

Reigate & Banstead parking review 2022: Decisions report

A document explaining our final decisions on proposed new parking controls and restrictions, following formal advertisement and public feedback

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Introduction

This document sets out our final decisions about which new parking controls and restrictions should go ahead, with or without changes, as part of our Reigate & Banstead parking review 2022.

We formally advertised our intention to introduce the proposed new parking controls and restrictions by way of a notice published in the Surrey Advertiser on 3 November 2022. There then followed a period, which ended on 6 December 2022, during which people could comment on or object to any of the proposals. To help raise awareness of the proposals, in addition to the press notice, we also put up notices on street light columns and sign posts near where the new restrictions were proposed, and notified people most directly affected by post. We published copies of the proposal documents on our website, where there was also an online form for people to use to let us have their views.

This report lists all the proposals and presents a summary of the type and number of comments received, our responses where appropriate, and the final decisions and reasons for them for each one. It does not contain a transcript of each objection made, but, as required by the regulations, each and every comment and objection was read and considered before any final decisions were made.

Only themes considered relevant to the proposals have been mentioned in this summary report. People often raise highway issues that are not part of these proposals, such as:

- Resurfacing, potholes, and highway maintenance
- Additional new or modified parking controls
- Creation of additional parking spaces in place of grassed areas or verges
- Speed limits and enforcement, traffic calming, road safety and road layouts
- Off street car parks
- Planning issues

These are beyond the scope of the parking review and therefore such queries have not been addressed in this analysis. For further information and guidance, please see Annex 1 at the bottom of this document.

Having advertised our intention to introduce the parking proposals, the regulations allow us to make minor modifications to them before their introduction without the need for further advertisement. Of course, we can also cancel a proposal entirely.

At locations where no objections or comments were received there is no analysis and the proposals will - unless otherwise stated - be introduced 'as advertised' i.e. without any changes from the advertised proposal. Where changes have been made, there will usually be a revised drawing in addition to the written description.

These decisions are now final and there is no appeal stage, although customers can ask us to reconsider any parking controls, whether old or new, at any time as part of the next parking review in the area.

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.

Breakdown of types of feedback received

Objections: 1

Other comments: 2

Support: 0

Analysis

There is clearly not a strong opposition among the residents and providing a passing place will help the flow of traffic in general. The issues raised in these comments regarding the speeding, inconsiderate driving, road layout and influx of traffic is beyond parking team's jurisdiction, although the new passing place could help reduce speeds as drivers will not have to try and rush past such a long row of parked cars and this will also improve the sightlines for vehicles joining Avenue Road from Cheviot Close with no vehicles parked opposite the junction.

Final decision

Go ahead as advertised.

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.

Breakdown of types of feedback received

Objections: 1

Other comments: 1

Support: 0

Analysis

Extend the double yellow lines to the north of the junction as that is in the direction that the traffic comes from (quite fast) so should improve sightlines but do not extend to the south, as there is no need as per the comments received from the residents. There is also a request to introduce double yellow lines on the eastern side of Brighton Road between junction with Lyme Regis Road and Chipstead Road in one of the comments which we can consider in future but there is clearly not enough demand to do anything at this stage among the residents.

Final decision

Proceed with the changes.

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.

Breakdown of types of feedback received

Objections: 1

Other comments: 1

Support: 2

Analysis

There is substantial support among the residents for this proposal; the first support entry is asking for double yellow lines to be introduced on both sides of Chipstead Road which can only be considered in future if the current proposal doesn't resolve the issue, second support entry is asking for double yellow lines not to go in front of their drive on the north of Chipstead Road, but to encourage people to park on one side of the road this is absolutely necessary. The other two entries (1 objection, 1 Other Comments) are made by residents who are under the impression that the double yellow lines are going up to 26 Chipstead Road which is incorrect as the markings are stopping near the drain/gully on Chipstead Road and actually going o/s number 26 Wellesford Close stopping just before the drive of 26.

Final decision

Go ahead as advertised.

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.

Breakdown of types of feedback received

Objections: 41

Other comments: 6

Support: 6

Analysis

The large number of objections suggests that the occasional football/event parking over the weekend is not a major concern for most residents and that they are not in favour of our proposal to introduce double yellow lines scattered around the entire length. Therefore, it wouldn't be fair to introduce the proposed parking restrictions on these three residential streets when the majority of the neighbourhood is against the idea. We will, however, install a small length of DYL between the existing double yellow lines on the Garratts Lane junction up to the boundary of 1A and 1 on the eastern side of Garrard Road, to stop motorists from parking on the verge as suggested by some residents in their comments. We

have considered these robust restrictions due to the fact that most residents have off-street parking, and they don't need to park on the street. Also, there were complaints about football and school event parking which clearly don't seem to impact the whole neighbourhood and it has been made very clear that this is not a regular occurrence in the comments.

Final decision

Proceed with major changes.

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.

Final decision

No feedback received so go ahead as advertised.

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.

Final decision

No feedback received so go ahead as advertised.

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.

Breakdown of types of feedback received

Objections: 7

Other comments: 0

Support: 3

Analysis

There has been mixed reaction to this proposal, and it has been noticed that the residents living towards the north of Park Road are in favour of double yellow lines outside their homes, whereas the residents living towards the south are against it. Most objections are related to the lack of off-street parking or not enough in some cases for some properties towards the southern end and how some residents rely heavily on the limited on-street parking available outside their homes for carers, guests etc. and also, regarding the increase in the speed of traffic if there are no cars parked on the whole stretch of a straight

road. Therefore, giving due consideration to all the comments, we have decided to install double yellow lines on the eastern side of Park Road up to the drive of 14 Park Road and on the western side up to the southern boundary of 3 Wilmott cottages only. This will cease obstructive parking in the northern section where the raised kerbs are relatively shorter compared to down south and still allow the residents to park in the southern section.

Final decision

Proceed with changes.

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.

Final decision

No feedback received so go ahead as advertised.

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.

Final decision

No feedback received so go ahead as advertised.

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.

Breakdown of types of feedback received

Objections: 6

Other comments: 0

Support: 1

Analysis

There is a strong opposition to this proposal based on the number of objections compared to the support, but some objections are from the properties situated on the bend where dangerous parking is taking place on a hill slope pushing vehicles including regular bus service to the middle of the road and hindering the flow of traffic. Some of them have acknowledged the issue of parking on the bend but have objected because this will stop them from parking outside their homes despite having access to off-street parking. We have decided to reduce the length of the double yellow lines to go only on both sides around the bend on Chipstead Way up to the drive of 257 on the north and up to the Court Hill junction on the south. We also think it's essential to install double yellow lines on Pine Walk junction (inc. the green island) and opposite to keep the junction clear from the displaced cars from

the bend. So, the double yellow lines will be installed all around the junction up to the existing yellow lines on the northeast including the bus stop to ensure no one parks there, and opposite the junction with Pine Walk o/s 256-260. This is the best compromise after reviewing the objections but still making sure the bend and the junction is kept clear from obstructive parking at all times to ensure road safety.

Final decision

Proceed with changes.

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.

Final decision

No feedback received so go ahead as advertised.

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.

Breakdown of types of feedback received

Objections: 1

Other comments: 0

Support: 0

Analysis

There is only objection, which is actually asking for double yellow lines to be extended up to the nearest Kingscroft Road junction, but we cannot make changes at this stage. So, this request has been added to the next parking review and we will see if there are any complaints regarding the displacement and enough demand for this.

Final decision

Go ahead as advertised.

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.

Final decision

No feedback received so go ahead as advertised.

Horley Road / Wimborne Avenue / Hanworth Road / Tollgate 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.

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.

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.

Breakdown of types of feedback received

Objections: 14

Other comments: 1

Support: 6

Analysis

We would suggest proceeding with changes as follows- Extend the double yellow lines from Wimborne Avenue junction across the front of the petrol station as far as in line with the boundary of 21A and 23 to stop commuter parking on the pavement in front of the garage, and install double yellow lines from the southern end of the bus stop outside number 53 as far as the ones at the junction with Prince Albert Square, as the carriageway narrows down here and it would also stop vehicles parking on the pavement behind the zig zag markings at the pedestrian crossing, which was one of the problems that was reported constantly. Also, go ahead with the proposal on the west side by the Hanworth Road junction and Tollgate Avenue. We are aware that the number of objections are significantly higher compared to the support for this scheme, but it is essential to install double yellow lines outside the garage where cars parked on the pavement are obstructing the sightlines for vehicles coming in and out of the garage and also to keep the pavement clear for cyclists as well pedestrians with and without child buggies. We generally don't condone pavement parking but considering large number of objections we have reduced the double yellow lines leaving the parts unrestricted where the road and pavement is wide enough to allow parking. Also, large number of people were concerned that the installation of double yellow lines will stop them or their visitors being able to drop off or pick up someone from outside their homes which is incorrect as they will still be allowed to pick up or drop off passengers on double yellow lines as per the highway code. Some objections raised concerns regarding the lack of disabled parking, so we have sent them a letter along with the

disabled bay application form and we will consider installing disabled bays for them if they meet the criteria. It should also be noted that blue badge holders are permitted to park on double yellow lines for up to three hours whether they are a resident or a visitor as long as it's a safe place to park.

Final decision

Proceed with changes.

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.

Final decision

No feedback received so go ahead as advertised.

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.

Breakdown of types of feedback received

Objections: 0

Other comments: 0

Support: 1

Final decision

No objections received so go ahead as advertised.

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 to improve road safety and sightlines for drivers and provide passing places to improve traffic flow. This proposal is shown in drawing 18172.

Breakdown of types of feedback received

Objections: 0

Other comments: 7

Support: 3

Analysis

Most comments have acknowledged the problem and support the idea in principle but have stressed that more should be done apart from this. A lot of the requests made in these comments have very less to do with parking team, for example, we cannot make decisions on the matters of speed limit, bollards around the green etc. A few residents have highlighted the need for better enforcement which has been duly noted and it will be raised with the enforcement team once the existing markings are refreshed and the new restrictions are implemented on the ground. Some residents have also requested that the double yellow lines on the junction of New North Road should be reduced, but these markings are going up to the nearest drive on the north side as parked cars will obstruct sightlines for the vehicles coming out of this drive which is not ideal. Also, some residents have pressed the need for access protection markings and they were sent a letter explaining the process and the costs it would incur. So, we will go ahead as planned with this proposal as every resident has supported the idea to a certain extent and also,

because we consider this proposal to be essential to improve the traffic flow and road safety.

Final decision

Proceed as advertised.

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.

Breakdown of types of feedback received

Objections: 18

Other comments: 0

Support: 1

Analysis

This proposal was produced by Safer Travel team who were concerned about the road safety outside school and specially to stop people from parking too close to the school crossing. Considering the large number of objections which are primarily related to the extension of double yellow lines on Allingham Road, we have decided to drop the plans to extend double yellow lines on Allingham Road, but we will still go ahead with the extension of the double yellow lines round the corner in Sandcross Lane to stop parking where the school crossing is, Also, to stop the cars from parking between the bus stop and existing double yellow lines as this forces the buses and other vehicles to the middle of the road which puts the pedestrians crossing the road near the school crossing at risk.

Final decision

Proceed with changes.

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.

Final decision

No objections received so go ahead as advertised.

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.

Breakdown of types of feedback received

Objections: 9

Other comments: 1

Support: 0

Analysis

We have decided to go ahead with the double yellow lines at the junction of Hillford Place and the ones on the either side of the entrance to the new development but drop the double yellow lines going in front of numbers 9-12 based on the large number of objections. We will observe the flow of traffic and parking practices in the coming months and if this causes an obstruction to the pedestrians or cause major issues outside the school, we will consider extending the double yellow lines in future.

Final decision

Proceed with changes

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.

Breakdown of types of feedback received

Objections:

Other comments: 1

Support: 0

Analysis

There are no objections, but one comment to install new controls in a nearby road which cannot be done at this stage and has got nothing to do with this proposal.

Final decision

No objections received so go ahead as advertised.

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.

Breakdown of types of feedback received

Objections: 2

Other comments: 1

Support: 3

Analysis

There are two objections from the same household who are concerned about parking for their visitors while they have access to a drive for a minimum of two cars, and although it is unfortunate that they will not be able to park outside their home, they have also highlighted the issue with dangerous parking in their comment along with many others which manifests the need to proceed with this proposal. The one other comment is asking for this to be extended further which cannot be done at this stage but can be considered in future if there is enough support and need for it. Other three support comes from three other properties who have acknowledged the issue and supported the proposal.

Final decision

Proceed as advertised.

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.

Breakdown of types of feedback received

Objections: 2

Other comments: 0

Support: 6

Analysis

There is plenty of support for these proposals and the two objections are from properties who will be directly affected by this proposal. Junction of Brookfield Drive with Newman Road leads to a bend and cars parked right on the junction obstructs the sightlines for vehicles getting in and out of this junction where no parking should take place as per Highway Code. The lines have been further extended to cover the bend and area opposite the layby as this would become the hotspot for displaced cars. On the junction with Meadow Way, again cars are parking too close to the junction and often on both sides right at the junction causing sightline issues for the car getting in and out of the junction and moving traffic to the wrong side of the road while approaching a very busy junction.

Final decision

Proceed as advertised.

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.

Breakdown of types of feedback received

Objections: 3

Other comments: 4

Support: 9

Analysis

This proposal was initiated to deal with commuter/holiday parking as these cars are often parked on this street for a number of days and to deal with this a single yellow line restriction operational for a minimum of 2 hours during Mon-Fri was proposed. There are mixed responses for this proposal with majority of people supporting the idea but asking for some other measures or extension to the number of days during the week that cannot be done at this stage. All objections are from properties with no off-street parking concerned about parking during the operational two hours in the morning. Bearing in mind the number of objections and other comments seeking alternate parking during the restricted hours, we

have decided to leave gaps between the existing restrictions and proposed new restrictions on two straight bits of the road and leave them unrestricted. The single yellow line will stop just before the entrance (near 35-36) to the garages round the back leaving a gap of 6-7 cars outside 37-44 and similarly, there will be a gap between the single yellow lines near the entrance (near 9-10) to the garages outside number 11-14 for 4 cars. This will leave a part of road unrestricted available for properties with no access to garages or off-street parking.

Final decision

Proceed as advertised.

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.

Breakdown of types of feedback received

Objections: 12

Other comments: 1

Support: 0

Analysis

Due to the large number of objections and after considering all the comments received during the consultation, we have decided not to proceed with this proposal at this stage as we believe these restrictions will reduce parking, but at the same time cause displacement to the neighbouring streets. We were asked by many residents to remove the green area in the middle to create parking spaces, but this area is private and not managed by us, so since we wouldn't be able to create any extra parking, we have decided not to proceed.

Final decision

Do not proceed.

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.

Breakdown of types of feedback received

Objections: 0

Other comments: 0

Support: 4

Final decision

No objections received so go ahead as advertised.

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.

Final decision

No objections received so go ahead as advertised.

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.

Final decision

No objections received so go ahead as advertised.

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.

Breakdown of types of feedback received

Objections: 0

Other comments: 1

Support: 0

Analysis

There are no objections, but one comment concerning the location of the bay and its close proximity to the nearest junction. However, there is still plenty of space between the junction of Russells Cr. and where the EV bay will be installed which can be used as a passing place and also, EV bays will not necessarily be occupied during the morning rush every day.

Final decision

Proceed as advertised.

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.

Breakdown of types of feedback received

Objections: 4

Other comments: 1

Support: 4

Analysis

Rule 243 of the Highway Code says not to park opposite or within 10 metres of a junction, so the restrictions are being installed where people should not park anyway, and these new markings will not make much difference to the rest of the road as a whole as they are only going on one junction, not all along the road.

Final decision

Proceed as advertised.

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.

Final decision

No objections received so go ahead as advertised.

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.

Final decision

No objections received so go ahead as advertised.

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.

Breakdown of types of feedback received

Objections: 0

Other comments: 1

Support: 2

Analysis

There are no objections for this proposal and 1 other comment also supports the proposal but explains how parked cars causes obstruction for buses.

Final decision

Proceed as advertised.

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.

Final decision

No objections received so go ahead as advertised.

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.

Breakdown of types of feedback received

Objections: 0

Other comments: 1

Support: 1

Analysis

There are no objections for this proposal and 1 other comment also supports the proposal but explains how cars park near this junction and cause obstruction.

Final decision

No objections received so go ahead as advertised.

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.

Breakdown of types of feedback received

Objections: 3

Other comments: 1

Support: 0

Analysis

There are three objections concerning the shortage of parking on the road and claiming this issue is only during the school pick up and drop off times. However, no one should be parking on a section of road which should be used to give way to oncoming traffic as even cars parked for a certain number of hours force the vehicles to the wrong side of the road and leaves no space for the oncoming cars who have priority to pass through. However, considering the number of objections we have decided to reduce the length of the double yellow line so it doesn't go in front of residential properties, so the double yellow line will only go up to the southern boundary of number 120. Please note the other comment supports the original proposal and asks for the line to be extended further.

Final decision

Proceed with changes.

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.

Breakdown of types of feedback received

Objections: 2

Other comments: 1

Support: 1

Analysis

These proposals are to provide extra passing places scattered around 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.

Final decision

Proceed as advertised.

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.

Breakdown of types of feedback received

Objections: 7

Other comments: 3

Support: 0

Analysis

All the objections and other comments suggest that the obstructive parking was a temporary issue and has been resolved completely and therefore, there is no need for such robust parking restrictions to be imposed on this road.

Final decision

Do not proceed.

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.

Final decision

No objections received so go ahead as advertised.

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.

Breakdown of types of feedback received

Objections: 0

Other comments: 0

Support: 2

Final decision

No objections received so go ahead as advertised.

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.

Breakdown of types of feedback received

Objections: 3

Other comments: 1

Support: 1

Analysis

There are 3 objections in total (3 from the same household which is considered as 1, and 2 others), 1 other comments (2 from same household, so considered as 1) and 1 support for this scheme. Most objections are from properties adjacent to the proposed restrictions who will not be able to park on a wide pavement which is being used for illegal parking because of the lack of a dropped kerb. This area needs to be left clear to provide sightlines for pedestrians to access a new pedestrian crossing being built on both sides of Worsted Green. We have, however decided to reduce the length of double yellow lines to the minimum of 10m on the southern junction of Worsted Green with Bletchingley Road by reducing the length on the west. We have also decided to reduce the double yellow line on the western side of the existing disabled bay to allow another vehicle to park between the bay and the proposed double yellow lines going across the concrete pavement.

Final decision

Proceed with changes.

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.

Breakdown of types of feedback received

Objections: 1

Other comments: 1

Support: 0

Analysis

Both objection and other comment are not against the idea of the disabled bay or double yellow line but are asking for removal of kerb and the grass verges to create more parking, something that is not within the remit of the parking team.

Final decision

Proceed as advertised.

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.

Breakdown of types of feedback received

Objections: 3

Other comments: 0

Support: 0

Analysis

The proposed single yellow line will only be operational during the school pick up and drop off hours to prevent cars from parking on both sides of the road and also, so that the

pavement outside the school is left clear for pedestrians. This is because when vehicles park partially on the kerb on this side of the road it forces the pedestrians to the middle of the road. Also, there would still be a section of the road opposite these new markings available for parking for the rest of the day. All three objections are from the residents living opposite the school who are unhappy with the influx of cars and traffic because of the school, which is unfortunate, but it is vital to keep at least one side of the road clear from parked cars during the school rush hours for the benefit of pedestrians as well as moving traffic being a bend and so, we will go ahead as advertised.

Final decision

Proceed as advertised.

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.

Breakdown of types of feedback received

Objections: 2

Other comments: 0

Support: 0

Analysis

Based on the 2 objections we have received, we have decided to reduce the double yellow lines on the junction to the minimum prescribed length of 10m of no parking on the junction, by reducing them on the western side to a minimum of 10m, while the lines on the eastern side were already proposed to end at 10m distance. Rule 243 of the Highway Code says not to park opposite or within 10 metres of a junction, so the restrictions are being installed where people should not park anyway, and we are only implementing these restrictions on junctions. Also, because this area needs to be left clear to provide sightlines for pedestrians to access a new pedestrian crossing being built on both sides of Taynton Drive. The lines on the southern bend of Taynton Drive will go ahead as advertised as no one should be parking on a bend.

Final decision

Proceed with changes.

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.

Breakdown of types of feedback received

Objections: 3

Other comments: 1

Support: 0

Analysis

There are 3 objections (3 from same household, so considered as 1 and two other) and 1 other comments. Based on the objections, we have received we have decided to reduce the double yellow lines on the junction to the minimum prescribed length of 10m of no parking on the junction. Rule 243 of the Highway Code says not to park opposite or within 10 metres of a junction, so the restrictions are being installed where people should not park anyway, and we are only implementing these restrictions on junctions.

Final decision

Proceed with changes.

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.

Breakdown of types of feedback received

Objections: 4

Other comments: 0

Support: 0

Analysis

These restrictions are only going around the bends to prevent vehicles from parking on both sides of the bend as it forces the moving traffic to the middle of the road and on a small stretch of straight bit o/s 37-39 where parking is taking place partially on the pavement as well as the opposite side and therefore forcing the pedestrians as well as prams to the middle of the road. So, to prevent obstructive parking on the pavement and parking on the bends, we have decided to go ahead as advertised to improve the flow of traffic and safety

Final decision

Proceed as advertised.

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.

Final decision

No objections received so go ahead as advertised.

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.

Final decision

No objections received so go ahead as advertised.

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.

Breakdown of types of feedback received

Objections: 1

Other comments: 0

Support: 0

Analysis

Based on the information provided in the objection, we have decided to reduce the length of the double yellow line to the minimum prescribed length of 10m of no parking on the junction. Rule 243 of the Highway Code says not to park opposite or within 10 metres of a junction, so the restrictions are being installed where people should not park anyway, and we are only implementing these restrictions on junctions.

Final decision

Proceed with changes.

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.

Breakdown of types of feedback received

Objections: 3

Other comments: 3

Support: 3

Analysis

All three objections are not against the actual proposal. First objection is concerning shrubbery outside a property blocking the sightlines for pedestrians, second objection is related to an unrestricted area which cannot be included at this stage and third objection is related to displacement which we will assess in the coming reviews if it becomes a major issue as there is still plenty of parking available on this road on the unrestricted areas away

from the bend. All three other comments have acknowledged the issue and are demanding more to be done or matters beyond our authority. Evaluating all the comments and considering that we are only encouraging motorists to park safely by parking away from the bend and only on one side of the road, we have decided to go ahead with this proposal as advertised.

Final decision

Proceed as advertised.

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.

Breakdown of types of feedback received

Objections: 0

Other comments: 2

Support: 3

Analysis

There was a typographical error in the description for this proposal in the statement of reason as the double yellow lines should start from the western boundary of number 12 (not 10) up to the eastern boundary of number 14 (not 12) which has been highlighted in both the other comments, but there are actually no objections against this proposal, so we will go ahead as advertised.

Final decision

Proceed as advertised.

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.

Final decision

No objections received so go ahead as advertised.

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.

Breakdown of types of feedback received

Objections: 6

Other comments: 1

Support: 0

Analysis

Based on the feedback we have received, it has been noticed that the issue was related to a tenant who was running business from a property he rented, but they have since moved out and the issue has been resolved. Therefore, we have decided not to go ahead with this proposal.

Final decision

Do not proceed.

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.

Breakdown of types of feedback received

Objections: 2

Other comments: 5

Support: 2

Analysis

There are only two comments classified as objections in regard to this proposal and the number is comparatively low when compared to the number of properties consulted. The two objections have also acknowledged the problem but are not happy with the restriction going on the side where there are fewer properties. The restriction has been proposed to prevent parking all across the western side of the road (with fewer properties) because if the cars were allowed to park on this side, they will obstruct the cars getting in/out of the drives situated on the opposite side. Also, parked cars on the west side will leave no passing places, whereas the dropped kerbs on the eastern side can be used by vehicles to give way to oncoming traffic. Some other comments have expressed concerns regarding the lack of enforcement which have been duly noted and will be passed on to the enforcement team once the lining work is completed. Some have suggested camera enforcement to prevent parents from dropping off their children or introducing permit schemes which is not what we are proposing at the moment and cannot be added to the proposal at this stage. Some residents have also raised concerns regarding the displacement to some neighbouring streets like The Brindles, Picquets Way (cul de sac) which have been added to the next parking review and we will assess the impact if there is any in the coming review. Please be advised that people can still stop to pick and drop on double yellow lines, so school drop off would still permissible. After considering all the comments and the need for parking controls, we have decided to go ahead with this proposal.

Final decision

Proceed as advertised.

Warren Road

Convert 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.

Breakdown of types of feedback received

Objections: 1

Other comments: 0

Support: 0

Analysis

There is one objection, but it can be overruled since we are not installing any new disabled parking bays, but only converting the existing advisory disabled bays into enforceable disabled parking since we have had complaints about it being abused by non-blue badge users. The bays are already installed on the ground and although they were installed on the request of St Paul's Church, but they remain available to any blue badge holder whether they are visiting the church or are a local resident or any other business.

Final decision

Proceed as advertised.

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.

Final decision

No objections received so go ahead as advertised.

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.

Breakdown of types of feedback received

Objections: 1

Other comments: 0

Support: 0

Analysis

The objection is regarding the removal of parking bay from outside number 53 which is being removed as it's causing sightlines issues for the drivers of vehicles coming out of the property and Nork Gardens. The parking bay in question is not long enough for modern cars and was installed when the length of vehicles was comparatively smaller. Now with the large vans and 4x4's being parked in this bay, the vehicle coming out of the Nork Gardens and the drive adjacent to it are struggling to see the traffic coming from the right. There is still plenty of parking on this road and many of these limited bays further down the road are often empty and therefore, they can be utilized, and this will not have any impact on the local business. Therefore, we have decided to overrule this objection and go ahead as advertised.

Final decision

Go ahead as advertised.

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. This proposal is shown in drawing 18004.

Breakdown of types of feedback received

Objections: 2

Other comments: 0

Support: 0

Analysis

There are two objections, one concerned about the impact on resident's parking, the other concerned about the loss of spaces for shoppers. However, the EV bay will provide a charging facility to the residents living in the flats as well as visitors to the businesses in the

area who have access to EVs, and the bays will still be available to all other residents after 6pm for overnight parking as usual. Also, the chargers installed will be super chargers and would be a paid service, so there is a very little chance of them being mis-used by EV users as they will have to pay to park there or will be at the risk of receiving a penalty notice.

Final decision

Proceed as advertised.

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.

Final decision

No objections received so go ahead as advertised.

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.

Final decision

No objections received so go ahead as advertised.

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.

Final decision

No objections received so go ahead as advertised.

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.

Breakdown of types of feedback received

Objections: 0

Other comments: 0

Support: 2

Final decision

No objections received so go ahead as advertised.

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.

Final decision

No objections received so go ahead as advertised.

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.

Final decision

No objections received so go ahead as advertised.

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.

Breakdown of types of feedback received

Objections: 3

Other comments: 0

Support: 3

Analysis

There are mixed reactions for this proposal. There are 2 objections from same household (considered as 1) and two other objections from a neighbouring street who will not be directly affected by this new restriction. The first objection is not against this restriction but is asking for a one-way street system to be applied on this road and a few other neighbouring streets. The other three objections are also in favour that no one should park where these restrictions are being implemented but feel there is no need to install double yellow lines there as it doesn't occur or at least not frequently. There are also three support entries for this location. We are installing these new restrictions to prevent parking on the verge on the west as it narrows the road down and impedes the traffic flow especially for refuse lorries and emergency vehicles. This may not be happening for the whole day, but there have been complaints about vehicles being parked here during school pick up or overnight and the same was seen during the site assessment, and as this is a place where no one should ideally park, we will proceed with this proposal as advertised.

Final decision

Proceed as advertised.

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.

Breakdown of types of feedback received

Objections: 3

Other comments: 0

Support: 2

Analysis

Rule 243 of the Highway Code says not to park opposite or within 10 metres of a junction, so the restrictions are being installed where people should not park anyway, and we are only implementing these restrictions on junctions.

Final decision

Proceed as advertised.

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.

Breakdown of types of feedback received

Objections: 1

Other comments: 0

Support: 0

Analysis

The objection is not related to this location, but regarding a matter which has nothing to do with this proposal.

Final decision

Proceed as advertised.

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.

Final decision

No objections received so go ahead as advertised.

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.

Breakdown of types of feedback received

Objections: 1

Other comments: 0

Support: 4

Analysis

Rule 243 of the Highway Code says not to park opposite or within 10 metres of a junction, so the restrictions are being installed where people should not park anyway, and we are only implementing these restrictions on the junctions.

Final decision

Proceed as advertised.

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.

Final decision

No objections received so go ahead as advertised.

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.

Breakdown of types of feedback received

Objections: 1

Other comments: 3

Support: 1

Analysis

All three other comments have acknowledged the issue with obstructive parking on pavements and support the proposal in principle but are requesting more should be done like installation of bollards or that enforcement can be improved. The only objection made in relation to a local taxi business who again acknowledges the problem but is under the impression that they will not be allowed to pick or drop passenger if this goes ahead, however this is not the case, and the objection has been withdrawn. With the proposed 'no loading at any time' restriction, anyone will still be allowed to stop while passengers board or alight. No loading at any time will, however, stop motorists from parking on the pavement and continually blocking the roundabout and accesses situated in the area.

Final decision

Proceed as advertised

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.

Breakdown of types of feedback received

Objections: 17

Other comments: 2

Support: 1

Analysis

There are large number of objections from the residents who very likely park on the pavement as they have nowhere else to park. Considering the large number of objections and information provided in these objections, we have decided to extend the double yellow line only up to (and through the back of) the bus stop. Double yellow lines were approved up to the bus stop in the last review which have not been fully installed on the ground yet, but we will extend them to cover the whole back of the bus cage in this review, to stop people from parking where passengers are supposed to wait/queue for the bus. The rest of the proposed double yellow line restriction has been agreed to be dropped at this stage.

Final decision

Proceed with changes.

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.

Breakdown of types of feedback received

Objections: 4

Other comments: 1

Support: 2

Analysis

There were concerns raised in some of the objections regarding the eligibility of the residents in questions in regard to disabled parking bays, based on which we have carried out an investigation and established that all three residents meet the criteria for a disabled bay. There are 4 objections, 1 other comment and 2 support entries (4 supports in total, but 3 from the same household which will be considered as 1) for this proposal. We have considered all the objections/comments and have ensured all the disabled residents meet the criteria for a disabled badge, so we will proceed with the proposal as we must prioritise parking for disabled residents. All the objections have acknowledged there is a shortage of parking on the road, which manifests the need for disabled parking for disabled residents. Also, the disabled bays already exist on the ground and unfortunately, we will have to reduce one cars length space from the available parking to make the disabled bays 6.6m wide (each) so that they meet the prescribed length suggested by Department for Transport in order to make them legally enforceable. These disabled bays remain available to any disabled person whether it's a resident who lives on this street or a visitor as long as they have a valid blue badge. Also, if there is a vehicle parked in these bays without displaying a valid blue badge, it can be ticketed even if it belongs to the adjacent property, so no one should be able to abuse the bay.

Final decision

Proceed as advertised.

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.

Breakdown of types of feedback received

Objections: 1

Other comments: 0

Support: 1

Analysis

The one objection is not against the proposal but raises concerns regarding a temporary building work being carried out which should be completed by the time these restrictions get installed on the ground. Also, the double yellow lines are being proposed to allow parking on one side of Claremont Road and stop obstructive parking in Ranmore close being a narrow road.

Final decision

Proceed as advertised.

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, amend the 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 involves 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.

Breakdown of types of feedback received

Objections: 0

Other comments: 1

Support: 1

Analysis

There are no objections and one other comment raising concerns about displacement and increase in speed of the traffic when there will be no parking. The restriction is proposed to keep the entrance and area opposite to the school clear to provide access for buses at all times. The area where double yellow lines is being installed is not very popular with evening parking as most properties on this road have off-street parking and there is a layby just across the road. However, this section of Carlton Road often gets abused by school traffic during the general pick and drop hours which hinders the access for school buses trying to get in and out of the school. No waiting at any time restrictions will stop cars from parking opposite the entrance to the school and layby and will provide clear sightlines for vehicles as well as pedestrians crossing the road. We will keep an eye on the displacement and necessary measures will be considered in future.

Final decision

Proceed with changes.

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.

Final decision

No objections received so go ahead as advertised.

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.

Final decision

No objections received so go ahead as advertised.

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.

Breakdown of types of feedback received

Objections: 1

Other comments: 0

Support: 0

Analysis

The one objection is related to loading and unloading for the local business which will still be allowed as vehicles are allowed to load and unload on double yellow line restrictions. Therefore, the objection can be overruled and we will proceed as advertised.

Final decision

Proceed as advertised.

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.

Breakdown of types of feedback received

Objections: 0

Other comments: 0

Support: 2

Final decision

No objections received so go ahead as advertised.

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.

Final decision

No objections received so go ahead as advertised.

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.

Breakdown of types of feedback received

Objections: 1

Other comments: 0

Support: 0

Analysis

The one objection is supporting the proposal in principle but raises concerns regarding the duration of 4 hours instead of 1 hour parking permissible in other parking bays on Church Street. The EV bays are provided for electric vehicles to charge and will only be accessed by vehicles for charging their cars. They will also have to pay additional fee to charge their cars and will only be allowed to park here during the operational hours while their vehicle is being charged. Any vehicles parked in the bay without a charger plugged in will be at the risk of receiving a penalty notice and therefore, there is less chance of these bays being abused by long term parking, they will have to pay for long duration if they park for long duration. Therefore, based on the information given above, we will proceed with the proposal as advertised.

Final decision

Proceed as advertised.

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.

Final decision

No objections received so go ahead as advertised.

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 18103 & 18085.

Final decision

No objections received so go ahead as advertised.

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.

Breakdown of types of feedback received

Objections: 13

Other comments: 0

Support: 0

Analysis

Considering the large number of objections, we have decided not to proceed with the double yellow lines on the junction with Warren Road, however we will proceed with the double yellow lines on the turning circle at the southern end and to prevent vehicles from parking outside number 4 situated opposite the entrance to the nursery. This will only result in one less parking space, outside 2-4, where parked vehicles obstruct vehicles from turning around and the vehicles exiting the nursery car park. There is no other raised kerb in this turning circle, so there is nowhere else to park. Therefore, we will proceed with the proposal with some changes.

Final decision

Proceed with changes.

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.

Breakdown of types of feedback received

Objections: 4

Other comments: 2

Support: 6

Analysis

There are 3 objections regarding this proposal while the 4th objection is actually asking for longer hours of operation which cannot be considered at this stage. The two other comments are also in support of the proposal, but both are asking for operational hours to be extended to all 7 days and much longer hours which cannot be considered at this stage. Therefore, considering the nature of all the comments, we have concluded that there is a significant support for this proposal, and so, we have decided to go ahead with this scheme as advertised. The objections have been considered, but clearly there is more support than opposition for this and with its close proximity to the high street, a permit holder only scheme operational only for two hours a day isn't suitable for this street.

Final decision

Proceed as advertised.

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.

Final decision

No objections received so go ahead as advertised.

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.

Final decision

No objections received so go ahead as advertised.

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.

Final decision

No objections received so go ahead as advertised.

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.

Breakdown of types of feedback received

Objections: 1

Other comments: 0

Support: 0

Analysis

There is one objection from the property that will be directly affected by these new restrictions as the double yellow lines are going outside their property, but unfortunately to resolve the issue with obstructive parking, and encourage people to park on one side of the road and maintain sightlines for the vehicles approaching junction, we have decided to proceed with this proposal.

Final decision

Proceed as advertised.

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.

Final decision

No objections received so go ahead as advertised.

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.

Breakdown of types of feedback received

Objections: 0

Other comments: 0

Support: 1

Final decision

No objections received so go ahead as advertised.

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.

Final decision

No objections received so go ahead as advertised.

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.

Final decision

No objections received so go ahead as advertised.

END
