

Tandridge parking review 2020: 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 2020.

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 Thursday 17 September. There then followed a four-week period, which ended on 15 October, during which people could comment on or object to any of the proposals. To help raise awareness of the proposals, in addition to the press notice, we also put up notices on street light columns and sign posts near where the new restrictions were proposed, and notified people most directly affected by post. We published copies of the proposal documents on our website, where there was also an online form for people to use to let us have their views.

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

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

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

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

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

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

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

Caterham Hill division

The county councillor for this division is [Mr Chris Botten](#). The [original drawings](#) are still available on our website for reference.

Caterham

Birch Avenue / Court Road

Introduce double yellow lines on the junction. This proposal is shown in drawing 1.

Overview

- Objections: 0
- Other comments: 1
- Support: 3
- Final decision: go ahead as advertised.

Analysis

No objections and the other comments were about making Court Road a one-way street and extending the proposed restriction, which we cannot do now as they have not been advertised.

Coldstream Road

Introduce double yellow lines on both sides of the bend in front of 11-16 Coldstream Road. This proposal is shown in drawing 2.

Overview

- Objections: 0
- Other comments: 0
- Support: 0
- Final decision: go ahead as advertised.

Stanstead Road

Extend single yellow line in front of number 146 by 5 metres. This proposal is shown in drawing 3.

Overview

- Objections: 0
- Other comments: 2
- Support: 1
- Final decision: go ahead as advertised.

Analysis

No objections and the other comments were about extending the times of operation of the new and existing restrictions, which we cannot do now as they have not been advertised.

Caterham Valley division

The county councillor for this division is [Mr David Lee](#). The [original drawings](#) are still available on our website for reference.

Caterham

Asprey Grove

Introduce double yellow lines in the turning head at the end of the road. This proposal is shown in drawing 4.

Overview

- Objections: 0
- Other comments: 0
- Support: 3
- Final decision: go ahead as advertised.

Analysis

No objections, just three comments in full support.

Whyteleafe

Church Road

Introduce double yellow lines opposite the whole of numbers 2, 4, 6 and 6A, and opposite the entrance to number 18 and across the front of number 19. This proposal is shown in drawings 5 and 6.

Overview

- Objections: 11
- Other comments: 0
- Support: 3
- Final decision: go ahead but with modification.

Analysis

Nearly all the objections were from allotment holders, who were worried about not being able to park close to the entrance to the allotments, in particular when needing to transport heavy tools or other gardening paraphernalia. Also mentioned was a likely increase in traffic speed if all parking was removed. In order to address the allotment holders' concerns, we will still introduce some new yellow lines opposite numbers 2, 4, 6 and 6A, in order to achieve the original objective, but make them much shorter than originally proposed, in order to allow as much parking as possible for users of the allotments.

There were no comments at all about the yellow lines opposite the entrance to number 18 and across the front of number 19, so they will go ahead as advertised.

Godstone Road

Reduce the length of the double yellow lines in front of 1-3 Welcomes Terrace, so they just cover the dropped kerb on the very corner. This proposal is shown in drawing 07.

Overview

- Objections: 0

- Other comments: 0
- Support: 0
- Final decision: go ahead as advertised.

Hillside Road

Introduce double yellow lines on both sides of the road underneath and either side of the railway bridge. This proposal is shown in drawing 08.

Overview

- Objections: 0
- Other comments: 0
- Support: 0
- Final decision: go ahead as advertised.

Godstone division

The county councillor for this division is [Mrs Rose Thorn](#). The [original drawings](#) are still available on our website for reference.

Godstone

Bakers Mead / Ockleys Mead

Introduce double yellow lines in Bakers Mead on both sides of the junction with Ockleys Mead. This proposal is shown in drawing 09.

Overview

- Objections: 0
- Other comments: 0
- Support: 0
- Final decision: go ahead as advertised.

High Street (1)

Change the layout of the time limited parking bay outside numbers 48-58 and reduce it in length. This proposal is shown in drawing 10.

Overview

- Objections: 0
- Other comments: 2
- Support: 1
- Final decision: go ahead as advertised.

Analysis

No objections, just a concern that we were removing parking spaces, but we are just removing the time limit on using the spaces.

High Street (2)

Change the hours of operation of the disabled parking bay outside numbers 84 to 86 from at all times to Monday to Saturday, 8:30am to 6:00pm. This proposal is shown in drawing 11.

Overview

- Objections: 0
- Other comments: 0
- Support: 1
- Final decision: go ahead as advertised.

Analysis

No objections, just one expression of full support.

The Green

Introduce double yellow lines at Godstone Green from the High Street, round into Godstone Green Road. This proposal is shown in drawing 11.

Overview

- Objections: 0

- Other comments: 0
- Support: 0
- Final decision: go ahead as advertised.

The Priory

Introduce double yellow lines on both sides at the junction with Ivy Mill Lane. This proposal is shown in drawing 12.

Overview

- Objections: 1
- Other comments: 0
- Support: 1
- Final decision: go ahead as advertised.

Analysis

The objection expressed concerns about the proposal increasing parking congestion in Ivy Mill Lane but then said that the situation was essentially already as bad as it could be and asked for additional restrictions that we cannot introduce at the moment as they have not been advertised.

Lingfield division

The county councillor for this division is [Mrs Lesley Steeds](#). The [original drawings](#) are still available on our website for reference.

Dormansland

New Farthingdale

Introduce resident permit parking bay for designated blue badge holder. This proposal is shown in drawing 13.

Overview

- Objections: 0
- Other comments: 0
- Support: 0
- Final decision: go ahead as advertised.

Felbridge

Rowplatt Lane (1)

Introduce double yellow lines on both sides at the junction with the A264 Copthorne Road. This proposal is shown in drawing 14.

Overview

- Objections: 0
- Other comments: 0
- Support: 1
- Final decision: go ahead with a modification.

Analysis

No objections and the expression of support was asking for additional restrictions which we cannot introduce at the moment as we have not advertised them. We have also decided to shorten the double yellow lines in Copthorne Road, as it is unlikely anyone will park there and it will make installation easier.

Rowplatt Lane (2)

Introduce double yellow lines on both sides at the junction with Crawley Down Road. This proposal is shown in drawing 15

Overview

- Objections: 0
- Other comments: 0
- Support: 0
- Final decision: go ahead as advertised.

Lingfield

Mount Pleasant Road

Introduce double yellow lines on both sides at the junction with Godstone Road. This proposal is shown in drawing 16.

Overview

- Objections: 25
- Other comments: 2
- Support: 1
- Final decision: go ahead but with modification.

Analysis

Nearly all the objections were from local residents, or friends/relatives of local residents, expressing concern about the number of possible parking spaces that would be lost in a part of Lingfield where there is already more demand than supply. Some of the objections accepted that people do park too close to the end of the road but they all said that the proposed length of the yellow lines was too long. We will therefore go ahead with double yellow lines near the junction but reduce the length on both sides of Mount Pleasant Road.

Plaistow Street

Introduce double yellow lines between the existing ones in front of The Old Cage (Tesco Express) and those at the junction with Vicarage Road. This proposal is shown in drawing 16.

Overview

- Objections: 0
- Other comments: 0
- Support: 1
- Final decision: go ahead as advertised.

Analysis

One response fully in support that also suggested the installation of a pedestrian crossing which is beyond the scope of the parking review.

Smallfield

Park Road

Introduce double yellow lines on both sides at the junction with Redehall Road. This proposal is shown in drawing 17.

Overview

- Objections: 0
- Other comments: 1
- Support: 0
- Final decision: go ahead as advertised.

Analysis

The comment supported the yellow lines at the junction but wanted them to extend further into the road, which we cannot do at the moment as we have not advertised them.

Oxted division

The county councillor for this division is [Mr Cameron McIntosh](#). The [original drawings](#) are still available on our website for reference.

Hurst Green

Greenhurst Lane

Extend the double yellow lines (replacing the existing single yellow line) opposite the entrance to numbers 18 to 28. This proposal is shown in drawing 18.

Overview

- Objections: 0
- Other comments: 0
- Support: 0
- Final decision: go ahead as advertised.

Holland Road

Introduce a School Keep Clear marking across the front of the school, to the south of the existing one. Introduce double yellow lines from in front of number 154 northwards across and on both sides of the junction with Warren Lane and across and on both sides of the junction with the spur road in front of number 144. This proposal is shown in drawing 19.

Overview

- Objections: 5
- Other comments: 7
- Support: 1
- Final decision: go ahead as advertised.

Analysis

Hardly any of the comments contain objections to what was proposed, but for the most part are either asking for an extension of the proposed yellow lines or the introduction of additional ones, neither of which we can do at this time, as we have not advertised our intention to do so. The suggestions have however been added to the list so they can be considered for action in the next parking review. The proposals were drawn up following a road safety outside schools assessment, carried out by the Sustainable Transport Team, and are designed to help improve safety at pick up and drop off time, so should go ahead.

Pollards Oak Road

Introduce a disabled parking bay with a maximum stay of 3 hours, no return within 1 hour, in one of the bays in front of 224 Pollards Oak Road (the pharmacy). This proposal is shown in drawing 20.

Overview

- Objections: 0
- Other comments: 0
- Support: 0
- Final decision: go ahead as advertised.

Limpsfield

Bluehouse Lane (1)

Introduce double yellow lines (replacing the existing single yellow lines) on both sides of and opposite the junction with Park Road. This proposal is shown in drawing 21.

Overview

- Objections: 0
- Other comments: 0
- Support: 2
- Final decision: go ahead as advertised.

Analysis

No objections. One of the comments was very general and the other appeared to be about another proposal.

Bluehouse Lane (2)

Introduce double yellow lines on both sides of the road round the bend at the junction with Water Lane. This proposal is shown in drawing 22.

Overview

- Objections: 1
- Other comments: 3
- Support: 1
- Final decision: go ahead as advertised.

Analysis

The objection was not to having double yellow lines in the immediate area outside Limpsfield Grange School, but said that it is not necessary to extend them so far south because no one parks there. However, we do not want to risk people starting to park there if they cannot park so close to the corner. The other comments are asking for additional restrictions which have not been advertised, so cannot be introduced at this time, but they have been added to the list for the next parking review.

Granville Road

Introduce alternating lengths of single yellow lines operating on Monday to Friday, from 8:30am to 10:30am, and Monday to Friday, from 8:30am to 4:30pm on the southern side in front of number 14 up to number 62 (replacing the existing single yellow line). This proposal is shown in drawings 24 and 25.

Overview

- Objections: 1
- Other comments: 5
- Support: 8
- Final decision: go ahead as advertised.

Analysis

The objection suggested that the change to the restrictions is unnecessary because the road is virtually empty of parked cars most of the time (especially so since lockdown). However, this view is not reflected in many of the other comments, and observations over recent years, which suggest the road has been a de facto car park. Other comments asked

for the restrictions to be made longer to counter possible displacement of parking to the eastern end of the road (where there are no restrictions), suggested a permit for visitors/builders, raised concerns about increasing vehicle speed, and asked for access protection markings (APMs) to be installed across driveways. We cannot increase the restrictions at this stage, as we have not advertised doing so, but will monitor the situation and possibly do so in future. Most properties have sufficient off street parking to accommodate visitors and builders and the shorter restriction finishes at 10:30am so leaving most of the day free for visitors and if builders need to park before then, they could apply for a waiver. Introducing anti-speeding measures is beyond the scope of a parking review and we do not routinely install APMs but residents can apply for them if they want. There is a lot of support for the proposal.

Ridlands Lane

Introduce double yellow lines on both sides of the road, from its junction with Kent Hatch Road to a point approximately 20 metres past the driveway of the property called Ridlands, apart from two gaps on the northern side. This proposal is shown in drawings 39 and 40.

Overview

- Objections: 4
- Other comments: 4
- Support: 2
- Final decision: go ahead as advertised.

Analysis

The main themes of the objections, and in some of the other comments, were that no restrictions were necessary as the amount of parking in the road had reduced from its peak and very little, if any, now takes place and that yellow lines would urbanise the appearance of the road. It was suggested that wooden posts would be a better option, or a clearway. In the other comments, most of which were supportive of the proposal in principle, some suggested moving the gaps in the yellow lines, or just filling them in, others questioned where contractors or vehicles being used for deliveries might park; some wanted the lines extended and some wanted them shortened.

Yellow lines are considered the best option as posts, although they might stop parking on the verges, they may not stop it completely and can prove costly in terms of on-going maintenance, and clearways are not so readily understood and so not as effective. The position of the gaps in the yellow lines were carefully chosen and they will allow somewhere for contractors to park if there is not enough room on driveways. (Vehicles can be left on yellow lines while deliveries are being made). We cannot extend the yellow lines as we have not advertised them and we do not want to shorten them, or not install them at all, in order that they can serve their intended purpose, regardless of how few or how many people visit the area once travel restrictions are relaxed and the weather improves.

Oxted

Amy Road / Ellice Road / Station Road East

Include residents of properties 111 to 119 inclusive (odd numbers only) in Station Road East in the list of residents able to apply for permits in the resident permit parking scheme in Amy Road and Ellice Road. There is no drawing for this proposal.

Overview

- Objections: 1

- Other comments: 1
- Support: 0
- Final decision: go ahead as advertised.

Analysis

The objection appears to relate to another proposal as it mentions plans for double yellow lines and the other comment is about pavement parking and a lack of parking enforcement. There are no objections (or any other comments) about the idea of allowing residents of the additional addresses to apply for permits.

Bluehouse Lane (3)

Introduce a disabled parking bay (without time limit) in place of the first part of the single yellow line to the east of the entrance to Crabwood. This proposal is shown in drawing 23

Overview

- Objections: 0
- Other comments: 0
- Support: 0
- Final decision: go ahead as advertised.

Silkham Road

Introduce double yellow lines between the two School Keep Clear markings in front of the school and from the existing lines at the junction with Woodland Court northwards to the boundary of numbers 15 and 17. This proposal is shown in drawing 26.

Overview

- Objections: 4
- Other comments: 3
- Support: 2
- Final decision: go ahead with modification.

Analysis

The objections, and some of the other comments, included that double yellow lines in front of the school were unnecessary as problems only occurred during school times, so a single yellow line would suffice, that the biggest problem was caused by the school bus parking on the bus stop and so a lay by should be built for it, that no new restrictions should be introduced in order to keep free parking in Oxted for those that need it, that the yellow lines would lead to parents obstructing driveways further up the road. The other comments also included requests for additional restrictions and for some of the double yellows on the western side to be a single yellow line instead.

Unfortunately putting in a bus stop lay by is far beyond the scope of the parking review, as is putting in additional restrictions as we have not advertised them. However in light of the comments received, we will go ahead but with a single yellow line operating Monday to Saturday 8.30am-6.30pm in front of the school, so residents and their visitors can park there overnight and on Sundays.

Station Road West (1)

Introduce double yellow lines across the access to the pedestrian subway under the station. This proposal is shown in drawing 27.

Overview

- Objections: 0
- Other comments: 0
- Support: 0
- Final decision: go ahead as advertised.

Station Road West (2)

Replace the single yellow line with double yellow lines from the existing double yellow lines outside number 9 (Barclays bank) to 15 (the Post Office) southwards to the start of the parking bays next to Oakleigh Court, and northwards up the road and round the corner as far as where the carriageway widens next to number 39 (Station Shoe Repairs). This proposal is shown in drawing 27.

Overview

- Objections: 22
- Other comments: 0
- Support: 3
- Final decision: go ahead as advertised.

Analysis

The main theme of the objections was that changing the single yellow line to double yellow lines would have a negative impact on businesses in the road and on the ability to pick up and drop off people using the station. From some of the comments, it seemed that some people thought that we were changing the parking bays on the other side of the road to double yellow lines as well, which was never the case. However, the single yellow line already operates from 8:30am to 6:30pm on Monday to Saturday, so during the normal working week, parking will be no more restricted than it is at the moment. The rules relating to single yellow lines and double yellow lines are the same and it is no more legal to park briefly on a single yellow line than on double yellow lines. Likewise, you are allowed to stop to load and unload on double yellow lines, and pick up and drop off passengers, just as you can on single yellow lines. The difference that this change will make is that the restriction will now operate all the time and so it will stop the road and/or pavement becoming clogged up with cars in the evenings and on Sundays.

Warlingham division

The county councillor for this division is [Mrs Becky Rush](#). The [original drawings](#) are still available on our website for reference.

Tatsfield

Crossways / Westmore Road

Introduce double yellow lines at the junction of Crossways and Westmore Road on the parts of the road which are public highway, in order to prevent obstructive parking and help maintain the free flow of traffic, especially for larger vehicles. This proposal is shown in drawing 28.

Overview

- Objections: 1
- Other comments: 0
- Support: 0
- Final decision: Go ahead but with modification.

Analysis

The gist of the objection was that the proposed yellow lines were longer than necessary on the eastern side of Westmore Road. As they were only proposed at that length to match the ones on the western side of the road, we will reduce them in length to just 10 metres.

Westmore Road

Extend the double yellow lines at the junction with Grove Road southwards to a point opposite the boundary of numbers 26 and 28 Westmore Road and extend the double yellow lines at the junction with Redhouse Road southwards to a point in line with the southern building line of The Voe (a property in Redhouse Road). This proposal is shown in drawing 29.

Overview

- Objections: 0
- Other comments: 2
- Support: 0
- Final decision: go ahead as advertised.

Analysis

The comments are supportive and asking for additional restrictions, which have not been advertised, so cannot be introduced at this time, but could be considered in a future parking review if problems persist.

Warlingham

Church Road / Dane Road

Introduce double yellow lines on both sides of the junction of Dane Road with Church Road, in order to keep the junction clear of parked cars and so improve sightlines for drivers and road safety. This proposal is shown in drawing 30.

Overview

- Objections: 0

- Other comments: 0
- Support: 0
- Final decision: go ahead as advertised.

Lime Grove

Introduce double yellow lines on both sides of, and opposite, the junctions with Cedar Close and Larch Close, in order to keep the junction clear of parked cars and so improve road safety and access for larger vehicles. This proposal is shown in drawing 31.

Overview

- Objections: 1
- Other comments: 0
- Support: 1
- Final decision: go ahead but with modification.

Analysis

The gist of the objection was that too much parking space was being removed, which is needed by the residents. The restriction was proposed because of access problems for larger vehicles, especially bin lorries, so should go ahead but with a reduction of the length of some of the yellow lines.

Limpsfield Road (1)

Replace the single yellow line on the east side between the junctions with Church Road and Trenham Drive with double yellow lines and introduce double yellow lines on the west side from a point opposite the boundary of Fir Tree Court and number 301A northwards to a point 10 metres past the entrance to Greenacres Sports Ground, in order to prevent obstructive parking and help maintain the free flow of traffic. This proposal is shown in drawings 32, 33 and 34.

Overview

- Objections: 2
- Other comments: 1
- Support: 1
- Final decision: go ahead as advertised.

Analysis

The main thrust of the objections was that the new restriction would lead to an increase in parking on the path and grass verges on the east side of the road. However the restriction applies to the width of the highway, not just the carriageway, so any vehicle parked on the verges or paths at any time will be liable to receive a penalty charge notice (parking ticket). Also mentioned was the possible knock-on effect in the nearby side roads, but in general there is not much parking on Limpsfield Road, except on Sundays, when there is already a restriction. However if vehicles are parked on both sides, it can cause traffic flow problems, especially for larger vehicles, which this restriction is intended to stop happening.

Limpsfield Road (2)

Introduce double yellow lines on the south side between the junctions with Mayes Close and Spire Close and on the north side from the junction with Bond Road westwards to a point opposite the end of the existing double yellow lines to the east of Mayes Close. This proposal is shown in drawing 35.

Overview

- Objections: 1
- Other comments: 0
- Support: 0
- Final decision: go ahead as advertised.

Analysis

The objection mentioned events, such as blood donation, at the church and that the new restriction might push parking towards the green. However the church has a fair sized car park, there are still a couple of spaces on the road, but the restriction will help with traffic flow, especially for larger vehicles, and stop people parking too near the pedestrian refuge near the Bond Road junction and help keep the cycle lane clear of parked cars

Tithepit Shaw Lane

Introduce double yellow lines, replacing the existing single yellow line, on the southern side between the existing double yellow lines opposite the junction with Wentworth Way and the start of the School Keep Clear marking opposite number 213, in order to improve road safety and sightlines for pedestrians. This proposal is shown in drawing 36.

Overview

- Objections: 0
- Other comments: 0
- Support: 0
- Final decision: go ahead as advertised.

Westhall Road

Extend the double yellow lines on the north side from the bend opposite the junction with Landscape Road eastwards to a point in line with the western building line of the garage of number 101A, and on the south side from the junction with Landscape Road eastwards to point 10 metres beyond the boundary of numbers 100 and 102, in order to improve road safety and safe traffic flow near a sharp bend. This proposal is shown in drawing 37.

Overview

- Objections: 1
- Other comments: 0
- Support: 1
- Final decision: go ahead as advertised.

Analysis

The objection was in fact just asking for an extension of the proposed restriction, which we cannot introduce at the moment as we have not advertised it, but the request but has been added to the list for the next parking review, so it can be considered then.

Westview Road

Introduce double yellow lines from the entrance to Kooringa westwards up to the entrance to the garage of number 2 Westview Road, in order to improve sightlines for drivers and road safety. This proposal is shown in drawing 38.

Overview

- Objections: 1
- Other comments: 0
- Support: 0

- Final decision: Withdraw the proposal and do nothing.

Analysis

The objection suggested that there is no longer a problem at this junction, and that there is therefore no need for us to introduce the yellow lines, and we have no indication that this is not the case.

Annex 1 – General information

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:

<https://www.surreycc.gov.uk/roads-and-transport/road-safety-and-emergencies/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:

<https://www.surreycc.gov.uk/council-and-democracy/contact-us/roads-and-transport>

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:

<https://www.surreycc.gov.uk/schools-and-learning/teachers-and-education-staff/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 essentially 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 below:

<https://www.surreycc.gov.uk/council-and-democracy/contact-us/roads-and-transport>

Requests for permit parking schemes

We can consider introducing permit parking schemes under appropriate circumstances. However, such significant changes can't be considered based on only one or two comments. 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:

<https://www.surreycc.gov.uk/roads-and-transport/parking/restrictions-and-controls/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:

<https://www.surreycc.gov.uk/roads-and-transport/parking/reviews>

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:

<https://www.surreycc.gov.uk/roads-and-transport/parking/reviews>

Enforcement

Parking controls on street in Tandridge are administered and enforced by Sevenoaks District Council on behalf of Tandridge District Council. They also enforce the district council's off street car parks. For more information, please see the Parking page on the district council's website at <https://www.tandridge.gov.uk/Parking-streets-and-transport/Parking>.

General enquiries

Any other enquiries regarding highways can be raised via the electronic forms on our website:

<https://www.surreycc.gov.uk/council-and-democracy/contact-us/roads-and-transport>

Or using the contact details below:

- **Telephone:** 0300 200 1003 (9am to 5pm, Monday to Friday, excluding bank holidays. Emergencies only at all other times)
- **Email:** contact.centre@surreycc.gov.uk
- Textphone (via Text Relay): 18001 0300 200 1003
- **SMS:** 07860 053 465
- **Fax:** 020 8541 9575
- **Address:** Surrey County Council, Contact Centre, Room 296-298, County Hall, Penrhyn Road, Kingston upon Thames KT1 2DN