

Tandridge parking review 2023: 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 Tandridge parking review 2023.

We formally advertised our intention to introduce the proposed new parking controls and restrictions by way of a notice published in the Surrey Mirror on 17 August 2023. There then followed a period, which ended on 15 September 2023, 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 signposts 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.

Caterham Hill division proposals

The county councillor for this division is [Mr Jeremy Webster](#).

Caterham

Burntwood Lane

Install double yellow lines at both ends of the existing school keep clear on Burntwood Lane outside the entrance of 'de Stafford School' to stop vehicles from parking too close to the pedestrian crossing and also to improve sightlines for pedestrians crossing the road. Also, introduce a length of double yellow line across the road directly opposite these new restrictions and the school keep clear to stop vehicles from parking opposite the entrance as parked vehicles during school pick and drop rush forces the traffic to the middle of the road causing an obstruction for the pedestrians as well as impacting the flow of traffic.

This proposal is shown in drawing 2390.

Breakdown of types of feedback received

Objections: 1

Other comments: 0

Support: 0

Analysis

There is only one objection from a resident who is under the mistaken impression that vehicles will not be able to stop to pick up and drop off passengers on the proposed double yellow lines, which is not true. Vehicles are still allowed to pick up or drop off passengers on double yellow lines. Therefore, we are going to go ahead with this proposal as advertised.

Final decision

Go ahead as advertised.

Buxton Lane / Portley Lane

Introduce double yellow lines on both sides of Buxton Lane and on the junctions with Portley Lane and William Sellars Close; starting from the boundary of number 48 and 50 up to the drive of number 58 to prevent vehicles from parking close to the junctions and the newly constructed pedestrian crossing. There have been several complaints of inconsiderate parking since this new build out was built which prompted a Stage 3 Road Safety Audit. As a result of this audit, we are proposing double yellow lines on Buxton Lane as described above to deter vehicles from parking near the build out and obstructing sight lines for pedestrians as well as vehicles coming out of the junction.

This proposal is shown in drawing 2399.

Breakdown of types of feedback received

Objections: 3

Other comments: 1

Support: 1

Analysis

The request for double yellow lines was added to the parking review following a road safety audit carried out when the crossing point and build out were installed. All three objections have acknowledged the problem but have complaints about the crossing and its impact on the moving traffic and pedestrians and are requesting changes to the crossing or introducing traffic calming measures which is not within the remit of the Parking Team and unfortunately, a parking review is not the right platform to request such changes. We will

proceed with the double yellow lines as advertised to prevent vehicles from parking close to the junctions and to provide sightlines for pedestrians accessing the pedestrian crossing.

Final decision

Proceed as advertised.

Georges Terrace

Introduce double yellow lines on both sides of bend i.e., at the rear of no.167 and in front of 8-9 Georges Terrace to prevent obstructive parking on this narrow bend and to enable refuse lorries, fire engines etc. to manoeuvre around this tight bend and improve the traffic flow. This proposal is shown in drawing 2319.

Final decision

No objections received go ahead as advertised.

Park Avenue / Stanstead Road

Introduce double yellow lines on both sides of Park Avenue junction with Stanstead Road to improve sightlines and road safety on the junction. This proposal is shown in drawing 23148.

Final decision

No objections received go ahead as advertised.

Rook Lane / Chaldon Common Road

Introduce double yellow lines on both sides of Rook Lane junction with Chaldon Common Road up to the drive of number 2 on the west and number 1 on the east to improve sightlines and road safety. This proposal is shown in drawing 23147.

Final decision

No objections received go ahead as advertised.

Salmons Lane

Introduce double yellow lines on both sides of Salmons Lane starting from the junction with Whyteleafe Hill up to the junction with Torwood Lane on north and up to the Salmons Lodge (no. 125) on south. This is to prevent obstructive parking on this narrow road, improve sightlines for vehicles coming out of the drives and to improve traffic flow, in general.

These proposals are shown in drawing 23127 & 23146.

Breakdown of types of feedback received

Objections: 27

Other comments: 2

Support: 13

Analysis

The large number of objections suggests that the reported obstructive parking is not a major concern for most residents and that they are not in favour of our proposal to introduce double yellow lines around the entire length. Therefore, it wouldn't be fair to introduce the parking restrictions when the majority of the neighbourhood is against the idea. We have received some support from some residents, but it cannot be considered enough to introduce waiting restrictions on Salmons Lane at this stage, therefore, we have decided not to proceed with this proposal.

Final decision

Do not proceed.

Stanstead Road

Convert 5m of single yellow line into double yellow lines on Stanstead Road outside number 146-144 to improve sightlines for vehicles coming out of the drive and to prevent vehicles from parking in front or close to the drives during school rush hours.

This proposal is shown in drawing 2383.

Breakdown of types of feedback received

Objections: 0

Other comments: 1

Support: 2

Analysis

There are no objections, and one other comment is asking for the existing restrictions o/s the school to be operational all week long which cannot be considered at this stage. We have added this to the next review for consideration.

Final decision

Go ahead as advertised.

Caterham on the hill

Money Avenue

Extend the existing double yellow lines on the northern side of Money Avenue near the junction with Money Road up to the eastern boundary of number 55. This is to prevent cars from parking obstructively on both sides of the road and to promote road safety in general.

This proposal is shown in drawing 2320.

Breakdown of types of feedback received

Objections: 0

Other comments: 1

Support: 0

Analysis

There are no objections, and one other comment which highlights similar locations where pavement parking takes place and other similar issues which cannot be dealt with at this stage.

Final decision

Go ahead as advertised.

Banstead Road / Oak Road

Extend the double yellow lines on Banstead Road at the junction with Oak Road on both sides; up to the boundary of number 31 and 31a on the east and up to the western boundary of number 33 on the west. Also, extend the double yellow lines moving south on the eastern side of Oak Road. This is to further enhance the sightlines on the junction for the vehicles joining Banstead Road from Oak Road and to prevent cars from parking on both sides near the junction on Oak Road. This proposal is shown in drawing 2320.

Breakdown of types of feedback received

Objections: 2

Other comments: 1

Support: 4

Analysis

Both objections are acknowledging the problem and reasons behind our proposal but are concerned about losing parking, which is unfortunate, but we must prioritize road safety over the provision of parking and therefore, we have decided to go ahead with this proposal.

Final decision

Go ahead as advertised.

Kenley

Buxton Lane / Halton Road

Introduce double yellow lines on the junction of Buxton Lane with Halton Road to prevent parking near the junction and to maintain sightlines for the vehicles joining Buxton Lane from Halton Road and vice versa. This proposal is shown in drawing 23141.

Final decision

No objections received so go ahead as advertised.

Caterham Valley division proposals

The county councillor for this division is [Mr Jeffrey Gray](#).

Caterham

Croydon Road

Install double yellow lines in the unrestricted gap on Croydon Road between the existing double yellow lines near the junction with Greenhill Avenue and up to the existing double yellow lines outside number 280 to stop vehicles from parking in this gap which forces the moving traffic to the middle of the road at this pinch point, so compromising traffic flow and safety. This proposal is shown in drawing 2312.

Breakdown of types of feedback received

Objections: 0

Other comments: 1

Support: 0

Analysis

One other comment is requesting bus stop to be relocated which is not within the remit of Parking Team.

Final decision

Go ahead as advertised.

Croydon Road (Orbital House)

'Install 'Mon-Sat 8.30am-6pm 1hrs only- No return within 3hrs, Display ticket' parking restriction on the parking bay outside Orbital House on Croydon Road which is currently showing 'Mon-Sat 8.30am-6pm 1hr No Return 1hr' on the signs erected on the ground as well as the traffic regulation order. However, the ticket machine installed on the ground shows a different time restriction and doesn't match the traffic order or the signage. Therefore, this new restriction is being introduced in order to match the restriction stated on the ticket machine with the traffic regulation order. This proposal is shown in drawing 2328.

Final decision

No objections received so go ahead as advertised.

Whyteleafe

Godstone Road

Convert 6.6m of the existing parking bay outside number 211-213 into an enforceable disabled bay 'BLUE BADGE HOLDERS DISABLED PARKING ONLY 3hrs - no return within 1hr' to provide parking for disabled users. This proposal is shown in drawing 2306.

Breakdown of types of feedback received

Objections: 0

Other comments: 1

Support: 0

Analysis

One other comment is not against the proposal but raising concerns regarding the location of the disabled bay. The disabled bay was requested by the village council, with the backing of residents, to help improve access for disabled drivers to the shops and post office.

Final decision

Go ahead as advertised.

Station Approach

Install 2x 6.6m long enforceable disabled bays 'BLUE BADGE HOLDERS DISABLED PARKING ONLY AT ALL TIMES' on the north-eastern end of Station Approach near the junction with Hillbury Road to provide disabled parking for disabled residents living in the area. Please note this includes converting the existing advisory disabled bay into an enforceable disabled bay and installing one additional disabled bay next to it. This is following receipt of a disabled bay application submitted by a local resident. This proposal is shown in drawing 2306.

Final decision

No objections received so go ahead as advertised.

Salmons Lane

Introduce double yellow lines on both sides of Salmons Lane starting from the junction with Whyteleafe Hill up to the junction with Torwood Lane on north and up to the Salmons Lodge (no. 125) on south. This is to prevent obstructive parking on this narrow road, improve sightlines for vehicles coming out of the drives and to improve traffic flow, in general.

These proposals are shown in drawing 23127 & 23146.

Breakdown of types of feedback received

Objections: 27

Other comments: 2

Support: 13

Analysis

The large number of objections suggests that the reported obstructive parking is not a major concern for most residents and that they are not in favour of our proposal to introduce double yellow lines around the entire length. Therefore, it wouldn't be fair to introduce the parking restrictions when the majority of the neighbourhood is against the idea. We have received some support from some residents, but it cannot be considered enough to introduce waiting restrictions on Salmons Lane at this stage, therefore, we have decided not to proceed with this proposal.

Final decision

Do not proceed.

Godstone division proposals

The county councillor for this division is [Mr Chris Farr](#).

Bletchingley

Eastbourne Road (A22)

Install double yellow lines on the western side of Eastbourne Road (A22) starting from the entrance to Bannisters Croft and going southwards stopping in line with the northern building line of 'Rose Cottage' to prevent vehicles and lorries from parking on a stretch of tarmacked surface adjacent to boundary of Bannisters Croft and improve the traffic flow in general. Vehicles parked here cause major sightlines issues to the vehicles exiting from Bannisters Croft on this busy 'A road' with fast moving traffic. Also, there is a layby not far from this location which is available and is an ideal spot for HGV's and other vehicles to park. This proposal is shown in drawing 23151.

Breakdown of types of feedback received

Objections: 3

Other comments: 0

Support: 0

Analysis

Based on the feedback we have received fast moving traffic seems to be an issue here and because of this, and for other reasons, use of the lay by is important to local residents. It also appears that persistent parking by larger vehicles, which prompted the request for the double yellow lines, has now stopped. Therefore, we have decided to reduce the length of the proposed double yellow lines. We will only put in about 10m of double yellow line to stop vehicles from parking too close to the entrance to Bannisters Croft, and so help with sightlines, but leave most of the layby area unrestricted. We will also install the double yellow lines on the slight bend starting from the end of the layby up to the northern building line of 'Rose Cottage' to stop parking displacement to this bend and help with sightlines. We will monitor the impact of these double yellow lines and will make further changes in future reviews if necessary.

Final decision

Proceed with changes

Stychens Close

Introduce double yellow lines on both sides of Stychens Close at the junction with Stychens Lane going up to entrance to the flats on the west and round to the junction with Castle Street (A25) to prevent obstructive parking opposite the entrance to the flats and close to the junction. Restrictions are proposed to go on both sides of the Stychens Close as the road is quite narrow and parked cars cause obstruction to the moving traffic and also, interfere with the sightlines for drivers. These proposals are shown in drawing 23149.

Breakdown of types of feedback received

Objections: 20

Other comments: 0

Support: 1

Analysis

Considering the large number of objections, we have received it is clear that this proposal is very unpopular among the local residents and even the one supporter acknowledges the possible impact of displacement. Therefore, we have decided not to proceed with this proposal for now.

Final decision

Do not proceed

Bakers Mead

Extend double yellow line on the eastern side of Bakers Mead up to the drive of number 4 to prevent vehicles parking opposite the parking layby and close to the drives causing sightlines difficulty to the vehicles coming out of these drives and also to improve the flow of traffic in general as parked cars force the traffic to the middle of the road. This proposal is shown in drawing 23134.

Breakdown of types of feedback received

Objections: 1

Other comments: 0

Support: 1

Analysis

There is only one objection suggesting introducing restrictions at a different location which is not part of this proposal and cannot be done at this stage. We are introducing double yellow lines to discourage motorists from parking on both sides of the road as there is a layby across the road which should be used for parking since parking on both sides of the road impacts the flow of traffic and sightlines for vehicles coming out of the drives opposite the layby.

Final decision

Proceed as advertised

Lingfield division proposals

The county councillor for this division is [Ms Lesley Steeds](#).

Dormansland

Dormans High Street

Extend the existing double yellow Lines on the south of the build out outside the post office on Dormans High Street to meet the existing double yellow lines outside the entrance to Mulberry Mews so that vehicles cannot park close to the build out impeding the sightlines for pedestrians crossing the road and also to improve the flow of traffic as parked cars move the traffic to the wrong side of the road obstructing the road for oncoming traffic. This proposal is shown in drawing 2364.

Breakdown of types of feedback received

Objections: 14

Other comments: 1

Support: 15

Analysis

Many of the objections expressed concerns about the lack of parking for some properties near the proposed restrictions and also a fear of increase in speed of traffic and displacement of the parking to less suitable locations. Most of the support was for an improvement of sightlines for people crossing the road. Having considered the mixed feedback, we have decided to extend the double yellow lines only to cover the area currently marked with faded white hatching. This should help improve sightlines for the pedestrians crossing the road and keep the drain clear of parked cars, but only take away one space and so have little impact on parking patterns in the area.

Final decision

Proceed with changes

West Street

Replace the existing old H-bar with double yellow lines on West Street outside number 69 covering the narrow entrance to the properties round the back to prevent obstructive parking and improve sightlines for drivers of vehicles coming out. This proposal is shown in drawing 2364.

Breakdown of types of feedback received

Objections: 0

Other comments: 0

Support: 1

Final decision

No objections received so go ahead as advertised.

Lingfield

Church Road

Install double yellow lines on the east side of Church Road opposite Church House/Star Cottages to prevent people from parking on the outer side of this bend as it forces vehicles approaching the bend on to the wrong side of the road and so will improve safety and the flow of traffic in general. This proposal is shown in drawing 23153.

Breakdown of types of feedback received

Objections: 0

Other comments: 1

Support: 4

Analysis

There are no objections but one other comment who are concerned about enforcement of double yellow lines on Sundays and parking for visitors to Lower churchyard. The enforcement is carried out 7 days a week, therefore, there will be enforcement all days of the week including Sundays. Also, the restrictions do not go as far as the lower churchyard.

Final decision

Proceed as advertised

Drivers Mead

Install double yellow lines in Drivers Mead on and opposite the junction leading to the cul-de-sac (nos. 61-74) and on the inside of the bend outside numbers 53-56. These two proposals were advertised and approved in the Tandridge Parking Review 2015 and consequently the restrictions were added to the traffic regulation order, but the lines were never installed on the ground. As they have not been installed for so long since they were last advertised, we are including them to notify the residents of our intention to actually put them in on the ground in this review. This proposal is shown in drawing 2361.

Breakdown of types of feedback received

Objections: 3

Other comments: 0

Support: 0

Analysis

The proposals were originally developed following a request from Tandridge District Council's refuse collection team to help improve access along the road. Having considered the feedback received, we have decided to install the double yellow lines on the corners of the junction leading to the cul-de-sac (nos. 61-74), but not opposite the junction (i.e., not outside numbers 9-12), which should still improve access but minimise the impact on parking. We will go ahead with the double yellow lines on the inside of the bend outside number 53-56, to help maintain sightlines and the flow of traffic.

Final decision

Proceed with changes

Mount Pleasant Road / Newchapel Road

Install double yellow lines on the junction of Mount Pleasant Road with Newchapel Road to prevent vehicles from parking close to the junction and to maintain sightlines for drivers of vehicles using the junction. This proposal is shown in drawing 23152.

Breakdown of types of feedback received

Objections: 1

Other comments: 0

Support: 2

Analysis

The objection said it was not necessary to put double yellow lines in Mount Pleasant Road as cars do not turn into the road, but cars parked too close to the junction could still impede sightlines for drivers leaving the road, which was mentioned in the expressions of support for the proposal.

Final decision

Proceed as advertised.

Felbridge

Copthorne Road

Extend the double yellow lines on Copthorne Road at the junction with Crawley Down Road by 12m westwards to improve sightlines and prevent vehicles from parking close to the junction. This is part of a new layout of the junction and the lines needs to be extended to prevent vehicles from parking near the junction. This proposal is shown in drawing 2368.

Final decision

No objections received so go ahead as advertised.

Oxted division proposals

The county councillor for this division is [Mr Cameron McIntosh](#).

Limpsfield

Detillens Lane

Convert the existing single yellow lines on the southern side of Detillens Lane into double yellow lines starting from in front of the garage of Palmers and going westwards to outside number 36 to prevent obstructive parking and encourage parking on one side of the road only. Also, extend the double yellow lines on both sides of the entrance to the tennis club by 5m each side to extend the sightlines for vehicles exiting the tennis club. This proposal is shown in drawing 2396.

Breakdown of types of feedback received

Objections: 9

Other comments: 2

Support: 2

Analysis

Based on the feedback received, we have decided to leave the single yellow line in place between Palmers and the driveway of number 46 to leave some extra parking for the residents with no access to off-street parking during non-operational hours. Many of the objections said that cars parked on both sides can help slow down traffic and, if this is true, cars parked on this section could serve that purpose near to the junction with the High Street. In order to minimise the loss of parking spaces near the tennis club, we will not extend the double yellow lines either side of the entrance to it. Given the length of the dropped kerb and the existing double yellow lines, the sightlines are probably already adequate. We will go ahead with converting the rest of the single yellow lines on the south side of Detillens Lane into double yellow lines, starting from the eastern side of the drive of number 46 going westwards to outside number 36 to prevent obstructive parking and encourage parking on only one side of the road and improve traffic flow.

Final decision

Proceed with changes.

High Street

- Fill the gap between the existing double yellow lines on the west side of the High Street, outside Detillens and opposite Vine Bank Cottage as vehicles parked in this gap force vehicles driving northwards into the middle of the road, obstructing the flow of traffic and also, forcing the oncoming traffic from north to drive over the pavement leaving no room for pedestrians. This will improve the flow of traffic and road safety.
- Install double yellow lines on the eastern side of the High Street starting from the northern boundary of 'Fern Cottage' going northwards (along the front of 'The Blue Goblin') for 15m to create a passing place between the parked cars, as parked cars here force the traffic to the wrong side of the road and impede the flow of traffic. There is already a small H-bar in place on the ground which will be replaced with the double yellow lines, but this gap needs to extend further to be at least 15m long to be used as a passing place, so the vehicles can pull in to give way to oncoming traffic.
- Install double yellow line on the western side of High Street starting from in line with the southern boundary of Linden Cottage on the opposite side going up to the existing parking bay outside 'Post office/Memorial Stores'. Vehicles parking at this location where the road is narrow force the vehicles coming from south to the middle

of the road, obstructing the flow of traffic and also, forcing the oncoming traffic from north to drive over the pavement, which is relatively low, leaving no room for pedestrians. This will improve the flow of traffic and promote road safety.

These proposals are shown in drawing 2396.

Breakdown of types of feedback received

Objections: 18

Other comments: 2

Support: 1

Analysis

Considering the feedback, we have decided to drop the proposal to install double yellow lines on the west side of the High Street, outside 'Detillens' and opposite 'Vine Bank Cottage' as local residents, including those living at the property whose residents had requested the restriction, are opposed to it. We will still install the double yellow lines near the 'Post office/Memorial Stores' starting from the driveway of Sandgates but only as far as the drain to the south of the speed hump. This will still restrict vehicles from parking on the speed hump and so help traffic flow, while leaving space to park between the speed hump and the existing parking bays, which many objectors did not want to lose. We have also decided to go ahead with our proposal to install double yellow lines outside the Blue Goblin Cottage to create a passing place. This passing place is necessary since the existing access protection marking (H-bar) at this location is not legally enforceable and therefore cannot guarantee a passing place and also it is too short to be used as a passing place for medium and large vehicles.

Final decision

Proceed with changes

Tally Road

Install double yellow lines on Tally Road across the junction with Post Office Row to prevent cars from parking close to the junction blocking sightlines for vehicles coming out of this junction. This proposal is shown in drawing 23150.

Breakdown of types of feedback received

Objections: 0

Other comments: 0

Support: 2

Final decision

No objections received so go ahead as advertised.

Old Oxted

High Street

Convert the existing single yellow line into double yellow lines from the parking bay outside number 10 on the north-western side of the High Street eastwards up to the western boundary of number 2. This will help to maintain access to the foot path leading to the underpass clear at all times. Remove the remaining bit of single yellow line outside number 2 and 2A to allow extra parking. This proposal is shown in drawing 2347.

Breakdown of types of feedback received

Objections: 0

Other comments: 0

Support: 1

Final decision

No objections received so go ahead as advertised.

Oxted

East Hill (A25) / Old Lane

Install double yellow lines across the parking layby/entrance on the southern side of the East Hill (A25) leading to Old Lane to stop vehicles from parking in this layby causing obstruction to the vehicles driving in and out of Old Lane and also, causing obstruction to fast moving traffic on A25, in general. This area is often heavily parked by rail commuters and cars are often parked dangerously close to the carriageway and the entrance. There is an H-bar that was installed a few years back to secure the entrance to the Old Lane, but this marking being only an advisory marking has been ignored by motorists. This proposal is shown in drawing 2345.

Breakdown of types of feedback received

Objections: 0

Other comments: 1

Support: 0

Analysis

There are no objections, but one other comment concerned about the possible impact of displacement. Although there will be displacement of about 5 vehicles, we cannot allow parking on this stretch of the road as it's not only causing access issues to the properties situated on Old Lane, but also it was not intended to be a lay by, but a space to allow vehicles to pull into and slow down before turning into Old Lane, in order not to have to slow down in the running lane, causing obstruction to the fast-moving traffic on a 40mph limit road. It is unlikely all the vehicles will displace to the same location as each other, so the overall impact on parking in the area should be minimal.

Final decision

Proceed as advertised.

Mill Shaw

Install double yellow lines on the southern side of Mill Shaw up to the drive of number 7 to prevent obstructive parking carried out by people accessing the local school, tennis court and recreation ground. The restriction is being proposed to encourage drivers to park on only one side of the road and so improve access. This proposal is shown in drawing 2397.

Breakdown of types of feedback received

Objections: 4

Other comments: 1

Support: 2

Analysis

There are 4 objections (multiple objections from same properties), 2 support from the residents of the cul-de-sac and one other comment from a resident living just round the corner albeit in support but asking for double yellow lines to be extended which cannot be done at this stage. We have decided to proceed with changes and stop the restriction at the boundary of 7 and 8. Cars already park on the other side of the road, but the problems really occur when they park on both sides. The road begins to widen after number 8, so we have decided to drop the proposal to install restrictions any further beyond this property.

Final decision

Proceed with changes

Silkham Road

Extend the existing double yellow line on the western side of Silkham Road outside number 15 up to the southern boundary of number 21 to stop vehicles from parking opposite the junction with Field Court as parked cars force the moving traffic to the wrong side of the road. These proposals are shown on drawing 23112.

Breakdown of types of feedback received

Objections: 3

Other comments: 0

Support: 0

Analysis

Considering the objections, which in the main suggested that we could achieve our objective without making the double yellow lines so long, we have decided to reduce the length of double yellow line up to the boundary of number 17/19. This will still allow refuse lorries to turn into Field Court but leave space for a vehicle to be able to park outside number 19.

Final decision

Proceed with changes

Silkham Road

Change the traffic regulation order to extend the existing school keep clear restriction operational during Mon-Fri 8.15am-9.15am and 2.30pm-4pm on the eastern side of Silkham Road up to the junction with Chichele Road to match what is already on the ground. **(TRO AMENDMENT)** These proposals are shown on drawing 23112.

Final decision

Proceed as advertised

Station Road East

Fill the gap between the existing double yellow lines on the southern side of Station Road East starting from outside number 15 (near the build out) up to the existing double yellow lines near the junction with Johnsdale to prevent obstructive parking near the build out and the bus stop and encourage road safety.

Replace the single yellow line on the northern side of the Station Road East station spur at its junction with the main part of Station Road East with double yellow lines in order to ensure that the corner is kept clear of parked cars at all times. These new double yellow lines will link up with the double yellow lines that are due to be installed in place of the parking bays alongside 129 to 131 (Lorimers), which were agreed in the previous parking review in order to facilitate the relocation of the taxi rank. The taxi rank is not now moving, but we think the bays should still be replaced with double yellow lines in order to improve traffic flow and sightlines for pedestrians and people wanting to board taxis. These proposals are shown in drawing 2344 and 2345.

Breakdown of types of feedback received

Objections: 6

Other comments: 0

Support: 1

Analysis

We have decided to proceed as advertised since the road is too narrow for parking on both sides of the road with the taxi rank in the middle of the road. Although the taxi rank is not scheduled to move at the moment, it may do so in future, but even if it stays where it is, by removing the parking bays, we will increase space for vehicles manoeuvring in the road and

reduce conflict between moving vehicles and people boarding and alighting from taxis and so improve road safety.

Final decision

Proceed as advertised.

Warlingham division proposals

The county councillor for this division is [Ms Becky Rush](#).

Tatsfield

Paynesfield Road

Install double yellow lines outside 'Tatsfield Hall' (number 29) to prevent obstructive parking opposite the junction at the southern entrance to The Square. This proposal is shown in drawing 23131.

Breakdown of types of feedback received

Objections: 10

Other comments: 1

Support: 1

Analysis

Given the number and the nature of the objections, we have decided not to proceed with this proposal. Most of the objections are from local residents concerned that the proposed restrictions would cause more problems than they would solve.

Final decision

Do not proceed

Chapel Road / Leas Road

Install double yellow lines on the junction of Chapel Road with Leas Road to prevent vehicles from parking near the junction and to maintain sightlines and promote road safety.

This proposal is shown in drawing 2377.

Breakdown of types of feedback received

Objections: 1

Other comments: 3

Support: 3

Analysis

Go ahead as advertised since the double yellow lines are only being installed within 10m of the junction where no one should park anyway as per Highway code under Rule 243. The other comments are requesting restrictions elsewhere which cannot be looked at this stage of the review but have been added to the next review for consideration.

Final decision

Proceed as advertised

Redvers Road / Leas Road

Install double yellow lines on the junction of Redvers Road with Leas Road to prevent vehicles from parking near the junction and to maintain sightlines and promote road safety.

This proposal is shown in drawing 2377.

Breakdown of types of feedback received

Objections: 0

Other comments: 1

Support: 1

Analysis

Go ahead as advertised since the double yellow lines are only being installed within 10m of the junction where no one should park anyway as per Highway code under Rule 243.

Final decision

Proceed as advertised

Warlingham

The Green

Remove 15m of parking bay opposite the Co-op and replace it with double yellow lines to keep the pedestrian access and dropped kerb access to The Green clear of parked vehicles. This proposal is shown in drawing 2313.

Breakdown of types of feedback received

Objections: 0

Other comments: 2

Support: 1

Analysis

The local parish council has plans to change the layout of The Green and develop a new pavement across the area where we have proposed double yellow lines. Therefore, we have decided to drop this proposal for now to allow Parish to carry out the development.

Final decision

Do not proceed

END
