

# Reigate & Banstead Parking Review 2024 to 2025: Statement of reasons

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

This document sets out our proposals for new parking controls and restrictions across the district as part of our Reigate & Banstead parking review 2024 to 2025. The proposals are listed in electoral county division and then by town.

At this stage, we are intending to introduce the controls and restrictions described in this document and shown in the associated drawings, but are inviting representations (both for and against) to be made by the public before the final decisions are taken.

Once we have considered any representations, we can introduce the proposals unchanged, make minor modifications to them before introducing them, or cancel them entirely. Any comments that lead to a requirement for major changes would usually mean cancellation of the proposal and subsequent reconsideration of it in a future parking review. This approach means that we can progress the parking review in the most efficient way thereby maximising value for our residents.

If you wish to comment on, object to or express support for any of the proposals you must do so either online or by letter by the date given. This information is available on our [Parking news and updates in Reigate & Banstead webpage](#).

If you are unsure of the meaning or effect of a parking restriction or control that we have proposed, please refer to [Annex 1 – Explanation of restriction types](#), found towards the back of this document.

[Annex 2 – Legal and policy information](#) provides some background information about the legal and policy aspects of our work in this area.

Please do not make any comments that are not directly in response to these proposals. See

[Annex 3 – General enquiries](#) for guidance.

If you would like to know the existing parking restrictions in a given area, please refer to our online [parking restrictions maps](#).



**SURREY**  
COUNTY COUNCIL

## Contents

Banstead, Woodmansterne & Chipstead division proposals .....	5
Chipstead Valley Road .....	5
Chipstead Way .....	5
Rectory Lane .....	5
Shrubland Road / Lyme Regis Road .....	5
Shrubland Road / Pound Road .....	5
Wilmot Way .....	5
Woodmansterne Lane .....	6
Earlswood & Reigate South division proposals .....	6
Arbutus Road / Willow Road .....	6
Copsleigh Avenue .....	6
Lonesome Lane / Lynn Walk .....	6
Lynn Walk / Potters Way .....	6
Rathgar Close .....	6
Sandcross Lane .....	7
Horley East division proposals .....	7
Balcombe Gardens .....	7
Brookfield Drive .....	7
Haroldslea Close .....	7
Haroldslea Drive .....	8
Massetts Road .....	8
Smallfield Road .....	8
The Crescent .....	8
The Drive .....	8
Victoria Road .....	8
Horley West, Salfords & Sidlow division proposals .....	9
Horley .....	9
Albert Road .....	9
Meath Green Lane / Meath Green Avenue .....	9
Salfords .....	9
Brighton Road .....	9
Merstham & Banstead South division proposals .....	9
Lower Kingswood .....	9
Buckland Road .....	9
Merstham .....	9
Church Road .....	9

High Street.....	10
Malmstone Avenue .....	10
Nutfield Road .....	10
Nork & Tattenhams division proposals.....	10
36 Brighton Road .....	10
Green Curve / Hillside .....	10
Headley Drive .....	10
Merland Rise.....	11
Shawley Way .....	11
Tattenham Grove .....	11
Tattenham Way / Tangier Way .....	11
Tumblewood Road / The Drive .....	11
Redhill East division proposals .....	11
Redhill .....	11
Battlebridge Lane.....	11
Brook Road.....	11
Canalside .....	12
Frenches Road .....	12
Redhill Town Centre .....	12
Woodside Way / Philanthropic Road / Redstone Hollow.....	12
Redhill West & Meadvale division proposals.....	12
Arbutus Road / Willow Road .....	12
Carlton Road.....	13
Linkfield Lane.....	13
Redhill Town Centre .....	13
Reigate division proposals .....	13
Reigate .....	13
Albert Road North .....	13
Blackborough Road .....	13
Brightlands Road / Fairford Close .....	14
Chart Way / Orchard Road .....	14
Norbury Road.....	14
Park Lane / West Street.....	14
West Road .....	14
Wray Park Road.....	14
Tadworth, Walton & Kingswood division proposals.....	15
Tadworth .....	15

Ashurst Road / Shelveys Hill / Epsom Lane North.....	15
Chequers Lane .....	15
Marbles Way / Lingfield Crescent / Hatch Gardens .....	15
Preston Lane.....	15
Tadworth Street .....	15
The Avenue.....	16
Annex 1 – Explanation of restriction types .....	17
No waiting at any time .....	17
No waiting (at a time non-continuous throughout the year) .....	17
No loading .....	17
Controlled Parking Zone .....	17
Restricted Parking Zone .....	17
Permit parking schemes .....	18
Traffic signs and road markings.....	18
On-street electric vehicle chargepoint .....	18
Annex 2 – Legal and policy information .....	19
Policy and Strategy.....	19
Surrey Transport Plan.....	19
Parking Strategy .....	19
Parking Reviews .....	20
Legislation .....	20
Annex 3 – General enquiries.....	21
Speed limits, traffic calming, and speed enforcement .....	21
Road safety and sustainable travel for schools .....	21
Creation of additional parking space on verges or grassed areas .....	21
Requests for permit parking schemes .....	21
Requests for additional parking controls.....	21
Enforcement .....	22
General enquiries .....	22

# Banstead, Woodmansterne & Chipstead division proposals

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

## Chipstead Valley Road

Change the operational hours of the existing school keep clear markings on the southern side of Chipstead Valley Road o/s Chipstead Valley Primary School from Mon-Fri 8.15am-4.30pm to Mon-Sat 8.15am-6pm. This change is intended to facilitate clear access and prevent parking congestion outside the school entrance during after-school and weekend events.

This proposal is shown in drawing 178.

## Chipstead Way

Install double yellow lines on the eastern side of Chipstead Way outside numbers 221 to 223 to prohibit parking at the crest of the hill, as vehicles parked in this area obstruct traffic flow, forcing vehicles to manoeuvre towards the centre of the road while ascending the incline. This situation creates challenges, particularly for larger vehicles such as buses and lorries. Also, install double yellow on the western side starting from the drive of number 230 going up to the junction with Soloms Court Road to prevent vehicles parking on both sides of the road causing congestion.

This proposal is shown in drawing 15.

## Rectory Lane

Install double yellow lines on the western side of Rectory Lane starting from number 89 and moving south up to the existing double yellow lines on the junction with Pine Walk. This measure aims to mitigate parking on grass verges and throughout this narrow road, thereby alleviating congestion and enhancing traffic flow. Also, extend the existing double yellow lines on the western side of the Rectory Lane junction with Pine Walk up to the building line of properties 8 and 9, to prevent parking in proximity to the junction and to improve sightlines for vehicles exiting Pine Walk.

These proposals are shown in drawing 14 and 178.

## Shrubland Road / Lyme Regis Road

Install double yellow lines on the junction of Shrubland Road with Lyme Regis Road to improve the sightlines and road safety on this junction.

This proposal is shown in drawing 216.

## Shrubland Road / Pound Road

Install double yellow lines on the junction of Shrubland Road with Pound Road and around the bend on Pound Road to improve the sightlines and road safety on this junction and around the bend.

This proposal is shown in drawing 216.

## Wilmot Way

Convert the existing single yellow line into a double yellow line on the western side of Wilmot Way close to the junction with Winkworth Road to stop vehicles from parking on both sides of the road and improve traffic flow, sightlines and road safety on this junction.

This proposal is shown in drawing 5.

### **Woodmansterne Lane**

Install double yellow lines along the western side of Woodmansterne Lane, commencing at the current double yellow lines adjacent to the junction with Kingscroft Road and extending to the driveway of number 94. Additionally, install double yellow lines on the eastern side, encompassing the full length of the bend, beginning at the entrance to Aston View (Nicola Farm) and extending to a point directly opposite the existing double yellow lines adjacent to the junction with Court Haw.

This proposal is shown in drawing 13.

## **Earlswood & Reigate South division proposals**

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

### **Arbutus Road / Willow Road**

Extend the existing double yellow lines on the northern side of Arbutus Road starting from near the junction with Willow Road going to the building line of number 3 and 4 to stop vehicles from parking on the grass verge and on both sides of Arbutus Road. Also, install double yellow lines on the western side of Willow Road opposite the junction to stop vehicles from parking directly opp. the junction and to improve road safety on this junction. (Also, in the Redhill West & Meadvale division proposals as the boundary is in the middle of Arbutus Road).

This proposal is shown in drawing 98.

### **Copsleigh Avenue**

Introduce double yellow lines on the 'S' bend situated on the eastern side of Copsleigh Way and Copsleigh Avenue opposite an existing school keep clear marking to prevent vehicles from parking on this narrow bend and improve the flow of traffic in general.

This proposal is shown in drawing 103.

### **Lonesome Lane / Lynn Walk**

Install double yellow lines on the junction of Lonesome Lane with Lynn Walk. Vehicles parked close to this junction cause sightline issues to the vehicles existing Lynn Walk and vehicles manoeuvring around the bend on Lonesome Lane.

This proposal is shown in drawing 99.

### **Lynn Walk / Potters Way**

Install double yellow lines on the junction of Lynn Walk with Potters Way to prevent obstructive parking near the junction and bends and to improve the road safety in general especially during school pick up and drop off time.

This proposal is shown in drawing 99.

### **Rathgar Close**

Introduce double yellow lines on the eastern side of Rathgar Close on this blind bend adjacent to number 43 as vehicles parked here cause sightlines issues to vehicles turning left into this bend.

This proposal is shown in drawing 154.

## **Sandcross Lane**

Extend the current double yellow lines on the eastern side of Sandcross Lane, near the junction with Allingham Road, up to the northern boundary of 178 Sandcross Lane. This measure addresses the persistent congestion caused by parked vehicles during school pickup and drop-off times, which impedes bus access to the bus stop directly across the street.

Additionally, install double yellow lines on the western side of Sandcross Lane, beginning at the southern end of the existing bus stop and extending to the dropped kerb located opposite 178 Sandcross Lane. The parking of vehicles in this area has similarly contributed to congestion during peak school hours, and this restriction is expected to enhance traffic flow and reduce inconsiderate and obstructive parking while ensuring safe passage for pupils and parents during busy periods.

This proposal is shown in drawing 96.

## **Horley East division proposals**

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

### **Balcombe Gardens**

Install single yellow line operational Mon-Fri 9am-10am on the northern side of Balcombe Gardens to prevent long term parking from non-residents. Additionally, extend the current double yellow lines at the junction by 5 meters on both sides. This proposal is a result of a parking scheme template, which has received the backing of most Balcombe Gardens residents, aimed at curbing long-term holiday parking related to Gatwick airport.

These proposals are shown in drawing 199.

### **Brookfield Drive**

Install double yellow lines on both sides of Brookfield Drive throughout the bends and at the junctions with Blacksmith Road, Williamson Road and Whittaker Drive, leaving the parking laybys unrestricted. This will primarily include amending the traffic regulation order to show the existing double yellow lines already installed on the ground that were installed prior to the road's adoption by Surrey County Council when it was privately owned. Furthermore, we propose adding new double yellow lines at the Brookfield Drive junction with Blacksmith Road and around the bends opposite the entrances to Peppiatt Close and Whittaker Drive. Since Brookfield Drive serves as a bus route, it's important for residents to utilize allocated parking and available unrestricted laybys instead of parking around the bends, which can obstruct traffic flow, particularly for buses and larger vehicles. This will encourage the use of garages, designated parking spaces, or available laybys and ensure the flow of traffic.

These proposals are shown in drawing 223.

### **Haroldslea Close**

Implement a resident permit scheme in Haroldslea Close operational from Mon-Fri 10am-12 noon to prevent long term parking from non-residents, in particular parking related to Gatwick airport. Additionally, install double yellow lines on both sides of the junction with Haroldslea Drive to prevent vehicles from parking near the junction. The permits will only be available to the residents of Haroldslea Close (numbers 1-22) who meet the criteria for a permit.

This proposal is shown in drawing 153.

## Haroldslea Drive

Install double yellow lines along the southern side of Haroldslea Drive to allow parking on only one side of the road. Additionally, extend the existing double yellow lines on the northern side near the Balcombe Road junction to enhance sightlines. These changes will facilitate better traffic flow and improve access for vehicles entering and leaving driveways.

This proposal is shown in drawing 153.

## Massetts Road

Convert the existing single yellow line into double yellow lines along the northern side of Massetts Road, outside properties 10-16, and on the southern side, in front of properties 13-19. The new restrictions on the northern side aim to prevent cars from parking on the pavement, addressing an ongoing issue with vehicles encroaching onto the pavement while parked in the bays located on private property. On the southern side, the change will replace the existing yellow 'keep clear' markings in front of the now-closed former police station with a double yellow line and extend it up across the entrance to The Gables. These changes will facilitate better traffic flow and leave pavements clear for pedestrians.

These proposals are shown in drawing 112.

## Smallfield Road

Extend the existing double yellow lines on both sides of the bend by 5m on Smallfield Road opposite Rowan House to improve sightlines for vehicles and the flow of traffic.

This proposal is shown in drawing 221.

## The Crescent

Install a single yellow line operational from Mon-Fri 8am-6pm outside and opp. 75-77 The Crescent to the traffic regulation order (TRO). These markings are already installed on the ground but need to be added to the TRO (**TRO AMENDMENT ONLY**).

This proposal is shown in drawing 122.

## The Drive

Change the single yellow line on the western side of The Drive, outside number 2A Cheyne Walk, to a double yellow line. This will help prevent parking on both sides of the road, as vehicles parked in this area contribute to congestion.

This proposal is shown in drawing 118.

## Victoria Road

Change the current single yellow lines on both sides of Victoria Road into double yellow lines, beginning at number 119 and extending west to number 155. Additionally, change all existing single yellow lines between 102 Victoria Road (Lidl) going up to the northwestern side of the Elizabeth Court junction into double yellow lines. Furthermore, convert the short stretch of single yellow line outside 132-134 Victoria Road to a double yellow line. These changes will help deter parking on both sides of this busy road, which also serves as a bus route, and reduce congestion caused by parked vehicles in the area.

These proposals are shown in drawing 112.



## Horley West, Salfords & Sidlow division proposals

The county councillor for this division is [Mr Andy Lynch](#).

### Horley

#### Albert Road

Introduce double yellow lines across the entrance to Horley Town Council car park up to the southern boundary of number 90 to prevent obstructive parking near the entrance and improve sightlines for drivers.

This proposal is shown in drawing 110.

#### Meath Green Lane / Meath Green Avenue

Introduce double yellow lines on both sides of Meath Green Lane junction with Meath Green Avenue to prevent obstructive parking on the junction and improve sightlines for the pedestrians and drivers.

This proposal is shown in drawing 205.

### Salfords

#### Brighton Road

Install a combination of time limited parking bays, operational from Mon-Sat 8 am-6 pm 30 minutes, no return within 1 hour (the same restriction that applies to the existing parking bays), and double yellow lines in Salfords Shopping Parade situated on Brighton Road from outside 22-52 to prevent obstructive and long-term parking while leaving the parking available for shoppers and local businesses.

This proposal is shown in drawing 104.

## Merstham & Banstead South division proposals

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

### Lower Kingswood

#### Buckland Road

Extend the existing double yellow line on the eastern side of Buckland Road up to the drive of number 27 to prevent obstructive parking on both sides of the road and to improve road safety in general. Install a time limited parking bay outside the post office operational from Mon-Fri 8am-6.30pm 30 mins no return 2 hours.

Add the existing disabled bay with blue badge holder only 3 hours no return 1 hour restriction outside the post office to the traffic regulation order to match what is already installed on the ground **(TRO Amendment)**.

These proposals are shown in drawing 45.

### Merstham

#### Church Road

Change the current restrictions on the existing single yellow line on both sides of Church Road from No Waiting Mon-Fri 2pm-3pm to No Waiting Mon-Fri 1pm-2pm. This is following

a request from St Katharine's Church, Merstham to amend the restrictions to better suit visitors to the church and the hall.

This proposal is shown in drawing 149.

### **High Street**

Extend the existing double yellow lines outside 36/38 High Street by 12.5m to go across the entrance to the rear of the shops and to prevent parking around this bend. Also, install a time limited parking bay operational from Mon-Sat 8 am-6.30 pm 1 hour no return 1 hour up to the white zigzags to prevent long term parking by commuters.

This proposal is shown in drawing 46.

### **Malmstone Avenue**

Install double yellow lines on the southwestern side of Malmstone Avenue starting from the building line of number 18 moving north across the railing in front of the entrance to the park. This is to prevent obstructive parking between this railing and the drive next door improving sightlines for the pedestrians.

This proposal is shown in drawing 135.

### **Nutfield Road**

Extend the existing double yellow lines on the eastern side of Nutfield Road o/s number 53 near the junction with Endsleigh Road going north up to the building line of number 53 to improve sightlines and prevent obstructive parking near the junction.

This proposal is shown in drawing 50.

## **Nork & Tattenhams division proposals**

The county councillor for this division will be elected in a by-election on 1 May 2025.

### **36 Brighton Road**

Extend the existing double yellow lines on the western side of Brighton Road o/s number 36 moving south to improve sightlines for drivers of vehicles exiting 36/36a.

This proposal is shown in drawing 133.

### **Green Curve / Hillside**

Install double yellow lines on Green Curve junction with Hillside to prevent obstructive parking near the junction and improve sightlines.

This proposal is shown in drawing 3.

### **Headley Drive**

Extend the existing double yellow lines on the northern side of Headly Drive near the junction with Merland Rise moving westwards up to the layby situated outside number 6 to stop obstructive parking on both sides of the road and to improve the flow of traffic and road safety.

This proposal is shown in drawing 160.

## **Merland Rise**

Extend the existing double yellow lines along the eastern side of Merland Rise near the junction with Chetwode Road, up to the bus stop. This will help prevent parking in this area, as parked vehicles obstruct sightlines for those exiting Chetwode Road onto Merland Rise.

This proposal is shown in drawing 160.

## **Shawley Way**

Install double yellow lines on the northern side of Shawley Way around the bend starting from the drive of number 53 going up to the drive outside 61 to prevent obstructive parking at this bend.

This proposal is shown in drawing 23.

## **Tattenham Grove**

Install double yellow lines across the green traffic island on Tattenham Grove adjacent to Derby Close to stop vehicles from parking on this bend and to improve the flow of traffic and road safety.

This proposal is shown in drawing 159.

## **Tattenham Way / Tangier Way**

Install double yellow lines on both sides of Tattenham Way junction with Tangier Way to stop obstructive parking on this junction and improve road safety and flow of traffic.

This proposal is shown in drawing 203.

## **Tumblewood Road / The Drive**

Install double yellow lines on both sides of Tumblewood Road junction with The Drive to stop obstructive parking on this junction and improve road safety and flow of traffic.

This proposal is shown in drawing 133.

# **Redhill East division proposals**

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

## **Redhill**

### **Battlebridge Lane**

Install school keep clear operational from Mon-Fri 8.15am - 4.30pm on Battlebridge Lane in front of the entrance to Lime Tree Primary School to tackle obstructive parking close to the entrance and to improve sightlines for vehicles exiting the entrance.

This proposal is shown in drawing 51.

### **Brook Road**

Install a permit holder-only parking area on the eastern side of Brook Road, operational from Monday to Saturday, from 8:00 AM to 6:30 PM. This designated space will allow parking for anyone with a Permit marked H, and properties 1, 1A, 2 and 3 Brook Road, who will be added to the list of properties whose residents are eligible to apply for permits. Due to the upcoming development of new flats nearby and the unrestricted nature of the current parking bays, this limited permit scheme is being implemented to ensure parking availability for these properties located on Brook Road. Additionally, install a short section of double

yellow lines between the existing parking bay and the traffic island at the southern end of the parking bay. This will help prevent obstructive parking in the area currently marked with white hatching, which is not legally enforceable.

These proposals are shown in drawing 72.

### **Canalside**

Install a no loading zone at any time restrictions on both sides of Canalside, outside properties numbered 1-111 (odd numbers), and on the southern side outside properties numbered 32-108 (even numbers). This measure is necessary to prevent vehicles from loading and unloading in this area, as short-term parking leads to congestion due to the nearby bus stops on both sides of the road. Parked vehicles obstruct traffic flow, particularly for buses, exacerbating congestion and causing significant delays.

These proposals are shown in drawing 53.

### **Frenches Road**

Remove 5 meters of double yellow lines outside 149 Frenches Road to create extra parking space for a vehicle. This request was made by the resident, and we find no justification for the presence of double yellow lines in this location.

This proposal is shown in drawing 53.

### **Redhill Town Centre**

Introduce a restricted parking zone in the pedestrianised parts of Station Road, London Road and the High Street operating at any time. This is to prevent any unauthorised vehicles parking in this area. Currently no action can be taken against vehicles that have gained illegal entry, for example at times when the barriers are not working, which has meant dangerous driving and obstructive parking has taken place in an area intended primarily for pedestrian use only. In future, such vehicles will be liable to receive a penalty charge notice. (Also, in the Redhill West & Meadvale division proposals as the boundary is in the middle of Station Road).

This proposal is shown in drawing 66.

### **Woodside Way / Philanthropic Road / Redstone Hollow**

Install double yellow lines around the junction of Woodside Way, Philanthropic Road and Redstone Hollow to stop obstructive parking on this junction and improve road safety and flow of traffic.

This proposal is shown in drawing 137.

## **Redhill West & Meadvale division proposals**

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

### **Arbutus Road / Willow Road**

Extend the existing double yellow lines on the northern side of Arbutus Road starting from near the junction with Willow Road going to the building line of number 3 and 4 to stop vehicles from parking on the grass verge and on both sides of Arbutus Road. Also, install double yellow lines on the western side of Willow Road opposite the junction to stop vehicles from parking directly opp. the junction and to improve road safety on this junction. (Also, in the Earlswood and Redhill South division proposals as the boundary is in the middle of Arbutus Road).

This proposal is shown in drawing 98.

### **Carlton Road**

Extend the existing school keep clear marking on both sides outside St Bede's School operational during Mon-Fri 8.15am-4.30pm to cover the entrance to the school and the peak of the layby situated on the northeastern side of Carlton Road. This aims to prevent obstructive parking, improve the flow of traffic and manage sightlines for vehicles as well as pedestrians entering/leaving the school during school hours.

This proposal is shown in drawing 58

### **Linkfield Lane**

Convert the existing single yellow lines on the northern side of Linkfield Lane opp. St Matthew's C of E Primary School into a double yellow line to prevent vehicles from parking here during school pick and drop times.

This proposal is shown in drawing 63.

### **Redhill Town Centre**

Introduce a restricted parking zone in the pedestrianised parts of Station Road, London Road and the High Street operating at any time. This is to prevent any unauthorised vehicles parking in this area. Currently no action can be taken against vehicles that have gained illegal entry, for example at times when the barriers are not working, which has meant dangerous driving and obstructive parking has taken place in an area intended primarily for pedestrian use only. In future, such vehicles will be liable to receive a penalty charge notice. (Also, in the Redhill East division proposals as the boundary is in the middle of Station Road).

This proposal is shown in drawing 66.

## **Reigate division proposals**

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

### **Reigate**

#### **Albert Road North**

Install double yellow lines on both sides of Albert Road North junction with Churchfield Road. This measure is necessary to prohibit parking at this junction, as vehicles parked in this area contribute to congestion and impede the ability of larger vehicles to navigate into the industrial estate.

This proposal is shown in drawing 181.

#### **Blackborough Road**

Extend the current single yellow line on the southern side of Blackborough Road, operational from Monday to Saturday, 8:00 AM to 6:30 PM, up to the junction at Crakell Road. Additionally, install a single yellow line on the northern side of Blackborough Road, with the same restrictions, starting from the boundary of number 5 and 7, extending to the white zig-zag markings outside number 73. This proposal follows multiple requests from residents over the span of few years, highlighting concerns regarding vehicles parked in close proximity to driveways and on both sides of the road, which contribute to congestion and adversely impacts traffic flow.

These proposals are shown in drawing 93.

### **Brightlands Road / Fairford Close**

Introduce double yellow lines on both sides of the junction of Brightlands Road with Fairford Close to prevent vehicles from parking on this junction. Also, extend the existing double yellow line on the western side of Brightlands Road to prevent obstructive parking on a stretch of a wide pavement o/s number 45 Wray Park Road.

These proposals are shown in drawing 129.

### **Chart Way / Orchard Road**

Install double yellow lines surrounding the green traffic island at the junction of Chart Way and Orchard Way. This measure aims to prohibit parking in this area, as parked vehicles obstruct sightlines for motorists navigating around the island.

This proposal is shown in drawing 87.

### **Norbury Road**

Amend the TRO so that it is explicit that the only properties whose residents can apply for permits are numbers 4-30 (odd & even) in order to exclude the new development of 5 houses at the start of the road, which all have off street parking, as the scheme does not have capacity for any more permit holders. This will only be a TRO amendment as there will be no new lines or signs on the ground to reflect these changes.

### **Park Lane / West Street**

Convert the existing single yellow line on the western side of Park Lane up to the building line of number 1 to a double yellow line as vehicles parked here forces the moving traffic to the footway causing significant damage and causing sightlines issues to vehicles exiting Park Lane onto West Street. Also, convert the single yellow line on the eastern side to a double yellow.

These proposals are shown in drawing 88.

### **West Road**

Install a 6.6m long disabled parking bay adjacent to the existing disabled bay located on the southeastern side of West Road, outside properties numbered 13 and 15 by converting the existing parking bay into a dedicated space for blue badge holders at all times. This is following a disabled bay application submitted by a local resident and the disabled bay is proposed at this location being the nearest possible location and, the enforcement will be easier as it's next to an existing disabled bay.

This proposal is shown in drawing 93.

### **Wray Park Road**

Add the existing school keep clear marking outside Brooklands School on Wray Park Road into the traffic regulation order, operational from Monday - Friday from 8:15 AM to 4:30 PM, so it can be legally enforced. This amendment will require a minor reduction in the length of the existing parking bay to ensure that the 'school keep clear' marking measures 25.56 meters to meet the current regulations.

Also, install double yellow lines on both sides of the speed table on Wray Park Road outside number 69. This will help prevent vehicles from parking in that area and create a passing spot to enhance traffic flow.

These proposals are shown in drawing 129.

# Tadworth, Walton & Kingswood division proposals

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

## Tadworth

### Ashurst Road / Shelveys Hill / Epsom Lane North

Convert the existing single yellow lines on both sides of Ashurst Road, Shelveys Hill and Epsom Lane North into a double yellow line as shown in the drawing to prevent obstructive parking on this and near these junctions' causing congestion, blocking sightlines, and forcing the moving traffic to middle of the road. Parking along this area has increased significantly since the new development has taken place. Additionally, add the existing parking bays on the western side of Shelveys Hill to the traffic regulation order, which is in effect from Mon-Sat, 8 AM to 4:30 PM, 1 hour no return 4 hours limit. These bays were extended on-site a few years ago but were not included in the traffic order.

These proposals are shown in drawing 34.

### Chequers Lane

Install double yellow lines on both sides of Chequers Lane between the junction with Queens Close and Beech Lane at specific locations. On the southern side of Chequers Lane, the double yellow lines will begin from the driveway of number 9 and extend north to the eastern entrance of the garage, preventing parking inside the bend and also in front of the dropped curb leading to a path near Marian Cottages. On the western side, the double yellow lines will start at the end of the small gravel area currently used for parking. This will facilitate safe parking where appropriate while preventing obstruction caused by vehicles parked on both sides of the road and around bends.

These proposals are shown in drawing 43.

### Marbles Way / Lingfield Crescent / Hatch Gardens

Install double yellow lines on both sides of the junction of Marbles way with Lingfield Crescent and Hatch Gardens. These markings are to be installed to improve pedestrian visibility and to prevent vehicles parking across the proposed pedestrian crossing, as recommended in a recent road safety audit.

This proposal is shown in drawing 189.

### Preston Lane

Install double yellow lines on both sides of Preston Lane junction to deter vehicles from parking over the pavement and near the junction, which obstructs sightlines for vehicles exiting the junction towards properties numbered 108 to 134 (even numbers).

This proposal is shown in drawing 32.

### Tadworth Street

Extend the existing double yellow lines on the western side of Tadworth Street junction with The Hoppety. Also, extend the existing double yellow lines on the northern side of Tadworth Street near junction with Epsom Lane South to a point in line with the double yellow lines on the opposite side. This aims to deter vehicles from parking near these junctions as vehicles parked here obstructs sightlines for vehicles exiting The Hoppety and Epsom Lane South.

These proposals are shown in drawing 161.

## **The Avenue**

Extend the existing double yellow lines on the western side of Tadworth Grove Care Home (BUPA) entrance. Also, install double yellow lines on the opposite side of the entrance to stop vehicles from parking at this spot. This aims to deter vehicles from parking near the entrance as vehicles parked here obstructs sightlines for vehicles exiting the care home.

Extend the existing double yellow lines outside the entrance to Avenue Court by 5m on both sides and install double yellow lines on the opposite side to prevent vehicles from parking close and opposite the entrance to Avenue Court. This aims to deter vehicles from parking near the entrance as vehicles parked here obstructs sightlines for vehicles exiting Avenue Court.

These proposals are shown in drawing 176.



## **Annex 1 – Explanation of restriction types**

### **No waiting at any time**

This means that parking is not allowed at any time. This restriction is nearly always indicated by double yellow lines marked on the ground; no signs are needed (or indeed permitted) in this case. The only exception to this would be a restriction that applied within a 'restricted parking zone', or 'pedestrian / pedestrian or cycle zone', in which no road markings are needed but upright signs are required.

There are standard exemptions for loading and unloading, picking up and dropping off of passengers, and parking by blue badge holders for up to three hours (provided it's safe).

### **No waiting (at a time non-continuous throughout the year)**

An example may be 'No waiting Monday – Friday 8am – 6pm'. These restrictions are the same as those above, with the same exemptions, the only difference is the times at which they operate. This restriction is usually indicated by a single yellow line marked on the road, which must be accompanied by upright signing showing the times of operation. The only exemption to this would be within a controlled parking zone (see below).

### **No loading**

A loading restriction is indicated through small yellow marks on the kerb at right angles to the road and repeated approximately every 3 metres. A single kerb blip means that loading is prohibited at specific times/days, a double kerb blip means loading is prohibited at any time. They are always accompanied by an upright sign showing the times of operation.

Loading restrictions would always be in addition to waiting restrictions. Stopping to allow passengers to board and alight is allowed even where loading restrictions apply. There are no exemptions for parking by blue badge holders.

'Loading / unloading' generally refers to items too large or bulky to be easily moved very far, such as a refrigerator.

### **Controlled Parking Zone**

This is simply an alternative way of signing waiting restrictions. In a controlled parking zone, the times at which the single yellow lines are in operation (i.e. when parking is prohibited), are displayed on zone entry signs (unless signed otherwise locally). The main benefit of a controlled parking zone is to reduce sign clutter within the zone. Any type of parking bays – signed and marked in the normal way - may or may not be provided within the zone.

Further information about [controlled parking zones is available on our website](#).

### **Restricted Parking Zone**

This is where waiting restrictions (and loading restrictions if applicable) are indicated on zone entry signs, and on frequent upright repeater signs within the zone. There are no road markings to indicate the restriction. Any type of parking bays may be provided within the zone, which would need to be individually marked and signed.

## **Permit parking schemes**

Permit parking may be provided as 'normal' marked parking bays with accompanying upright signing. These may or may not comprise part of a controlled parking zone or a restricted parking zone.

Permit parking areas are schemes where there are no road markings to indicate the parking controls, only signs which read, "Permit holders only past this point", at the entry points to the area. Repeater signs are provided within the area. Waiting restrictions (single or double yellow lines) can be included within a permit parking area.

Further information about [permit parking schemes](#) is available on our website.

## **Traffic signs and road markings**

Further background information on common road markings and traffic signs may be found on the Department for Transport webpage [Know your traffic signs](#).

## **On-street electric vehicle chargepoint**

Further information on the introduction of electric vehicle charge points in Surrey can be found on our [webpage](#).

## Annex 2 – Legal and policy information

### Policy and Strategy

There is a framework of policies and strategies which help steer our decisions around parking schemes.

#### Surrey Transport Plan

The [Surrey Transport Plan](#) is a statutory document that sets out our strategy to help people to meet their transport and travel needs effectively, reliably, safely and sustainably within Surrey, in order to promote economic vibrancy, protect and enhance the environment, improve the quality of life, and reduce carbon emissions.

Based on this vision there are four objectives for the Surrey Transport Plan:

- **Effective transport** - to facilitate end-to-end journeys for residents, business and visitors by maintaining the road network, delivering public transport services and, where appropriate, providing enhancements.
- **Reliable transport** - to improve the journey time reliability of travel in Surrey.
- **Safe transport** - to improve road safety and the security of the travelling public in Surrey.
- **Sustainable transport** - to provide an integrated transport system that protects the environment, keeps people healthy and provides for lower carbon transport choices.

There are 13 strategies that form the Surrey Transport Plan, one of which is the Parking Strategy.

#### Parking Strategy

The [Parking Strategy](#) is designed to help shape, manage and deliver the county council's vision for parking, "Provide parking where appropriate, control parking where necessary".

The objectives of the Parking Strategy are:

- Reduce congestion caused by parked vehicles
- Help enable greener and more sustainable travel choices
- Make best use of the parking space available
- Enforce parking regulations fairly and efficiently
- Provide appropriate parking where needed

To achieve these objectives and realise the vision for parking, work will be channelled through three main areas:

- Manage on street parking space to ensure optimum use through our parking review process.
- Operation of civil parking enforcement – fair and cost effective with greater use of technology to achieve compliance.
- Promotion of parking controls that can help improve sustainable and greener transport and communities. At the same time, the policies are intended to help achieve other objectives of the council, such as improving journey times, sustaining and enhancing the vitality of town centres and contributing to a reduction in carbon emissions.

## Parking Reviews

We receive hundreds of requests for new parking restrictions within our boroughs and districts every year. We use the [parking review process](#) to efficiently prioritise requests and manage the implementation of those requests following prioritisation and approval. Engineers consider a number of factors when assessing those requests, including, but not limited to:

- road safety
- accessibility
- congestion
- the possibility of just displacing a problem, and
- how many people support the request.

## Legislation

The list below provides the most relevant pieces of legislation to our work around parking restrictions and controls. It is not an exhaustive list.

- [Highways Act 1980](#) - this is the primary legislation that governs local authorities' powers and duties relating to the public highway.
- [Road Traffic Regulation Act 1984](#) – this is the legislation that provides the power for local authorities to regulate or restrict traffic on the public highway.
- [The Local Authorities' Traffic Orders \(Procedure\) \(England and Wales\) Regulations 1996](#) – this dictates the procedures which authorities must follow in order to lawfully make a traffic regulation order.
- [Traffic Management Act 2004](#) – this legislation provides powers and duties in relation to managing traffic on the public highway network, and provides the power for enforcement of a number of parking related contraventions.
- [The Traffic Signs Regulations and General Directions 2016](#) – this is a Statutory Instrument that provides instruction to authorities as to the road markings and traffic signs that may / must be installed on the public highway.

As defined by the Road Traffic Regulation Act 1984, the reasons for which authorities may introduce a traffic order for waiting, loading and stopping restrictions are:

- Avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising.
- Preventing damage to the road or to any building on or near the road.
- Facilitating the passage on the road or any other road of any class of traffic (including pedestrians).
- Preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property.
- Preserving the character of the road in a case where it is especially suitable for use by persons on horseback or on foot.
- Preserving or improving the amenities of the area through which the road runs.
- Any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995, relating to air quality.

No such explicit list exists for the creation of parking controls, e.g. parking bays, permit schemes etc.

## Annex 3 – General enquiries

This annex contains information about topics that are quite often raised by people when making comments in response to parking proposals but are generally things that are not considered within a parking review, or not possible to consider at that time.

### Speed limits, traffic calming, and speed enforcement

Speed limits are introduced by the county council provided Surrey Police agree with the limit proposed. Further information about speed limits can be found on our website at: [Speed limits](#)

Speed limits and traffic calming measures are considered by our local area highway team, and you can raise queries regarding these subjects using the contact details below on the next page. The police are the only authority with powers to enforce speed limits.

### Road safety and sustainable travel for schools

Surrey County Council provides a range of services to help schools on this matter, more information can be found at: [Road safety and sustainable travel for schools](#)

### Creation of additional parking space on verges or grassed areas

This is not something that is considered by the parking team or within a parking review. Unfortunately, the council has little to no funding to carry out this type of work at the current time, but any requests for these types of schemes would need to be considered by the local area highway team, who can be reached via the contact details on the next page.

### Requests for permit parking schemes

We can consider introducing permit parking schemes under appropriate circumstances. However, such significant changes cannot be considered based on only one or two requests. Anyone wanting to find out more about permit parking should first look at our webpage which explains where, why, and how a scheme could be introduced, and how they work, at: [Permit parking schemes](#)

Having read that information, any customers interested in pursuing the idea of permit parking further, should consider raising a parking scheme request form (petition), as explained online at: [The parking review process](#)

### Requests for additional parking controls

Due to the legal processes involved, we cannot generally consider further parking restrictions over and above those already 'advertised'. The best way to put forward any ideas for new parking controls is to raise them to be considered as part of the next parking review in the area. Information about parking reviews, including how and why we do them, and how to raise any further requests, is available on our website at: [The parking review process](#)

## Enforcement

Parking controls on street in Reigate & Banstead are administered and enforced by Surrey County Council Enforcement Team. If you have any queries about this, you may reach them by visiting their [webpage](#).

## General enquiries

Any other enquiries regarding highways can be raised via the electronic forms on our website: [Contact our roads and transport service](#)

Or, for emergencies or there is not a suitable online form, using the contact details below:

- **Email:** [contact.centre@surreycc.gov.uk](mailto:contact.centre@surreycc.gov.uk)
- **Textphone** (via Text Relay): 18001 0300 200 1003
- **SMS:** 07860 053 465
- **Fax:** 020 8541 9575
- **Address:** Contact Centre, 1st Floor, Fairmount House, Bull Hill, Leatherhead, Surrey, KT22 7AH
- **Telephone:** 0300 200 1003 (9am to 5pm, Monday to Friday, excluding bank holidays. Emergencies only at all other times).

**END**

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