

# Reigate & Banstead parking review 2020: Statement of reasons

A document explaining our parking proposals and reasons for introducing them which

This document sets out our proposals for new parking controls and restrictions across the district as part of our Reigate & Banstead parking review 2020. 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 15 January 2021.



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# Banstead, Woodmansterne & Chipstead division proposals

The county councillor for this division is [Mr Ken Gulati](#).

## Banstead

### Chipstead Road

Introduce double yellow lines on the junction at the entrance to Chipstead Road, up to the letter box on the northern side and the start of the dropped kerb in front of the garage for number 2 on the southern side, in order to keep the junction clear of parked cars and so improve sightlines for drivers and road safety. This proposal is shown in drawing 8.

### Court Road

Introduce double yellow lines in front of numbers 4-14, between the double yellow lines on the junction with Courtlands Crescent and the School Keep Clear marking in order to stop obstructive parking and so improve traffic flow. This proposal is shown in drawing 10.

### High Street

Remove a short section of the parking bay on the northern side outside number 105 and replace it with double yellow lines in order to accommodate the new pavement build out. Introduce a goods vehicle loading bay in place of the current taxi rank outside Waitrose on Banstead High Street and a prohibition of loading at any time in front of the new assisted crossing point outside 98-100 in Banstead High Street. This proposal is shown in drawing 76.

### Mellow Close

Reduce the length of the double yellow lines at the entrance to the road so they stop in line with the boundary of 1 and 2A Mellow Close on both sides. This is just a change to the traffic regulation order to make it match what is on the ground. This proposal is shown in drawing 12.

### North Acre

Extend double yellow lines in front of number 55 so they also go across the front of number 56, in order to improve traffic flow. This proposal is shown in drawing 9.

### The Oval

Introduce double yellow lines on both sides of the bend alongside the front garden of number 54 in order to improve sightlines for drivers and access for larger vehicles. This proposal is shown in drawing 11.

### Wilmot Way

Change the single yellow to double yellows outside numbers 2 to 10, in order to improve traffic flow and access, especially for larger vehicles. This proposal is shown in drawing 10.

## Chipstead

### Chipstead Way

Introduce double yellow lines on both sides of the junction at the entrance to Chipstead Way and extending on both sides up to in line with the eastern boundary of number 264

and so improve sightlines for drivers, road safety and traffic flow. This proposal is shown in drawing 15.

### **High Road**

Extend the double yellow lines opposite the entrance to Starrock Lane southwards to the boundary of The Lindens and The Old Coach House in order to improve traffic flow and access for larger vehicles. This proposal is shown in drawing 17.

### **Hazelwood Lane**

Introduce double yellow lines on both sides of the road from the junction with Outwood Lane to a point in line with the rear building line of the house called Hilbre, and on the northern side of the road (along the side of 22 Stagbury Avenue) from a point in line with the northwestern building line of the house called Tremont up to the junction with Stagbury Avenue, in order to improve traffic flow, sightlines for drivers and road safety. This proposal is shown in drawing 16.

### **Stagbury Avenue**

Change the times of operation of the single yellow line from the junction with Hazelwood Lane along the northwestern side in front of numbers 22-31, round to the junction with Outwood Lane along the southwestern side, and along the side of number 31 and Crosswinds, to Monday to Friday, 10-11am. This is just a change to the traffic regulation order to make it match what is on the ground. This proposal is shown in drawing 16.

### **Upper Pines / Pine Walk**

Introduce double yellow lines on both sides of Upper Pines at its southern junction with Pine Walk in order to improve sightlines for drivers and road safety. This proposal is shown in drawing 15.

### **Woodmansterne**

#### **Carshalton Road**

Introduce double yellow lines on both sides of the road from in line with the boundary of numbers 42 and 44 up to in line with the boundary of numbers 58 and 60 in order to improve road safety and traffic flow through the give way point. This proposal is shown in drawing 13.

#### **Court Haw**

Introduce double yellow lines on the western side from the junction with Woodmansterne Street to in line with the front building line of 47 Woodmansterne Street and on the eastern side from the junction up to the boundary of numbers 2 and 3 Court Haw, in order to improve sightlines for drivers and road safety. This proposal is shown in drawing 14.

# Earlswood & Reigate South division proposals

The county councillor for this division is [Ms Barbara Thomson](#).

## Reigate

### Cockshot Hill / Vogan Close

Introduce double yellow lines on both sides of Vogan Close from a point in line with the front building line of 70 Cockshot Hill round into Cockshot Hill northwards to the start of the dropped kerb of 68 Cockshot Hill and southwards across the front of number 70 Cockshot Hill to join up with the existing double yellow lines and extend the lines opposite the entrance to Vogan Close northwards to a point opposite the end of the ones outside 68, in order to improve traffic flow, sightlines for drivers and road safety. This proposal is shown in drawing 57.

### Eastnor Road / North Road

Introduce double yellow lines on both sides of North Road from a point 10 metres from the junction with Eastnor Road going round into Eastnor Road northwards to a point in line with the southern building line of Saxon House and southwards to the southern end of the dropped kerb of 1 North Road, in order to improve sightlines for drivers and road safety. This proposal is shown in drawing 58.

## Salfords

### West Avenue

Remove the School Keep Clear marking outside the former nursery as it is no longer needed. This proposal is shown in drawing 60.

## South Earlswood

### Maple Road

Shorten the double yellow lines on the western side of the spur, opposite the ambulance station, by approximately three metres. The yellow lines were never installed as originally proposed and are already like this on site, so this is just amending the traffic regulation order to match what is on the ground. This proposal is shown in drawing 59.

# Horley East division proposals

The county councillor for this division is [Mr Graham Knight](#).

## Horley

### Albert Road

Change the times of operation of the parking bays outside the Regent House Community Centre to Monday to Saturday from 8am to 6pm with a maximum stay of 30 minutes and no return within 30 minutes. This is just amending the traffic regulation order to match what is on the ground, as the bays have always been signed like this. This proposal is shown in drawing 68.

### Brighton Road

Introduce double yellow lines in front of numbers 26-48, except for small gaps next to the longer stretches of raised kerb. This proposal is shown in drawings 69 and 70.

### Brookfield Drive

Introduce double yellow lines on the inside of the bend opposite the entrance of Meadow Way, from the junction with Newman Road to the dropped kerb access for the parking area behind Marigold Court (86 Brookfield Drive) in order to improve sightlines for drivers and road safety. This proposal is shown in drawing 61.

### Carlton Tye

Introduce double yellow lines at the junction with Wheatfield Way and on the bend from the junction with Oaklands round to the lay by alongside number 9. This proposal is shown in drawing 63.

### Church Road

Change the layout of the parking bays and single yellow line in the traffic regulation order so that it matches what is on the ground. This proposal is shown in drawing 69.

### Clarence Way

Introduce double yellow lines in Clarence Way from the junction with Carlton Tye, on the western side as far as in line with the southern building line of 1 Hilton Court and on the eastern side as far as in line with the southern building line of 1 & 2 Clarence Court, in order to improve sightlines for drivers, road safety and access into Clarence Way. This proposal is shown on drawing 62.

### Crescent Way

Remove the parking bay in front of number 46 and replace with a single yellow line, operating during the controlled parking zone times (Monday to Friday, 10am to Noon) in order to accommodate a new vehicle crossover. This proposal is shown on drawing 75.

### Oldfield Road

Introduce double yellow lines, replacing the existing single yellow lines, over the whole length of Oldfield Road and Woodroyd Avenue, in order to stop obstructive parking and improve traffic flow. This proposal is shown on drawing 79.

### Park View

Introduce double yellow lines on Park View either side of the junction with Parkway, up to in line with the main southern building line of number 3 to the north of the junction and to in

line with the northern building line of number 45 Parkway to the south, in order to improve sightlines for drivers, road safety and access. This proposal is shown on drawing 69.

### **Silverlea Gardens**

Remove the single yellow line between numbers 33 to 41, in order to provide more on street parking space. Remove the single yellow line from in front of numbers 19 to 25 – this bit of yellow line has never been installed, so this is just changing the traffic regulation order to match what is on the ground. This proposal is shown on drawing 65.

### **Smallmead**

Introduce double yellow lines along whole of eastern side of Smallmead and extend double yellow lines opposite number 1 northwards to 5 metres past northern entrance to Smallmead House, in order to improve traffic flow, access and road safety. This proposal is shown on drawing 64.

### **The Crescent**

Replace the parking bay outside number 30 with a single yellow line, from 2 metres north of the southern building line of number 28 to the boundary of numbers 30 and 32, in order to accommodate a new dropped kerb. This proposal is shown on drawing 75.

### **Upfield**

Remove the disabled parking bays outside numbers 62 and 64 and numbers 74 and 76 and replace them with permit holder parking bays, in order to increase the amount of permit holder parking available. The disabled bays are no longer needed. This proposal is shown on drawing 74.

### **Victoria Road**

Change the times of operation of the parking bay outside numbers 50 to 58 (where Iceland is) to Monday to Saturday from 8am to 6pm with a maximum stay of 30 minutes and no return within 30 minutes. This is just amending the traffic regulation order to match what is on the ground, as the bays have always been signed like this. Change the single yellow line outside numbers 67 and 69 and up to the bus stop outside Sovereign Court into double yellow lines. This is also just a change to the traffic regulation order to match what is on the ground. These proposals are shown in drawing 68.

### **Woodroyd Avenue**

Introduce double yellow lines, replacing the existing single yellow lines, over the whole length of Oldfield Road and Woodroyd Avenue, in order to stop obstructive parking and improve traffic flow. This proposal is shown on drawing 73.

# Horley West, Salfords & Sidlow division proposals

The county councillor for this division is [Mrs Kay Hammond](#).

## Horley

### Church Road

Introduce double yellow lines at the junction with Church View Close in order to improve sightlines and access. This proposal is shown in drawing 73.

### Court Lodge Road / Manor Drive

Extend the double yellow lines on the west side from the junction with Manor Drive up to the bus cage and on the east side from the bend up to the same point on the opposite side of the road. Introduce double yellow lines on the southern side of the junction with Manor Drive, extending along the southern side of Court Lodge Road to opposite the entrance to the Gracewell care home in order to improve traffic flow, access and road safety. This proposal is shown in drawing 71.

### Court Lodge Road / Littlefield Close

Introduce double yellow lines across the front of numbers 293-295 and 297-299 Court Lodge Road, both sets going round to the back of the footway at the entrance to Littlefield Close, in order to improve sightlines for drivers and road safety. This proposal is shown in drawing 71.

### Lumley Road

Change the times of operation of the parking bay outside numbers 20 and 22 to Monday to Saturday from 8am to 6pm with a maximum stay of 30 minutes and no return within 30 minutes. This is just amending the traffic regulation order to match what is on the ground, as the bays have always been signed like this. This proposal is shown in drawing 67.

### Manor Drive / Sangers Drive

Introduce double yellow lines on the inside of the bend outside number 6 Manor Drive, from in line with the boundary of numbers 5 and 6 round into Sangers Drive as far as in line with the rear wall of number 6 Manor Drive, in order to improve sightlines for drivers, access and road safety. This proposal is shown in drawing 71.

### Mill Close

Extend double yellow lines to cover dropped kerbs at pedestrian crossing points, so in western spur, extend lines on southern side by 5 metres and on northern side to the same point opposite, and in the main part of the road, extend the double yellow lines on both sides by 10 metres in order to improve road safety and access for users of the pavements. This proposal is shown in drawing 72.

### Oakwood Road

Introduce a residents permit parking bay from in line with the southern building line of numbers 7 and 9 up to in line with the southern building line of numbers 23 and 25. Introduce a disabled parking bay, with no time limit, from in line with the southern building line of numbers 23 and 25 northwards for a length of 6.6 metres. Introduce a resident permit parking bay from the disabled parking bay northwards as far as the double yellow lines on the bend outside numbers 27 and 29. Residents eligible to apply for permits will be those living in numbers 7 to 29 and maximum permit allocation will be based on the number of vehicles registered to a property minus the number of off street parking spaces available.

The residents permit bays will operate on Monday to Saturday, from 8am to 6pm. This is to improve parking amenity for residents.

Introduce 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. 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. Extend the double yellow lines on the inside of the bend in front of number 52A northwards to in line with the boundary of numbers 31 and 33. Extend the double yellow lines on the western side in front of the entrance to Yattendon School southwards to the boundary of numbers 33 and 35. Extend the double yellow lines at the entrance of the road providing access to numbers 39 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. Extend the double yellow lines on the eastern side in front of number 70 southwards to in line with the boundary of numbers 70 and 68. 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. These are to provide extra passing places to improve traffic flow and road safety. These proposals are shown in drawings 66 and 67.

# Merstham & Banstead South division proposals

The county councillor for this division is [Mr Bob Gardner](#).

## Lower Kingswood

### Brighton Road

Change the maximum stay in the parking bays in front of numbers 1 to 4 from 1 hour to 30 minutes in order to improve turnover of customers for the businesses there. This proposal is shown in drawing 77.

## Merstham

### Brook Road

Introduce double yellow lines at the junction with Bletchingley Road on the eastern side as far as in line with the southern boundary of number 2 and on the western side as far as in line with the boundary of numbers 1 and 3. Introduce double yellow lines on the eastern side from in line with the southern building line of number 30 southwards to in line with the boundary of numbers 26 and 28. These are intended to improve sightlines for drivers, road safety and traffic flow.

Introduce a permit holders past this point resident permit parking scheme, with permit parking area entry signs at each end of the road. Residents eligible for permits will be those with a postal address in Brook Road and maximum permit allocation will be based on the number of vehicles registered to a property minus the number of off street parking spaces available. The residents permit parking area will operate on Monday to Friday, from 10am to 2pm in order to prevent obstructive parking and improve parking amenity for residents. These proposals are shown in drawings 34 and 35.

### Nailsworth Crescent

Introduce double yellow lines on both sides of the road's northern junction with Malmestone Avenue and along the whole of the northern side of the road from that junction to the first bend near the footpath by the side of the flats (numbers 2-12), in order to prevent obstructive parking and maintain traffic flow. This proposal is shown in drawing 80.

### Nutfield Road

Introduce double yellow lines across the entrance to the new All Saints Gardens development in order to prevent obstructive parking and improve road safety and sightlines for drivers. This proposal is shown in drawing 36.

### Portland Drive

Introduce double yellow lines along the whole of the northern side of the road from the existing ones at the junction with Malmstone Avenue to the ones at the junction with Fieldoaks Way, and on the southern side across the front of the new buildouts between the new parking bays, in order to prevent obstructive parking and maintain traffic flow, especially for larger vehicles. This proposal is shown in drawing 80.

### Radstock Way

Introduce double yellow lines on both sides of the bend next to number 174 in order to prevent obstructive parking and improve road safety and sightlines for drivers. This proposal is shown in drawing 37.

## **Rockshaw Road**

Introduce double yellow lines on the southern side between the give way pinch point and the Ashcombe Road junction and extend the double yellows from Ashcombe Road junction eastwards by 15 metres and on the northern side from the give way pinch point to a point opposite the end of those on the southern side. Introduce a 20 metre long stretch of double yellow lines at the eastern end of bridge 93 centred on the driveway for Middle Fell. Introduce double yellow lines from a point 15 metres to the west of the boundary of Bartonbury and Mill House to a point 5 metres east of that boundary. Introduce a 20 metre long stretch of double yellow lines centred on the common boundary of Little Shaw and Standish. These proposals should improve road safety and sightlines for drivers and provide passing places to improve traffic flow. They are shown in drawings 31 and 32.

## **Station Road**

Extend the parking bay alongside 20 High Street eastwards by 5 metres, replacing the existing double yellow lines and introduce double yellow lines, replacing the existing parking bay, from the end of the extended bay eastwards for 8 metres, in order to accommodate the repositioned access to the parking area behind 12-20 High Street.

Change the shortened bay to the west of the entrance to Broadmead to permit holders only parking (with permit identifier A) and change the bay opposite numbers 4 and 2 to permit holders or 1 hour, no return within 1 hour. Both bays will retain the current operational hours of Monday to Saturday, 8am to 6.30pm. This is to improve parking amenity for residents.

Remove the double yellow lines on the southern side from a point opposite the property boundary of number 4 and Pullman Place westward to a point in line with the western building line of the Broadmead flats building. This is in reality just a change to the traffic regulation order so that it matches what is on the ground as the lines have never been fully installed. These proposals are shown in drawing 33.

## **Taynton Drive**

Reduce the double yellow lines in front of number 53 by 1.5 metres in order to improve parking amenity for residents. This proposal is shown in drawing 78.

## **Netherne On The Hill**

### **Beckett Road / Bowen Way / Rookery Mead**

Introduce double yellow lines on some of the bends and junctions, in order to prevent obstructive parking and improve road safety and access for larger vehicles. This proposal is shown in drawing 18.

# Nork & Tattenhams division proposals

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

## Banstead

### Eastgate

Introduce double yellow lines across entrance to Lancaster Court from a point 1 metre south of the dropped kerb for the garage of 73 Green Curve northwards to a point in line with the boundary of 6 and 7 Eastgate. This proposal is shown in drawing 3.

### High Beeches / Osier Way

Introduce double yellow lines on High Beeches from a point in line with the rear building line of 1 Osier Way, round into Osier Way to the end of the dropped kerb in front of number 3. This proposal is shown in drawing 1.

### High Beeches / Sycamore Rise

Introduce double yellow lines on the western side of Sycamore Rise from the end of the dropped kerb of number 5 round into High Beeches to a point in line with the main front building line of number 5, and on the eastern side from a point opposite that on the western side round to in line with the main front building line of number 4. Introduce double yellow lines opposite the entrance of Sycamore Drive mirroring the extent of the proposed yellow lines alongside number 5 and number 4 Sycamore Rise. This proposal is shown in drawing 1.

## Nork

### Beacon Way

Introduce double yellow lines across the entrance to Beacon Close from a point in line with the northern boundary of 65 Beacon Way northwards to a point in line with the boundary of 4 and 5 Beacon Close, in order to keep the junction clear of parked cars and so improve road safety and sightlines for drivers. This proposal is shown in drawing 5.

### Buckles Way / Larchwood Close

Introduce double yellow lines on both sides of Larchwood Close from a point in line with the front building line of number 14 Buckles Way, round into Buckles Way northwards to the beginning of the dropped kerb of number 12 and southwards to the beginning of the dropped kerb of number 14 and introduce double yellow lines opposite the junction from a point in line with the main southwestern building line of number 7 to a point in line with the southwestern building line of the garage of 7A in order to prevent obstructive parking and improve road safety and sightlines for drivers and pedestrians. This proposal is shown in drawing 6.

### Lambourne Close / Nork Way

Introduce double yellow lines on both sides at the beginning of Lambourne Close from where the road narrows near the entrance round into Nork Way southwards to a point opposite the boundary of numbers 114 and 116 and northwards to the beginning of the dropped kerb of number 125 (a distance of approximately 14 metres) in order to improve road safety and sightlines for drivers. This proposal is shown in drawing 4.

## **Nork Way**

Extend the double yellow lines in front of number 126 across the driveway of number 128 (approximately 5 metres) and extend the double yellow lines opposite up to the start of the splay at the entrance to Acer Close. These only involve changing the traffic regulation order so that it matches what is on the ground. This proposal is shown in drawing 4.

## **Picquets Way**

Extend the double yellow lines from the junction with The Drive on both sides to five metres past the driveway entrance for 25 The Drive, a distance of approximately 20 metres, in order to improve sightlines for drivers and road safety. This proposal is shown in drawing 7.

## **Roundwood Way / Shelley Close**

Introduce double yellow lines on both sides of Shelley Close from a point in line with the main rear building line of number 3 Roundwood Way going round into Roundwood Way northwards to the boundary of numbers 3 and 5, and southwards to in line with the north-western boundary of the garden of 107 Nork Way in order to improve sightlines for drivers and road safety. This proposal is shown in drawing 4.

## **Willow Close**

Extend the double yellow lines at the junction with Warren Road on the western side all the way up the road to a point opposite 3 metres beyond the eastern building line of number 9, and extend the double yellow lines at the junction with Warren Road on the eastern side to a point in line with the rear building line of 14 Warren Road, and introduce double yellow lines on the eastern side from in line with the southern building line of number 21 round the corner to a point in line with the main western building line of number 20 and 21 in order to improve sightlines for drivers and access, especially for larger vehicles. This proposal is shown in drawing 2.

## **Woodgavil**

Extend the double yellow lines from the junction with The Drive on the western side to the boundary of numbers 2 and 3 Woodgavil and on the eastern side to the southern boundary of number 29, in order to improve road safety and safe traffic flow. This proposal is shown in drawing 7.

## **Tattenham Corner**

### **Chapel Grove**

Extend the double yellow lines on the south side from the junction with Merland Rise to the start of the bays marked out in front of numbers 23 and 24 in order to prevent obstructive parking and improve traffic flow. This proposal is shown in drawing 21.

### **Chetwode Road**

Extend the double yellow lines outside number 14 eastwards for 5 metres. Introduce double yellow lines on the northern side from the corner outside number 69 eastwards to the bus stop clearway outside the flats (numbers 77-87). Introduce double yellow lines on the northern side from in line with the property boundary of 145 and 147 eastwards to in line with the property boundary of 149 and 151. Introduce double yellow lines on the junction of Chetwode Road and Marbles Way from a point 4.5m east of the property boundary of 144 and 146 Chetwode Road into Marbles Way to in line with the northern building line of 146 Chetwode Road and from a point opposite in Marbles Way round to a point 4.5 metres west

of the boundary of 148 and 150 Chetwode Road. Introduce double yellow lines on the junction of Chetwode Road and Broad Walk from 5.5 metres east of in line with the boundary of 148 and 150 Chetwode Road, round to a point on the western side of Broad Walk 7.5 metres north of the northern kerb line of Chetwode Road and from a point opposite on the eastern side of Broad Walk round into Chetwode Road to a point 9 metres east of in line with the boundary of 152 and 154 Chetwode Road. Introduce double yellow lines on the junction of Chetwode Road and Long Walk from a point 71m, (as measured along the north side kerb of Chetwode Rd), east of the eastern property boundary of Nos 177 Chetwode Road, around the eastern corner radius of Long Walk, ending in Long Walk, east side, a distance of 7.5m from the north side kerb line of Chetwode Road. Revoke a section of double yellow lines on the north side opposite number 6. These proposals are part of a local regeneration scheme and are intended to improve road safety, sightlines for drivers, traffic flow and access and are shown on drawings 19, 20 and 21.

### **Coxdean**

Extend the double yellow lines on both sides of Coxdean from the existing ones at the junction with Chapel Way up to in line with the beginning of the dropped kerb of number 82A Chapel Way (a distance of approximately 10 metres). This proposal is shown in drawing 20.

### **Royal Drive**

Introduce double yellow lines on both sides from in line with the northern building line of number 38 to a point in line with the southern building line of number 25 on the eastern side and a point opposite on the western side, and introduce double yellow lines on both sides from the southern end of the dropped kerb leading to the garages opposite number 46 to in line with the northern building line of number 60 in order to improve sightlines for drivers and road safety. This proposal is shown in drawing 22.

## Redhill East division proposals

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

### Redhill

#### Althorne Road / Emlyn Road

Introduce double yellow lines on Emlyn Road from in line with the northern boundary of 32 Althorne Road round into Althorne Road as far as the beginning of the dropped kerb outside number 32 (a distance of approximately 15 metres) and from opposite that point on the southern side of Althorne Road round into Emlyn Road to a point in line with the southern boundary of 61 Althorne Road, in order to improve sightlines for drivers and road safety. This proposal is shown in drawing 54.

#### Earlswood Road / St Johns Terrace Road / Station Approach West

Replace the single yellow lines with double yellow lines on the corner of St John's Terrace Road and Station Approach West, on the corner of Station Approach West and Earlswood Road, on the corner of St John's Terrace Road and Earlswood Road and on the western side of Earlswood Road from outside number 67 to a point opposite the boundary of numbers 34 and 36, in order to improve access, especially for larger vehicles, sightlines for drivers and road safety. This proposal is shown in drawing 55.

#### Holmethorpe Avenue

Introduce double yellow lines from the eastern side of the entrance to the private road alongside number 78 (Euro Car Parts) across the end of the turning head and along the southern kerb to a point in line with the western building line of number 78 in order to prevent obstructive parking. This proposal is shown in drawing 39.

#### London Road

Extend double yellow lines opposite the Carlton Road junction, northwards up to the northern boundary of 84C and introduce double yellow lines on the eastern side of London Road from a point in line with the southern building line of Welton House up to a point opposite the end of the existing double yellow lines on the southern corner of the junction with Colesmead Road in order to improve traffic flow and road safety. These proposals are shown in drawing 40.

#### Marketfield Way

Replace the existing single yellow line with double yellow lines along the whole of the western side in order to maintain traffic flow at all times and introduce a goods vehicle loading bay on the eastern side in order to facilitate servicing of the new development, particularly refuse collection. These proposals are shown in drawing 53.

#### Shire Place / St Johns Road

Introduce double yellow lines on the southern side of St Johns Road from the boundary of 23A and 25 round into ShirePlace to a point in line with the front building line of the side extension of 31 St Johns Road and from a point opposite on the other side of Shire Place back round into St Johns Road to a point in line with the boundary of 31 and 33 in order to improve sightlines for drivers and road safety. This proposal is shown in drawing 54.

## **Subrosa Drive**

Extend the double yellow lines on both sides from where they end next to number 48 up to the entrance to Subrosa Mobile Home Park in order to improve traffic flow and road safety. This proposal is shown in drawing 38.

## Redhill West & Meadvale division proposals

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

### Redhill

#### Batts Hill / Green Lane

Introduce double yellow lines on the eastern side of Batts Hill from a point in line with the southern building line of number 18 to a point in line with the front boundary of numbers 14A and 12A, and introduce double yellow lines on both sides from the where the southern spur and the western spur meet westwards to a point in line with the rear building line of 1 Green Lane and also around the whole of the grass island in the middle of the junction in order to prevent obstructive parking and improve traffic flow and access, especially for larger vehicles. This proposal is shown in drawing 42.

#### Carlton Road

Extend the single yellow line outside number 127 up to the boundary of numbers 115 and 113, in order to improve sightlines for drivers and road safety. This proposal is shown in drawing 41.

#### Clarence Road

Introduce double yellow lines on either side of Clarence Road from the junction with Pendleton Road to a point in line with the southern boundary of number 23 in order to improve traffic flow and road safety. This proposal is shown in drawing 56.

#### Colman Way

Introduce a disabled parking bay without time limit in place of the existing advisory bay outside 25 Colman Way in order to prevent abuse of the bay by non-blue badge holders. This proposal is shown in drawing 41.

#### Hitherwood Close

Extend the double yellow lines on western side from the junction with Carlton Road to the start of the private part of the road and install double yellow lines at the corner on the eastern side, starting from a point 12 metres north of the kerb line outside numbers 2 and 3, going round into the turning head and alongside the raised kerb outside numbers 2 and 3 to the start of the private part of the road in order to improve traffic flow and access, especially for larger vehicles. This proposal is shown in drawing 41.

#### Linkfield Street

Introduce double yellow lines on the western side between the junctions with Charman Road and Fengates Road and so make permanent the existing restriction, introduced earlier this year by way of a temporary traffic regulation order in order to prevent obstructive parking, improve traffic flow and road safety. This proposal is shown in drawing 52.

#### Timperley Gardens / Green Lane

Introduce double yellow lines on both sides of Timperley Gardens from a point in line with the western building line of number 5 up the junction and round into Green Lane northwards to a point in line with the boundary of numbers 55 and 57 and southwards to a point in line with the northern boundary of the electricity substation opposite Copse Wood Court. Extend the double yellow lines on the western side of Green Lane outside number 49 northwards to a point in line with the boundary of numbers 55 and 57. These proposals are intended to

improve sightlines for drivers, road safety, traffic flow and access, especially for larger vehicles and are shown in drawing 41.

## Reigate division proposals

The county councillor for this division is [Dr Zully Grant-Duff](#)

### Reigate

#### Blackborough Road

Introduce double yellow lines on the south side next to the wall opposite numbers 7 to 15 in order to improve traffic flow and road safety. This proposal is shown in drawing 51.

#### Burnham Drive and Summerley Avenue

Introduce double yellow lines on the corners of the pavement outside and opposite 23 Burnham Drive, on the stretch of Summerley Avenue alongside number 16 and in front of numbers 18 to 24, and in front of numbers 12 and 14 Summerley Avenue, in order to prevent obstructive parking and improve access. These proposals are shown in drawing 46.

#### Manor Road

Introduce a single yellow line along the whole of the north side of the road, operating on Monday to Friday from 10am to Noon. Change the hours of operation of the single yellow line on the south side outside numbers 1 and 3 to Monday to Friday from 10am to Noon and replace the single yellow line outside number 5 with double yellow lines, in order to prevent obstructive parking and improve traffic flow and road safety. This proposal is shown in drawings 44 and 45.

#### Raglan Road / Friths Drive

Introduce double yellow lines on both sides of Friths Drive from a point in line with the main southern building line of 2 Friths Drive round into Raglan Road westwards to a point in line with the western building line of 7 Raglan Road (Hatherlow House) and eastwards to the start of the access road for 9 to 15 Raglan Road. This proposal is shown in drawing 43.

#### Reigate Road

Introduce double yellow lines on the whole of the southern side between the junctions with Chart Lane and the entrance to the police station opposite Fir Tree Walk and so make permanent the existing restriction, introduced earlier this year by way of a temporary traffic regulation order as part of the Active Travel scheme. This proposal is shown in drawings 48, 49 and 50.

#### Wilmots Close

Extend the double yellow lines at the entrance to the road on the eastern side up to the side access to 78 Doods Road (Wraycroft), introduce double yellow lines in front of number 1, in front of numbers 2 to 6, around the bend in front of numbers 14 to 20, in front of numbers 30 to 40 and in front of number 19 in order to prevent obstructive parking and improve traffic flow and access, especially for larger vehicles. This proposal is shown in drawing 47.

# Tadworth, Walton & Kingswood division proposals

The county councillor for this division is [Mr Jeff Harris](#)

## Lower Kingswood

### Chipstead Lane

Introduce double yellow lines on both sides of Chipstead Lane from the junction with the A217 up to a point 12 metres east of the western boundary of number 9 in order to prevent obstructive parking and improve road safety. This proposal is shown in drawing 30.

## Tadworth

### Allum Grove

Introduce double yellow lines on the southwestern side of Allum Grove from a point in line with the boundary of numbers 1 and 2 round to a point in line with the northern boundary of the garden area in front of number 1. Introduce double yellow lines on the northern side from a point in line with the main western building line of number 11 eastwards to a point 5 metres east of in line with the main western building line of number 15, in order to prevent obstructive parking and improve access. This proposal is shown in drawing 26.

### Bidhams Crescent

Introduce double yellow lines on both sides of the entrance to Bidhams Crescent extending as far as in line with the rear building line of 104 Preston Lane.

### Epsom Lane South

Introduce double yellow lines on both sides of the road from in line with the boundary of numbers 51A and 53 extending on the western side to the boundary of numbers 57 and 59 and on the eastern side to the boundary of numbers 100 and 102. This proposal is shown in drawing 26.

### Fleetwood Close / Shelveys Way

Introduce double yellow lines on both sides of Fleetwood Close from a point in line with the rear building line of 56A Shelveys Way going round into Shelveys Way eastwards to a point in line with the eastern building line of number 56A and westwards to a point in line with the eastern building line of number 58, in order to improve sightlines for drivers and road safety. This proposal is shown in drawing 24.

### Marbles Way / Hatch Gardens / Preston Lane

Introduce double yellow lines on the northern corner of the junction of Preston Lane and Marbles Way and on both sides of and opposite the junction of Marbles Way and Hatch Gardens, extending 10 metres into Hatch Gardens on both sides of the entrance and 10 metres either side and to the same extents opposite the entrance, in order to prevent obstructive parking and improve road safety and sightlines for drivers. This proposal is shown in drawing 23.

### Preston Lane / Merland Rise

Introduce double yellow lines at the entrance to Preston Lane on the eastern side of the junction with Merland Rise, on the southern kerb in front of numbers 42 to 50 Preston Lane and on the northern kerb from a point opposite the boundary of 150 and 152 Merland Rise round to a point opposite the end of the lines outside 50 Preston Lane, in order to improve sightlines for drivers, access and road safety. This proposal is shown in drawing 25.

## **The Avenue**

Extend the double yellow lines on the southern side opposite Oaklands westwards across the entrance to Tadworth Grove Care Home and introduce double yellow lines across the entrance to Avenue Court in order to improve sightlines for drivers and road safety. This proposal is shown in drawing 28.

## **Walton on the Hill**

### **Meadow Walk / Duffield Road**

Introduce double yellow lines on both sides of Duffield Road from a point on each side in line with the front building line of 18 Duffield Road, going round into Meadow Walk westwards to a point opposite the boundary of numbers 1 and 3 Meadow Walk, and eastwards to a point in line with the boundary of 29 Duffield Road and 18 Meadow Walk. Introduce double yellow lines on the south side of Meadow Walk mirroring the extents of the new lines on the north side, in order to prevent obstructive parking and improve road safety and sightlines for drivers. This proposal is shown in drawing 29.