the existing double yellow lines on the eastern side of Fir Tree Road near the junction with Reigate Road going south up to the drive outside number 192-194 to prevent obstructive parking in front of small raised kerbs between the properties situated here and

to maintain sightlines for vehicles and pedestrians. Vehicles parked here forces the traffic to the middle of the road causing danger and sightlines issues for the vehicles exiting the drives as well as users of the shops.

This proposal is shown in drawing 18001.

Tattenham Corner

Downland Close / Downland Way

Introduce double yellow lines on both sides of the Downland Close junction with Downland Way to stop vehicles from parking near the junction and improve sightlines & traffic flow in general.

This proposal is shown in drawing 18024.

Shawley Way / Great Tattenhams

Introduce double yellow lines on both sides of the Shawley Way junction with Great Tattenhams to stop vehicles from parking near the junction & pedestrian crossing and improve sightlines, safety and traffic flow in general.

This proposal is shown in drawing 18022.

Redhill East division proposals

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

Redhill

Grovehill Road

Introduce a single yellow line operational from Mon-Sat 8am-6.30pm on the northern side of Grovehill Road between the junction with Linkfield Street and Upper Bridge Road and on the southern side between the junction with Upper Bridge Road and Ridgeway Road, and at the same time change the operational hours of the single yellow lines on the southern side between Ridgeway Road and Garlands Road to Mon-Sat 8am-6.30pm. We have received a number of requests from the residents especially pedestrians complaining about obstructive parking on both sides of Grovehill Road leaving no space for pedestrians as well as child buggies to access the pavement. Therefore, we are proposing parking restrictions on at least one side of full length of Grovehill Road to prevent obstructive parking, improve the flow of traffic and manage sightlines for vehicles as well as pedestrians.

This proposal is shown in drawing 18068, 18069 & 18071.

Garlands Road

Change the operational hours on the single yellow line from Mon-Fri 10am-11am to Mon-Sat 8am-6.30pm on the western side of Garlands Road between the junction with Grovehill Road moving southwards up to the junction with Brighton Road and Mill Street to prevent obstructive parking during the whole day, improve the flow of traffic and also, to prevent displacement from Grovehill Road.

This proposal is shown in drawing 18071 & 18072.

Osborne Road

Remove the disabled parking bay on the western side of Osborne Road from outside 39 from the traffic regulation order (TRO) since the resident has moved out. This disabled parking bay is not installed on the ground but needs to be removed from the TRO (**TRO AMENDMENT ONLY**).

These proposals are shown in drawing 18056.

Woodlands Road

Install double yellow lines on the eastern side of Woodlands Road to replace the existing 'Keep Clear' marking to prevent vehicles from parking in front of a dropped kerb leading to Woodlands Court. This is to prevent obstructive parking in front of a dropped kerb restricting the ability of pedestrians as well as wheelchair users to access the entrance.

Extend single yellow line on the eastern side of Woodlands near the junction with Earlswood Road up to the southern building line of number 71a. This only involves changing the traffic regulation order so that it match the existing restriction on the ground. (**TRO AMENDMENT**)

These proposals are shown in drawing 18073.

Redhill West & Meadvale division proposals

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

Redhill

Green Lane

Install double yellow lines on Green Lane on both sides of the entrance to Copse Wood Court to tackle obstructive parking close to the entrance and to improve sightlines for vehicles exiting the entrance.

These proposals are shown in drawing 18143.

Grovehill Road

Introduce a single yellow line operational from Mon-Sat 8am-6.30pm on the northern side of Grovehill Road between the junction with Linkfield Street and Upper Bridge Road (and on other parts of Grovehill Road – see the Redhill East section for details). We have received a number of requests from the residents especially pedestrians complaining about obstructive parking on both sides of Grovehill Road leaving no space for pedestrians as well as child buggies to access the pavement. Therefore, we are proposing parking restrictions on at least one side of full length of Grovehill Road to prevent obstructive parking, improve the flow of traffic and manage sightlines for vehicles as well as pedestrians.

This proposal is shown in drawing 18068

Oakdene Road

Change the existing single yellow lines into double yellow lines on the southern side of Oakdene Road and extend the restriction up to the eastern boundary of number 43. Also, extend the double yellow line on the northern side of Oakdene near the western side of the junction with The Tannery by 5m. This will stop vehicles from parking on both sides of Oakdene Road and so prevent obstructive pavement parking and improve traffic flow, sightlines and road safety.

This proposal is shown in drawing 18068.

Willow Road / Arbutus Road

Install double yellow lines on the junction of Willow Road with Arbutus Road to improve the sightlines and road safety on this junction. (Also, in the Earlswood & Reigate South division proposals as the boundary is in the middle of Arbutus Road).

This proposal is shown in drawing 18197.

Reigate

Doods Park Road

Extend the existing double yellow lines on the southern side of Doods Park Road outside number 88 by 20m to the east to prevent parking opposite the entrance to the new development across the road to improve traffic flow and road safety.

These proposals are shown in drawing 18128.

Reigate Road / Devon Crescent

Convert the existing single yellow line into a double yellow line on both sides of the junction of Reigate Road with Devon Crescent. Extend the double yellow lines on the western side

up to the western boundary of number 99 to prevent parking on both sides and improve sightlines near the junction. Also, extend the double yellow lines on the eastern side up to the existing double yellow lines near the junction with Blackborough Road. This is to prevent cars from parking on this busy road and to improve sightlines and road safety in general.

This proposal is shown in drawing 18078.

The Cedars

Install double yellow lines on both sides of the bend on The Cedars near Highview Court to prevent obstructive parking on this bend to allow refuse lorries to access the area and also to prevent vehicles from parking on this bend and opposite, while still leaving one space for a vehicle to park on the northern side of this bend.

These proposals are shown in drawing 18128.

Reigate division proposals

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

Reigate

Blackborough Road

Extend the existing double yellow lines on the northern side of Blackborough Road (near the junction with Ringley Park Road) outside 113a up to go up to the drive of 113 to stop vehicles from parking near the junction and opposite the bus stop in order to improve traffic flow and road safety, since vehicles parked here cause congestion when the bus stop is in use and move traffic to the middle of the road when bus stop is not in use.

This proposal is shown in drawing 18079.

Chart Lane

Change the existing parking restriction on the two parking bays situated on the eastern side of Chart Lane outside St Mary's Church from 'Parking Mon-Fri 8am-6.30pm 2 hours no return 1 hour' and 'Parking Mon-Fri 8am-6.30pm 1 hour no return 1 hour' to 'Parking Mon-Fri 8am-6pm 3 hours no return 3 hours' to provide longer parking for events and specifically funerals at the church. Also, it has been brought to our notice that the parking bays are underutilized due to the current parking restrictions and therefore, we are proposing to increase the allowed parking hours during the days.

This proposal is shown in drawing 18091.

Harrison Close

Introduce double yellow lines on the northwestern side of Harrison Close in front of number 9 and alongside number 45 to prevent vehicles from parking on both sides of this pinch point between the parking lay bays and causing an obstruction.

This proposal is shown in drawing 18127.

Saxon Way

Extend the existing single yellow line on the eastern side of Saxon Way to prevent vehicles from parking across the entrance to the garages to rear of number 17 and 13. There have been complaints of vehicles blocking this entrance which should be left clear at all times to provide access to the garages.

This proposal is shown in drawing 18086.

South Albert Road

Extend the existing double yellow lines on the southern side of South Albert Road in line to building line of number 1 & 3 on the opposite side. This is to improve the sightlines and stop vehicles from parking close to the junction since the existing yellow lines finish too close to the junction.

This proposal is shown in drawing 18084.

Tadworth, Walton & Kingswood division proposals

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

Tadworth

Epsom Lane South

Install double yellow lines on both sides of the bend on Epsom Lane South starting from the grass verge outside number 39 going up to the boundary of number 49 & 47 on the southern side and starting from the entrance to the garages outside number 80 & 82 going up to the drive of number 88 on the north side. This is to prevent obstructive parking on this bend causing congestion, blocking sightlines, and forcing the moving traffic to middle of the road.

This proposal is shown in drawing 18175.

Furze Hill

Convert a length of 50m of the existing single yellow line on the southern side of Furze Hill behind the Kingswood Arms into a parking bay operating during Mon-Sat, 8am – 6.30pm, with a maximum stay of 4 hours and no return within 1 hour starting from near the junction with St Monica's Road and going 50m westwards and convert the remaining single yellow line beyond the new bay into a double yellow line. Also, convert the existing single yellow line on the opposite side into a double yellow line to prevent cars from parking on both sides of the road. This is to create more formal parking for people visiting shops and other businesses situated on Waterhouse Lane since there is shortage of parking.

This proposal is shown in drawing 18038.

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 charge points 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 Surrey County Council Enforcement Team. 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
