

Tandridge parking review 2024: 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 2024.

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 20 December 2024. There then followed a period, which ended on 17 January 2025, 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

Broad Walk

Introduce double yellow lines on both sides of the Broad Walk junction with Whyteleafe Road to stop vehicles from parking close to the junction and to improve sightlines and road safety on the junction.

This proposal is shown in drawing 18119.

Breakdown of types of feedback received

Objections: 0

Other comments: 0

Support: 1

Final decision

No objections received go ahead as advertised.

Coulsdon Road

Fill the gap between the existing double yellow lines on the west side of Coulsdon Road, opposite numbers 17-21. This will prevent parking in this area, as parked cars here are forcing moving traffic to shift into the centre of the road, creating obstructions and disrupting traffic flow.

This proposal is shown in drawing 18023.

Breakdown of types of feedback received

Objections: 1

Other comments: 0

Support: 1

Analysis

There is one objection to this proposal concerning displacement outside their property further down the road. However, we have decided to proceed with the proposal as advertised. If any safety issues arise due to this displacement in the future, we will address them at that time, but we are already aware of the issues caused by parked cars at this very spot and we must deal with it. There is one support for this proposal along with a request to install double yellow lines on both sides which cannot be considered at this stage.

Final decision

Go ahead as advertised.

Court Road

Extend the double yellow lines on the southern side of Court Road near the junction with High Street to stop vehicles from parking close to the junction and to improve road safety near the junction. Currently, parked cars create congestion for vehicles turning from High Street into Court Road, leading to obstructions on High Street. It will also improve safety by not having vehicles parking opposite the junction with Poplar Walk.

This proposal is shown in drawing 18024.

Breakdown of types of feedback received

Objections: 1

Other comments: 0

Support: 2

Analysis

There is one objection to this proposal concerning displacement on neighbouring streets, but there was already an existing day time restriction of Mon-Sat 8.30am-6pm at this location, so any displacement will be minimal and we believe that once implemented this proposal would improve the flow of traffic on Court Road in general and also improve sightlines for vehicles accessing Poplar Walk. There are also two support comments, so we have decided to go ahead as proposed.

Final decision

Go ahead as advertised.

Rook Lane

Install double yellow lines on both sides of Rook Lane between the ones at the junction with Church Lane and Hilltop Lane and the existing double yellow lines near the junction with Willey Broom Lane.

Convert the existing advisory school keep clear marking in front of the entrance to St. Peter and St Paul COE Infants school to a legally enforceable marking operational from Mon-Fri 8.15am-9.15am and 2.30pm-4pm.

Also, install double yellow lines on the southern side of Rook Lane, starting from the school entrance and extending up to Rook Farm, while leaving gaps for new laybys and to access the properties situated in this area. St. Peter and St. Paul Infant School is being expanded to become a Primary School, which will increase the number of students in Years 3 to 6. To accommodate the additional traffic and ensure the safety of pedestrians, we will be implementing traffic calming measures to slow down vehicles. The proposed parking restrictions aim to enhance traffic flow and improve visibility for pedestrians and vehicles leaving their driveways along Rook Lane.

These proposals are shown in drawing 18104.

Breakdown of types of feedback received

Objections: 42

Other comments: 1

Support: 5

Analysis

This proposal was advertised on behalf of Transport Development Planning team, who will communicate with every resident that submitted feedback, outlining the reasons for moving forward with the proposal. They have agreed to add one additional parking space on the west side of Willey Broome Lane near number 101 but have decided to proceed with the remainder of the proposal as planned.

Final decision

Proceed with changes.

Whyteleafe Road

Convert the existing single yellow line into double yellow lines on the western side of Whyteleafe Road near the junction with Church Road to go as far as the double yellow lines on the opposite side outside number 4 to stop vehicles from parking close to the junction and to improve road safety and traffic flow near the junction.

This proposal is shown in drawing 18024.

Breakdown of types of feedback received

Objections: 0

Other comments: 0

Support: 1

Final decision

No objections received go ahead as advertised.

Whyteleafe Road (TRO Amendment)

Add double yellow lines on the eastern side of Whyteleafe Road in front of the new development situated in Porkele Place to the traffic regulation order (TRO) so that it matches what is on the ground. These were installed as part of the development at Porkele Place but were not added to the TRO at the time.

This proposal is shown in drawing 18024.

Final decision

No objections received go ahead as advertised.

Caterham Valley division proposals

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

Caterham

Longsdon Way

Extend double yellow lines on the western side of Longsdon Way up to the drive of number 6 to restrict vehicles from parking in front of a dropped kerb and opposite the junction. Vehicles parked here cause obstruction to the vehicles turning in from Asprey Grove and force the vehicles coming from Godstone Road to the middle of the road disrupting the flow of traffic. This request follows a submission of a parking scheme request form endorsed by residents from Longsdon Way, Asprey Grove, and Ashwick Close.

Install double yellow lines on the southern side of Asprey Grove j/w Longsdon Way to improve sightlines and road safety in the area. This request follows a submission of a parking scheme request form endorsed by residents from Longsdon Way, Asprey Grove, and Ashwick Close.

Install double yellow lines on both sides of the junction of Longsdon Way with Ashwick Close to improve sightlines and road safety in the area. This request follows a submission of a parking scheme request form endorsed by residents from Longsdon Way, Asprey Grove, and Ashwick Close.

These proposals are shown in drawing 18030.

Breakdown of types of feedback received

Objections: 2

Other comments: 0

Support: 5

Analysis

There are two objections and five supportive comments regarding the proposals. Both objections, along with one supportive comment, suggest that the double yellow lines near the bend opposite number 1 should be shortened to create more space for cars. In response, we have decided to reduce the length of the initially proposed double yellow lines on the western side of Longsdon Way to 10 meters, rather than extending them up to the driveway of Number 6. This adjustment will provide room for two more cars along the straight section of the road, and we anticipate that parked vehicles in this area will help reduce traffic speed. We will proceed with implementing the double yellow lines at the

junction of Asprey Grove and Ashwick Close as originally proposed, as it is essential to prevent parking on the bends of these junctions.

Final decision

Proceed with changes.

Whyteleafe

Godstone Road

Convert the existing single yellow line into double yellow lines on both sides of Godstone Road starting from the railway crossing situated on Salmons Lane and outside Whyteleafe South railway station going up to the parking bays situated on the western side near Wellesley Prade and up to the existing double yellow lines on the eastern side outside Bourne House extending to the roundabout. This proposal is to avoid any displacement linked with the proposal of extending double yellow lines in Well Farm Road.

These proposals are shown on drawing 18009, 18010 and 18011.

Breakdown of types of feedback received

Objections: 14

Other comments: 0

Support: 2

Analysis

Due to the numerous objections, we received, we will not be moving forward with the proposal for double yellow lines on Godstone Road. However, we will proceed with the proposal for Well Farm Road. We acknowledge that residents from Well Farm Road may park on Godstone Road in the evenings, and that's why more robust restrictions were proposed for Godstone Road, but if any parking displacement issues arise, we will address them in our next review.

Final decision

Do not proceed.

Well Farm Road

Convert the existing single yellow line on the northern side of Well Farm Road into a double yellow line starting from the junction with Godstone Road going up to the railway bridge to restrict vehicles from parking on the pavement and verges forcing pedestrians and buggies to move to the middle of the road. Remove the single yellow line on the southern side of the road to allow parking on the southern side of the road while creating two passing places in front of two entrances leading to Whyteleafe House by installing double yellow lines and extending the double yellow lines near the junction slightly. These double yellow lines will also cover the pedestrian dropped kerbs situated next to the entrance to allow buggies and wheelchair users to cross the road safely. There have been several reports with photographic evidence of inconsiderate parking on both sides of Well Farm Road including damage to parking signs to hinder enforcement efforts. Well Farm Lane is not wide enough to accommodate the increased number of vehicles from the new residents of Whyteleafe House and therefore, to encourage residents to park safely in the limited available space we are proposing these changes. We have also proposed double yellow lines on Godstone Road to avoid any displacement on this busy road.

This proposal is shown in drawing 18009.

Breakdown of types of feedback received

Objections: 7

Other comments: 0

Support: 1

Analysis

We have chosen to proceed as advertised for Well Farm Road. We have made provisions for parking wherever possible on this road. Despite some objections, we feel it is important to implement the proposed restrictions on Well Farm Road. The parking signs have been vandalized by residents' multiple times, rendering it unfeasible to enforce time-limited restrictions such as single yellow lines. Consequently, we will continue with our original plan, having permitted parking in all suitable areas. The installation of double yellow lines will restrict parking near junctions, on one side of the road, and close to entrances to ensure adequate passing places.

Final decision

Go ahead as advertised.

Godstone division proposals

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

Godstone

Bakers Mead

Install double yellow lines on both sides of Bakers Mead at the junction with Godstone Hill to improve sightlines and road safety in the area. Also, extend double yellow lines on the eastern side of Bakers mead from o/s number 8 up to the southern boundary of number 10 to prevent cars from parking on both sides and close to the junction.

This proposal is shown in drawing 18134.

Final decision

No objections received go ahead as advertised.

The Green

Introduce double yellow lines on the northern side of the junction of The Green with High Street to avoid cars parking on this junction to provide sightlines to vehicles exiting The Green and also, to stop vehicles from blocking the pedestrian dropped kerb vital for pedestrians and buggies.

These proposals are shown in drawing 18092.

Breakdown of types of feedback received

Objections: 0

Other comments: 1

Support: 0

Analysis

Go ahead as advertised as there are no objections. There is suggestion in one other comment to install 'No Entry' Sign which is not within the remit of Parking Team.

Final decision

No objections received go ahead as advertised.

Nutfield

Mid Street (TRO AMENDMENT)

Change the traffic regulation order by removing some of the double yellow line on the western side of Mid Street near the railway arch to match what is already on the ground.

This proposal is shown in drawing 18081.

Final decision

No objections received go ahead as advertised.

Lingfield division proposals

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

Dormansland

Dormans Station Road, Dormans High Street and Wilderwick Road (TRO Amendment)

Remove the following from the traffic regulation order:

- the single and double yellow lines on the south side of Dormans Station Road from just east of Dormans station to the junction with Wilderwick Road (except the ones in place opposite the entrance to the Hay Barn) and the double yellow lines between the junctions with Mill Lane and Dormans High Street (except the ones in place across the entrance to the Hay Barn)
- the double yellow lines on both sides of Dormans High Street from the junction with Dormans Station Road and Mutton Hill up to the entrance to Farindons
- the double yellow lines on both sides of Wilderwick Road from the junction with Dormans Station Road and Mutton Hill up to the entrance to Apsley Lodge

We proposed to introduce all these restrictions several years ago as there was a plan to redevelop Dormans station and introduce a car park at the station. However, they were never installed, and the car park has not been built, so they are no longer needed.

For the sake of clarity, the existing restrictions near the station, outside and opposite the entrance to the Hay Barn and on the crossroads at the east end of Dormans Station Road, as well as those in Mutton Hill, will remain in place.

These proposals are shown on drawing 18065, 18091, 18101 & 18123.

Analysis

We have not received any feedback about this location; however, we have been informed that development has commenced. As a result, the parking restrictions may be needed in the future. Consequently, we have decided to withdraw the proposal to eliminate these parking restrictions from the TRO.

Final decision

Do not proceed.

Lingfield

Haywardens

Install double yellow lines in Haywardens from the junction with Saxbys Lane to prevent people from parking near the junction and around the bends. Parking there hinders access for larger vehicles (in particular the council refuse vehicles) and 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 18072.

Breakdown of types of feedback received

Objections: 4

Other comments: 1

Support: 1

Analysis

After reviewing the objections and the limited support for this proposal, we have decided not to move forward. The initial request came from the bin collection team, who shared images illustrating their difficulties navigating through parked cars around the area. This prompted us to suggest implementing double yellow lines to assess whether this was a significant issue. However, the feedback we've received indicates insufficient support for this idea, and it appears that the majority of residents do not support the idea. Therefore, we will not proceed with the proposal.

Final decision

Do not proceed.

High Street

Install double yellow lines along the northern side of High Street, beginning from the parking bays located outside numbers 21-31 and extending to the traffic lights towards the east. This installation will replace the current 'Keep Clear' marking in front of the entrance to the rear car park. The existing marking is advisory and cannot be enforced; however, the double yellow lines will prohibit parking in front of the entrance, around the bend, and opposite the junction with Talbot Road. This is essential, as parking in these areas contributes to congestion and obstructs traffic and sightlines and was in part the cause of a road traffic accident.

This proposal is shown in drawing 18061.

Breakdown of types of feedback received

Objections: 0

Other comments: 0

Support: 1

Final decision

No objections received go ahead as advertised.

Oxted division proposals

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

Hurst Green

Coldshott

Install double yellow lines on the junction of Coldshott with Holland Lane to restrict vehicles from parking on the junction and blocking the pedestrian dropped kerbs situated on this junction. Also, install double yellow lines on the inside of the bend outside 79-80 Coldshott to prevent cars from parking there either on the carriageway or verge and hindering the visibility for drivers of vehicles navigating the bend.

This proposal is shown in drawing 18129.

Breakdown of types of feedback received

Objections: 1

Other comments: 0

Support: 0

Analysis

Based on the feedback received and lack of support for this proposal, we have decided not to go ahead with the proposal to install double yellow lines on the inside of the bend outside 79-80 Coldshott. However, we have decided to go ahead with the double yellow lines on the junction of Coldshott with Holland Lane to restrict vehicles from parking on the junction

Final decision

Proceed with changes.

Holland Road

Install double yellow lines starting from the boundary of 37 & 39 (One Stop shop) going southwards to just past the end of the dropped kerb in front of number 41 (where the existing Keep Clear marking ends) in order to keep the dropped kerb clear and prevent obstructive parking. Also, install limited parking bays starting near the dropped kerb of number 31 going southwards up to the boundary of 37/39. The parking bays will be operational from Mon-Sat 8.30am-6.30pm 30mins free parking with no return 1 hour to provide turnover of short-term parking for people visiting the shop.

This proposal is shown in drawing 18129.

Breakdown of types of feedback received

Objections: 1

Other comments: 0

Support: 0

Analysis

Considering the feedback, we have decided to move forward with modifications to the proposal by withdrawing the installation of parking bays, while continuing with the implementation of double yellow lines but slightly shorter. There is no support for this proposal, but one objection opposing the parking bays, but suggesting placing double yellow lines only in the area marked with 'Keep Clear.' We have chosen to proceed with the double yellow lines across the entire front of the shop but reduce the restrictions to stop at the building line of number 41 and 43, considering the off-street parking available for shop users and no support for this proposal. Once the double yellow lines are in place, we anticipate that shop users will be encouraged to park in the space provided in front of the shop instead of in front of the entrances to nearby properties or the entrance leading to the back of the shop.

Final decision

Proceed with changes.

Old Oxted

Brook Hill

Extend the existing double yellow lines on both sides of Brook Hill from near the junction of Godstone Road and High Street, northwards going under the railway bridge up to the southern boundary of number 16 on the west and 'Brook House Cottage' on the east. This measure aims to prevent vehicles from parking on this narrow road, which contributes to congestion and blocks the pavement for pedestrians, forcing them to walk in the middle of the road.

Breakdown of types of feedback received

Objections: 12

Other comments: 1

Support: 1

Analysis

We received a total of 12 objections and one supportive comment regarding our proposal. After carefully considering the feedback, we have decided to shorten the length of the double yellow lines on the eastern side, ensuring they stop prior to the bridge. We will, however, move forward with the implementation of the double yellow lines on the western side as initially proposed to ensure that parking does not start to take place on both sides

under the bridge. Many comments have highlighted that vehicles are parked in the narrow section of the road, and there are valid concerns about the limited parking available. We recognize that this is a genuine issue; however, our priority must be the safety of pedestrians over parking availability.

Final decision

Proceed with changes.

Old Oxted

Godstone Road, including the junction with Godstone Road (A25)

Install double yellow lines on Godstone Road at the junction with A25 (Godstone Road) to prevent cars from parking close to the junction and improve sightlines. Additionally, install double yellow lines on both sides of the triangle and on either side of the junction outside number 19 Godstone Road, extending up to the junction with Bushey Croft. This measure aims to prevent obstructive parking in this narrow one-way traffic system and near the driveways in the area. By doing so, we will improve traffic flow and ensure better sightlines for vehicles exiting the driveways.

This proposal is shown in drawing 18047.

Breakdown of types of feedback received

Objections: 0

Other comments: 2

Support: 0

Final decision

Go ahead as advertised as there are no objections.

Godstone Road (removal of single yellow line)

Remove the single yellow line on the southern side of Godstone Road near the junction with Beadle's Lane outside 3 Godstone Road and the rear of 4 Beadle's Lane. This single yellow line used to keep a bus stop clear of parked cars, but the bus stop is no longer there so there is no need for this restriction anymore.

This proposal is shown in drawing 18047.

Breakdown of types of feedback received

Objections: 2

Other comments: 3

Support: 0

Analysis

Based on the feedback we have received we have decided not to proceed with the proposal to remove the single yellow line on the southern side of Godstone Road near the junction with Beadle's Lane outside 3 Godstone Road and the rear of 4 Beadle's Lane as the residents do not support the idea and they think vehicles parked here will cause congestion and hinder traffic flow.

Final decision

Do not proceed.

Oxted

Hoskins Road

Convert the existing single yellow lines on the junction of Hoskins Road with Station Road West into double yellow lines and the same going up to the leisure centre car park on the

east side and up to the northern boundary of Chestnut Court on the west. This is to prevent obstructive parking near the junction and on both sides of the road in the evenings while leaving some space for the residents on the western side of the road after 6.30pm and Sundays.

This proposal is shown in drawing 18044.

Breakdown of types of feedback received

Objections: 0

Other comments: 1

Support: 0

Analysis

Go ahead as advertised as there are no objections. One other comment does not directly oppose the proposal but expresses worry that it could lead to displacement on their street. This issue may need to be addressed in the future if it becomes significant. Furthermore, there is also a concern about inadequate street lighting, which falls outside the scope of the Parking Reviews.

Final decision

Proceed as advertised.

Mill Lane

Install double yellow lines on both sides of Mill Lane, beginning at the northern boundary of number 13 Mill Lane and continuing northward to the junction with Hurst Green Road, replacing the current single yellow lines where they are in place. This measure is intended to prevent obstructive parking by individuals visiting the local school, tennis court, and recreation ground. The road is too narrow for parking, and vehicles left in this area create congestion, which adversely affects traffic flow.

This proposal is shown in drawing 18073.

Breakdown of types of feedback received

Objections: 1

Other comments: 0

Support: 0

Analysis

There is one objection in which the main concern is the lack of parking for commuters and those accessing the playing fields, which is valid. However, parking on Mill Lane disrupts traffic flow due to its narrow width, and many vehicles encroach upon the pavement, leaving no room for pedestrians. While we acknowledge the shortage of free parking near the train station raised in this comment, a paid car park is available adjacent to the station. We encourage individuals who wish to use the playing fields or school staff to consider alternative transportation methods or available parking further away from the narrow section of the road, as our primary goal is to maintain unobstructed traffic flow. Nevertheless, considering the lack of support for this proposal, we have chosen to reduce the extent of double yellow lines on the eastern side to create some additional parking space after the existing restrictions conclude in the morning. The double yellow lines will stop just before the first entrance to the school, considering it's only an entrance but not exit and vehicles parked opposite the entrance won't cause any obstruction.

Final decision

Proceed with changes

Pollards Oak Road

Reduce the hours of the parking restriction for the limited-time parking bays located on Pollards Oak Road, outside the parade of shops (numbers 214-224) and the block of flats

(numbers 202-212). We propose changing the current restriction from “Parking Mon-Sat 8am-8pm 1hr No Return 4hrs” to “Parking Mon-Sat 8am-6pm 1hr No Return 1hr.” This car park is accessed both by shoppers and residents who lack access to off-street parking. This change will allow parking availability from 6pm onwards in the evening, benefitting both residents and visitors.

Convert the existing ‘Ambulance Only’ marking installed in the layby on the western side of Pollards Oak Road o/s 132-182 to double yellow lines. The existing markings are not legally enforceable, and this area has historically been utilized by ambulances and emergency vehicles. We received a request to refresh the current marking; however, since these markings have not been prescribed for use on a public highway anymore, we recommend converting them to double yellow lines. This will prevent parking generally but allow parking for ambulances in an emergency.

These proposals are shown in drawing 18057.

Breakdown of types of feedback received

Objections: 1

Other comments: 2

Support: 0

Analysis

We received one objection and two comments regarding the proposal. Importantly, none of the feedback involved outright opposition to the proposal itself; rather, it reflected concerns about the lack of parking and the challenges residents are currently facing. It was mentioned that prior to Surrey County Council taking over enforcement responsibilities, the area was not enforced, which has led to some frustration regarding current enforcement measures. While we cannot go into detail about why the previous enforcement agency did not enforce the area, we firmly believe that the parking restrictions are essential to ensure fair access for residents, visitors, and shoppers given the limited parking available. The car park in question serves a diverse mix of properties, including flats, businesses, homes across the road and a nearby health centre. It also aims to deter commuters from the nearby train station. Given this variety of needs, providing unrestricted parking for everyone is not feasible. Therefore, these restrictions are necessary to accommodate all who require access to parking. Additionally, it’s important to note that the car park is part of the public highway and is not designated solely for the use of flats, shops, or other properties that do not have access to off-street parking.

Also, we are reducing the operational hours for parking from Monday to Saturday, 8 AM to 8 PM, to 8 AM to 6 PM. This change will allow residents to park after 6 PM instead of waiting till 8pm. There have been requests for permit parking; however, these suggestions have not received widespread support from the majority of residents. Similarly, proposals to create additional parking by removing grass verges fall outside the responsibilities of the parking team. Based on the feedback we have received, and reasons stated above, we have decided to go ahead with the proposal as advertised.

Final decision

Go ahead as advertised.

Station Road East

Revoke the existing parking bay and disabled bays from the layby outside 8 Station Road East (Tandridge District Council offices) and relocate the existing two disabled bays to the western side, along with a limited time parking bay, ensuring that the dropped kerb is situated within the disabled parking area. This change has been requested to enhance accessibility for wheelchair users, as relocating the disabled bays next to the dropped kerb will facilitate their access. Both disabled parking bays and the limited time parking bay will be subject to the same parking restrictions and only the location are being swapped. The

two disabled bays will be marked as 'Blue Badge Holders Only At Any Time, 3 Hours, No Return Within 1 Hour', while the limited-time parking bay will operate 'Monday to Saturday, 8:30 AM to 6:30 PM, 2 Hours, No Return Within 1 Hour'.

These proposals are shown in drawing 18045.

Breakdown of types of feedback received

Objections: 2

Other comments: 0

Support: 0

Analysis

There are two objections to the proposal, but it seems that both have misunderstood the idea behind it. We are not decreasing the number of parking spaces, including those reserved for disabled residents. Instead, we are simply rearranging the parking layout to position the disabled parking bay closer to the dropped kerb, ensuring easier access for wheelchair users. The total number of parking spaces will remain the same as before. Therefore, we have decided to proceed with the proposal as advertised.

Final decision

Go ahead as advertised.

Wolf's Hill

Introduce sections of double yellow lines on south/eastern side of Wolf's Hill and double yellow lines on the entire length of north/western side of Wolfs Hill outside Hazelwood School, from Pollards Wood Hill to a point south of the school, a length of approximately 425m to provide 'passing places' to relieve congestion of Wolfs Hill at 'school times'. Also, introduce DYLS 'behind' the school keep clear markings to prevent parking on them at any time. These restrictions were approved in the 2016 parking review, but there were sections of double yellow lines which were never installed due to poor road conditions, so we are readvertising these markings before we get them installed.

We are also proposing a change in the operational hours of the 2 school keep clear markings from the existing 'No Stopping Mon-Fri 8.15am-9.15am and 2.30pm-4pm' to 'No Stopping Mon-Fri 8am-9am and 3pm-6pm' o/s Hazelwood School to match the school timings. This has been requested by the school management.

These proposals are shown in drawing 18055 and 18114.

Breakdown of types of feedback received

Objections: 1

Other comments: 0

Support: 1

Analysis

There is one objection which is a general comment over the idea of parking restrictions and the comment has been used for multiple locations. After considering the feedback we've received, along with one support, we have decided to proceed as advertised.

Final decision

Go ahead as advertised.

Water Lane

Install double yellow lines on Water Lane at the junction with Blue House Lane to stop vehicles from parking close to the junction and to improve sightlines and flow of traffic.

This proposal is shown in drawing 18039.

Breakdown of types of feedback received

Objections: 0

Other comments: 1

Support: 0

Analysis

There are no objections to the proposal; however, there was one additional comment regarding the desire to extend the double yellow lines further. While this request cannot be addressed at this moment, we will reevaluate the location after the restrictions are implemented. At that time, we will assess how the current measures are functioning, and if necessary, we can consider extending the double yellow lines in future reviews.

Final decision

Go ahead as advertised.

Warlingham division proposals

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

Warlingham

Chapel Road and Warren Park

Install double yellow lines on both sides of the bend on Chapel Road starting from the northern boundary of number 8a going up to the southern boundary on the western side and starting from the southern building line of number 9 going westwards up to 10m into the junction of Warren Park. Also, install double yellow lines on the western side of Warren Park junction with Chapel Road. This is to prevent obstructive parking around the bend and close to the junction to improve sightlines and flow of traffic.

This proposal is shown in drawing 18013.

Breakdown of types of feedback received

Objections: 0

Other comments: 0

Support: 2

Final decision

Go ahead as advertised as there are no objections.

Eden Way

Convert the existing single yellow lines on both sides of the bend on Eden Way into double yellow lines and also, extend these markings on the eastern side to stop vehicles from parking on this bend. We have received some complaints regarding inconsiderate parking, particularly in the evenings, due to a new development in the area, which has led to an increase in the number of vehicles, so we are proposing these new restrictions to tackle the issue.

This proposal is shown in drawing 18015.

Final decision

Go ahead as advertised as there are no objections.

Verdayne Gardens

Install double yellow lines on the inside of the bends on Verdayne Gardens o/s number 8 on the north and o/s number 14 on the south to prevent vehicles parking inconsiderately on the verges destroying them and forcing pedestrians on the road. Additionally, this will enhance visibility and improve the flow of traffic in the area.

This proposal is shown in drawing 18079.

Final decision

Go ahead as advertised as there are no objections.

Woldingham

The Crescent

Install a disabled parking bay operational at any time maximum stay 3 hours with not return 1 hour on the eastern side of The Crescent close to the post office to provide disabled parking to the blue badge holders while visiting the post office and the shops. This request is submitted by the local parish council.

This proposal is shown in drawing 18079.

Breakdown of types of feedback received

Objections: 1

Other comments: 0

Support: 0

Analysis

One objection has been raised by a resident who mistakenly believes that we are turning the space into a paid parking area. This is not the case. We are converting one unrestricted parking space into an enforceable disabled parking bay to guarantee that disabled parking is available for those who need it. As a result, we have decided to proceed with the proposal as originally advertised.

Final decision

Go ahead as advertised.

END
