

Reigate & Banstead parking review 2023-24: 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 Reigate & Banstead parking review 2023-24.

We formally advertised our intention to introduce the proposed new parking controls and restrictions by way of a notice published in Surrey Mirror on 29 February 2024. There then followed a period, which ended on 29 March 2024, 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.

Banstead, Woodmansterne & Chipstead division proposals

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

Banstead

Holly Lane

Extend the existing single yellow line, operational from Mon-Sat 8am-6.30pm, on both sides of Holly Lane up to the junction with Great Ellshams on the west and up to the junction with The Beeches and Holly Lane East on the east. This is to improve the flow of traffic and sightlines for pedestrians as parked cars, especially during the school pick up and drop off, obstructs the sightlines for people crossing the road and also restricts the traffic to the middle of the road. This proposal is shown in drawing 18232.

Breakdown of types of feedback received

Objections: 3

Other comments: 4

Support: 16

Analysis

There is clearly enough support for this proposal. All four comments have shown support for the proposal, with some expressing concerns about the need for stricter rules which cannot be considered at this stage. However, none of them are strongly against the current proposal. Two objections were related to parents being unable to drop off their children, but please note that stopping to drop off children is allowed on a single yellow line as long as it is just for that purpose and as briefly as possible. Extending the single yellow line will not prohibit parents from dropping off or picking up their children, but it will stop people from parking during the day and improve traffic flow especially during school pick and drop off hours.

Final decision

Go ahead as advertised.

Holly Lane / Great Ellshams

Install double yellow lines on the junction of Holly Lane with Great Ellshams to stop vehicles from parking on this junction and improve sightlines for vehicles using this junction. The proposed restrictions are also extended up to the northern boundary of number 2 on the south side and up to the drive of number 1 on the north side while leaving a gap for 4 cars in the middle. The proposal is also to mitigate the impact of displacement from Holly Lane. This proposal is shown in drawing 18232.

Breakdown of types of feedback received

Objections: 2

Other comments:

Support: 8

Analysis

Go ahead as advertised with the proposal, as there is clearly abundant support for it. Double yellow lines are necessary to prevent cars from obstructing junctions, bends, and parking on both sides in Great Ellshams. Although there are two objections, one regarding potential displacement, which we anticipate would be minimal as parking is limited on this junction or bends, but we will look into it in the future reviews and deal with it accordingly. The second objection claims that inconsiderate parking is not a problem, but the overwhelming support for the proposal suggests otherwise.

Final decision

Go ahead as advertised.

Holly Lane / Holly Lane East / The Beeches

Install double yellow lines on the junction of Holly Lane with Holly Lane East/The Beeches to stop vehicles from parking on this junction and improve sightlines for vehicles using this junction. This proposal is shown in drawing 18232.

Breakdown of types of feedback received

Objections: 3

Other comments: 0

Support: 5

Analysis

Go ahead as advertised with the proposal, as there is more support than objections for this location and also, we are proposing restrictions on a junction where nobody should park anyway according to rule 243 of Highway code. All three objections are concerned about the potential displacement, which we anticipate would be minimal as parking is limited on this junction or bend leading to Holy Lane East, but we will look into it in the future reviews and deal with it accordingly. It would be more sensible for parents to briefly stop on side roads instead of a busy main road, which could disrupt traffic flow.

Final decision

Go ahead as advertised.

Chipstead

How Lane

Extend double yellow lines on the western side of How Lane from the existing ones at the junction with Chipstead Valley Road up to and round the first bend to the south and do the same on the eastern side, apart from leaving a gap of 30m after the access to the school grounds. Cars parked here move the ongoing traffic to the middle of the road affecting the flow of traffic and also causing sightlines issues for pedestrians. This proposal is part of a road safety outside school survey carried out in relation to Chipstead Valley Primary School to improve the flow of traffic and road safety outside the school for vehicles as well as pedestrians. This proposal is shown in drawing 18178.

Breakdown of types of feedback received

Objections: 15

Other comments: 0

Support: 4

Analysis

Considering the large number of objections, most of which were saying that parking on How Lane is necessary during school pick up and drop off times, we have decided to leave some area unrestricted on the eastern side of How Lane while creating a 15m long passing place. Install 15m double yellow line from where it's proposed on the eastern side and then leave a gap of 40m unrestricted for up to 8 cars to park. This will provide some extra parking and at the same time create a safe passing place for pedestrians as well as moving traffic to pull in. Also, go ahead with the double yellow lines on the western side and around the bends to encourage vehicles to park safely and improve the flow of traffic.

Final decision

Proceed with changes.

Outwood Lane / Chipstead Valley Road

Install double yellow lines on both sides of Outwood Lane/Chipstead Valley Road starting from the entrance to number 522 Chipstead Valley Road on the north going westwards up to the junction of Outwood Lane with the access road near the Midday Sun pub and on the south side from the existing double yellow lines on the junction with How Lane up to the white zig zag markings leading to the pedestrian crossing. Install double yellow lines all across the southern side of the service road starting from the junction with Outwood Lane up to the junction with Rectory Lane to stop inconsiderate parking on both sides of this road especially around the bends, parking at the bus stop and near the junction. Also, install double yellow lines directly outside the Midday Sun pub to stop vehicles from parking opposite the junction of this access road as vehicles parked here do not leave enough space for the buses to turn. This proposal is shown in drawing 18178.

Breakdown of types of feedback received

Objections: 4

Other comments: 0

Support: 4

Analysis

Go ahead as advertised. There were fewer objections than for How Lane, although they were along the same lines, but it is imperative that we prioritize road safety over parking in this situation. The double yellow lines are being installed in areas where parking should not occur, such as near junctions, under bridges, close to pedestrian crossings, over bus stops, and around bends, so we have decided to overrule the objections and go ahead as advertised.

Final decision

Go ahead as advertised.

Earlswood & Reigate South division proposals

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

Redhill

Heston Road / Hampton Road

Install double yellow lines on the junction of Heston Road with Hampton Road to improve the sightlines and road safety on this junction. This proposal is shown in drawing 18167.

Final decision

No feedback received so go ahead as advertised.

Willow Road / Arbutus Road

Install double yellow lines on the junction of Willow Road with Arbutus Road to improve the sightlines and 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 18098.

Breakdown of types of feedback received

Objections: 2

Other comments: 0

Support: 1

Analysis

The objections mention the need for parking and the supporter wants additional restrictions. Rule 243 of the Highway Code says not to park opposite or within 10 metres of a junction, so the restrictions are being installed where people should not park anyway.

Final decision

Go ahead as advertised.

Reigate

Allingham Road / Alexander Road / Crescent Road

Introduce double yellow lines on the junction of Allingham Road with Crescent Road on the north and Alexander Road on the south up to the existing school keep clear to improve sightlines on this junction and improve road safety in general. This is also to stop vehicles from parking on both sides of the road between the junction and school keep clear marking.

This proposal is shown in drawing 18096.

Breakdown of types of feedback received

Objections: 0

Other comments: 0

Support: 3

Final decision

Go ahead as advertised as there are no objections.

Allingham Road / Priory Road

Install double yellow lines on the junction of Allingham Road with Priory Road to improve the sightlines and road safety on this junction. This proposal is shown in drawing 18096

Final decision

No objections received so go ahead as advertised.

Castle Drive (Disabled Bay)

Convert the existing advisory disabled parking bay in the layby situated outside 26-22 Castle Drive into a legally enforceable disabled bay to stop it from being abused by non-blue badge holders. This proposal is shown in drawing 18233.

Breakdown of types of feedback received

Objections: 3

Other comments: 0

Support: 1

Analysis

Out of the 3 objections, only one refers directly to the disabled bay proposal and there is one support. That objection argues that creating a formal disabled parking bay is unnecessary because they believe no one without a blue badge ever parks there. However, we have received reports of people parking in the disabled bay without displaying a blue badge, causing the disabled resident to have to park further away. As a result, we have decided to proceed with converting the advisory bay into a formal disabled parking bay to support the disabled resident and ensure a permanent space is available for any disabled resident that may need it.

Final decision

Proceed as advertised.

Castle Drive

Introduce double yellow lines on the inside of two bends on Castle Drive near Windsor House and near number 1A to stop obstructive parking on the bends and improve the flow of traffic in general. Also, introduce double yellow lines on both sides of Castle Drive junction near Castle Close to stop obstructive parking on this junction and improve the flow of traffic in general. Obstructive parking on the bends forces the vehicles especially large sized vehicles like buses and lorries to the middle of the road causing congestion and also, putting the safety of the pedestrians at risk by blocking their sightlines. This proposal is shown in drawing 18233.

Breakdown of types of feedback received

Objections: 6

Other comments: 1

Support: 0

Analysis

Most of the objections cited the lack of parking in the area for residents as a reason not to introduce any restrictions. Although the restrictions were only proposed in locations where people should not really park (in order to comply with the rules of the Highway Code), as there are currently discussions going on between the county council and Raven Housing with a view to possibly providing more off-street parking bays in the area, we have decided not to go ahead at this time. Depending on the outcome of the discussions, we may revisit these proposals in the next parking review.

Final decision

Do not proceed.

Castle Drive / Hitchings Way

Introduce double yellow lines on Castle Drive junction with Hitchings Way to improve sightlines and road safety. Also, install double yellow lines on the inside of the bend outside 54-56 Hitchings Way to stop vehicles from parking on this bend which forces the moving traffic to the middle of the road and impacts the sightlines. This proposal is shown in drawing 18233.

Breakdown of types of feedback received

Objections: 6

Other comments: 0

Support: 0

Analysis

Rule 243 of the Highway Code says not to park opposite or within 10 metres of a junction or on a bend, so the restrictions are being installed where people should not park anyway, and these new markings will not make much difference to the rest of the road as a whole as they are only going on junctions or one side of the bend, not all along the road. The double yellow line on the bend is to restrict inconsiderate parking on this bend as vehicles parked here forces the traffic to the middle of the road which can lead to traffic congestion and potentially dangerous situations, especially for larger vehicles like buses.

Final decision

Go ahead as advertised.

Meadow Way / Prices Lane

Introduce double yellow lines on Meadow Way at the junction with Prices Lane and the service road to improve sightlines and prevent obstructive parking near the junction. This proposal is shown in drawing 18097.

Breakdown of types of feedback received

Objections: 0

Other comments: 0

Support: 2

Final decision

No objections received so go ahead as advertised.

Priory Road / Park Lane East

Install double yellow lines on the junction of Priory Road with Park Lane East to improve the sightlines and road safety on this junction. Also, extend the double yellow line up to the building line of number 1 Priory Road to stop vehicles from parking on both sides of the road near the junction. This proposal is shown in drawing 18138.

Breakdown of types of feedback received

Objections: 1

Other comments: 0

Support: 1

Analysis

There is one objection which is citing a lack of parking, but we are only proposing double yellow lines on the junction and opp. the bus stop where no one should park anyway. The junction should be left clear 10m on each side as per the highway code under rule 243 and cars parking opposite a bus stop impacts the flow of traffic while the bus stop is in operation as traffic from either side comes to a halt. Therefore, we have decided to go ahead with this proposal as advertised.

Final decision

Go ahead as advertised.

Horley East division proposals

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

Horley

Station Approach

Introduce on-street parking charges in the parking bay situated on the western side of Station Approach just north of the junction with Victoria Road. This is intended to help manage demand for parking in the area and provide short term paid parking to rail commuters and other road users near a train station and prevent long term airport commuter parking. The charges will apply Mon-Sat between the hours of 8am and 6pm. Payment will be by phone or phone app only. There will be no service charge to the user for this payment facility.

The proposed parking tariff will be as follows.

- 1 hour £1.00, 1 to 2 hours £2.00, 2 to 3 hours £3.00, over 3 hours £6.

These proposals are shown in drawing 18118.

Breakdown of types of feedback received

Objections: 50

Other comments: 3

Support: 1

Analysis

It is clear that there are a significant number of objections, which is to be expected when transitioning from free parking to paid parking. The primary motivation for this change is to address the issue of long-term airport parking. Many objections have come from individuals who do not reside in the area and live as far as London. Many of these non-residents likely use the free parking for commuting to London or accessing Gatwick Airport. While there are some concerns from local residents, their main issue appears to be the potential for displacement. Although we cannot predict the exact impact at this stage, we are committed to addressing it based on emerging parking trends in the future and also, we have taken into consideration that there are already sufficient parking restrictions and private parking the areas nearby. Our goal is to ensure that parking is available for those visiting the local area, such as shoppers, workers and visitors. We do not want this parking space to be exploited by holidaymakers who utilize these free bays to reach Gatwick airport. In response to feedback from local residents, we have decided to adjust the operating hours from 8 AM - 6 PM to 10 AM - 5 PM. This change will allow local residents to park for free in the evenings and till late in the morning. However, we believe that implementing parking charges is essential to ensure that parking is available for genuine visitors and shoppers, rather than those who park here and travel elsewhere. As a result, we have chosen to proceed with the proposed changes as outlined.

Final decision

Go ahead as advertised.

The Grove

Introduce on-street parking charges in the parking bay situated on the western side of The Grove opposite the entrance to Aurum Close. This is intended to help manage demand for parking in the area and provide short term paid parking to rail commuters and other road users near a train station and prevent long term airport commuter parking. The charges will apply Mon-Sat between the hours of 8am and 6pm. Payment will be by phone or phone app only. There will be no service charge to the user for this payment facility.

The proposed parking tariff will be as follows.

- 1 hour £1.00, 1 to 2 hours £2.00, 2 to 3 hours £3.00, over 3 hours £6.

These proposals are shown in drawing 18118.

Breakdown of types of feedback received

Objections: 27

Other comments: 2

Support: 0

Analysis

It is clear that there are a significant number of objections, which is to be expected when transitioning from free parking to paid parking. The primary motivation for this change is to address the issue of long-term airport parking. Many objections have come from individuals who do not reside in the area and live as far as London. Many of these non-residents likely use the free parking for commuting to London or accessing Gatwick Airport. While there are some concerns from local residents, their main issue appears to be the potential for displacement. Although we cannot predict the exact impact at this stage, we are committed to addressing it based on emerging parking trends in the future and also, we have taken into consideration that there are already sufficient parking restrictions and private parking the areas nearby. Our goal is to ensure that parking is available for those visiting the local area, such as shoppers, workers and visitors. We do not want this parking space to be exploited by holidaymakers who utilize these free bays to reach Gatwick airport. In response to feedback from local residents, we have decided to adjust the operating hours from 8 AM - 6 PM to 10 AM - 5 PM. This change will allow local residents to park for free in the evenings and till late in the morning. However, we believe that implementing parking charges is essential to ensure that parking is available for genuine visitors and shoppers, rather than those who park here and travel elsewhere. As a result, we have chosen to proceed with the proposed changes as outlined.

Final decision

Go ahead as advertised.

Horley West, Salfords & Sidlow division proposals

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

Horley

Mallard Close

Introduce double yellow lines on both sides of the junction of Mallard Close o/s number 2 & 10 to prevent obstructive parking on the junction and improve sightlines for the pedestrians and vehicles. This proposal is shown in drawing 18169.

Breakdown of types of feedback received

Objections: 5

Other comments: 1

Support: 2

Analysis

Based on the comments received, and objections citing a lack of parking in the area, we have decided to limit the extension of the yellow lines to 10m on both sides of the junction. Extending the lines beyond this point serves no purpose if the local residents do not perceive any issues with vehicles parking in that area.

Final decision

Proceed with changes.

Salfords

Honeycrook Lane

Install double yellow lines on Honeycrook Lane junction with the road leading to Dean Farm which is also a cycle lane and parked cars near the junction impacts the sightlines for these cyclists as well as the vehicles accessing the farm. This proposal is shown in drawing 18234.

Final decision

No objections received so go ahead as advertised.

Park Avenue / Park View Road

Introduce double yellow lines on both sides of Park Avenue junction with Park View Road to prevent obstructive parking on the junction and improve sightlines for the pedestrians and vehicles. This proposal is shown in drawing 18104.

Breakdown of types of feedback received

Objections: 0

Other comments: 1

Support: 1

Analysis

Go ahead as advertised since there are no objections. One comment was made to have double yellow lines placed opposite the junction as well; however, this cannot be done at the moment. We will take this into account for consideration in the next parking review.

Final decision

Go ahead as advertised.

Merstham & Banstead South division proposals

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

Lower Kingswood

Dents Grove / Buckland Road

Introduce double yellow line on the northeastern side of the Dents Grove junction with Buckland Road to improve sightlines for vehicles turning left and to improve road safety in general. This proposal is shown in drawing 18222.

Breakdown of types of feedback received

Objections: 1

Other comments: 0

Support: 0

Analysis

Rule 243 of the Highway Code says not to park opposite or within 10 metres of a junction, so the restrictions are being installed where people should not park anyway, and the objection was a general one and not specific to this proposal.

Final decision

Go ahead as advertised.

Buckland Road

Introduce double yellow lines on the eastern side of Buckland Road starting from the existing double yellow lines near the junction with Church Close moving southwards up to the drive of number 5 to stop vehicles from parking on a pavement which should be kept clear for pedestrians at all times and to improve the flow of traffic and road safety as vehicles parking on both sides is causing an obstruction to the moving traffic. This proposal is shown in drawing 18045.

Breakdown of types of feedback received

Objections: 1

Other comments: 2

Support: 0

Analysis

The road is not wide enough to allow parking on both sides of the road and also, there are already metal bollards in place on one side of the road to prevent parking, but vehicles are still parking in the gap between these bollards forcing the pedestrians and buggies to the middle of the carriageway. The objection and the other comments request additional measures in the area that we cannot introduce at this time but can be considered in future. Therefore, we have decided to go ahead as advertised to prevent parking on one side to allow pedestrians and buggies to have access to the pavement and also, improve the flow of traffic.

Final decision

Go ahead as advertised.

Nork & Tattenhams division proposals

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

Banstead

Brighton Road (Derby House)

Extend the existing double yellow lines outside Mulberry Gate up to the existing double yellow lines outside Banstead Manor Care Home to go across the entrance to Derby House and Oaks House to improve sightlines and prevent obstructive parking near these two entrances. This proposal is shown in drawing 18157.

Breakdown of types of feedback received

Objections: 3

Other comments: 0

Support: 0

Analysis

Based on the comments, it appears that there is no backing for this proposal. In addition, it appears to be residents and their visitors who park in the area where double yellow lines were advertised. Therefore, we have decided not to proceed with this proposal, as it would not only eliminate space for visitors but also impose strain on adjacent streets or move cars to the opposite side of the road. If there are any issues with the access, the residents should consider an access protection marking.

Final decision

Do not proceed.

Brighton Road (TRO Amendment)

Introduce double yellow lines starting from the northern building line of Wessex Garage Doors going across the entrance leading to number 36 & 36a and across the new development at 34 Brighton Road to improve sightlines and prevent obstructive parking near the entrances to the new properties and the relocated pedestrian crossing. This proposal is shown in drawing 18157.

Breakdown of types of feedback received

Objections: 0

Other comments: 1

Support: 0

Analysis

There are no objections, the one other comment is requesting extending these markings which cannot be considered at this stage but will be reviewed in the next review.

Final decision

Go ahead as advertised.

Chetwode Road / Long Walk / Devizes Road

Introduce double yellow lines on Chetwode Road at the junction with Long Walk to stop vehicles from parking near the junction and also to keep the pedestrian dropped kerb clear at all times.

Introduce double yellow lines on the junction of Chetwode Road with Devizes Road and opposite the junction to stop vehicles from parking near the junction as well as opposite to reduce congestion and improve sightlines. Vehicles parked opposite the junction force traffic to the wrong side of the road causing danger for vehicles coming out of Devizes Road. This proposal is shown in drawing 18174.

Final decision

No objections received so go ahead as advertised.

High Beeches

Introduce double yellow lines on the eastern side of the entrance leading to 25-52 Beecholme to meet the existing double yellow lines on the northeast of High Beeches. This is to stop vehicles from parking on this bend and to improve the flow of traffic and road safety. This proposal is shown in drawing 18155.

Breakdown of types of feedback received

Objections: 2

Other comments: 0

Support: 1

Analysis

The gist of the only substantive objection was that local residents need the space to park, but we are proposing these restrictions to prevent parking too close to a bend, which forces vehicles to go into the bend on the wrong side of the road, so we will go ahead with the proposal without any changes.

Final decision

Go ahead as advertised.

The Brindles

Extend the existing double yellow lines on the northern side of The Brindles starting from the junction with Picquets Way going eastwards up to the northern building line of number 3 in order to stop obstructive parking on both sides of the road and around the bend to improve road safety and flow of traffic. This proposal is shown in drawing 18012.

Breakdown of types of feedback received

Objections: 0

Other comments: 0

Support: 6

Analysis

Go ahead as advertised since, there are no objections.

Final decision

Go ahead as advertised.

Nork

Fir Tree Road

Extend the existing double yellow lines on the eastern side of Fir Tree Road near the junction with Reigate Road going south up to the drive outside number 192-194 to prevent obstructive parking in front of small raised kerbs between the properties situated here and to maintain sightlines for vehicles and pedestrians. Vehicles parked here forces the traffic to the middle of the road causing danger and sightlines issues for the vehicles exiting the drives as well as users of the shops. This proposal is shown in drawing 18001.

Breakdown of types of feedback received

Objections: 0

Other comments: 1

Support: 1

Analysis

There is one comment that has expressed a concern about possible displacement due to the proposal and has requested new traffic lights. This issue falls outside the parking team's jurisdiction. It is difficult to predict displacement accurately, as many vehicles currently parked in this area are causing obstructions to moving traffic are parking there to reach the shops. We will monitor the situation and address any displacement that may occur in the future.

Final decision

Go ahead as advertised.

Tattenham Corner

Downland Close / Downland Way

Introduce double yellow lines on both sides of the Downland Close junction with Downland Way to stop vehicles from parking near the junction and improve sightlines & traffic flow in general. This proposal is shown in drawing 18024.

Final decision

Go ahead as advertised, since there are no objections.

Shawley Way / Great Tattenhams

Introduce double yellow lines on both sides of the Shawley Way junction with Great Tattenhams to stop vehicles from parking near the junction & pedestrian crossing and improve sightlines, safety, and traffic flow in general.

This proposal is shown in drawing 18022.

Breakdown of types of feedback received

Objections: 1

Other comments: 0

Support: 1

Analysis

The objection was a general one and not specific to this proposal, but rather seemed to relate to a different one. Rule 243 of the Highway Code says not to park opposite or within 10 metres of a junction, so the restrictions are being installed where people should not park anyway.

Final decision

Go ahead as advertised.

Redhill East division proposals

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

Redhill

Grovehill Road

Introduce a single yellow line operational from Mon-Sat 8am-6.30pm on the northern side of Grovehill Road between the junction with Linkfield Street and Upper Bridge Road and on the southern side between the junction with Upper Bridge Road and Ridgeway Road, and at the same time change the operational hours of the single yellow lines on the southern side between Ridgeway Road and Garlands Road to Mon-Sat 8am-6.30pm. We have received a number of requests from the residents especially pedestrians complaining about obstructive parking on both sides of Grovehill Road leaving no space for pedestrians as well as child buggies to access the pavement. Therefore, we are proposing parking restrictions on at least one side of full length of Grovehill Road to prevent obstructive parking, improve the flow of traffic and manage sightlines for vehicles as well as pedestrians. This proposal is shown in drawing 18068, 18069 & 18071.

Breakdown of types of feedback received

Objections: 34

Other comments: 3

Support: 6

Analysis

There were in total 9 parking requests to look at imposing restrictions on Grovehill Road to stop parking on both sides of the road. However, after reviewing the feedback from the consultation, it is evident that the majority of residents are not in favour of any change to the existing restrictions. Therefore, the decision has been made not to proceed with the proposal.

Final decision

Do not proceed.

Garlands Road

Change the operational hours on the single yellow line from Mon-Fri 10am-11am to Mon-Sat 8am-6.30pm on the western side of Garlands Road between the junction with Grovehill Road moving southwards up to the junction with Brighton Road and Mill Street to prevent obstructive parking during the whole day, improve the flow of traffic and also, to prevent displacement from Grovehill Road. This proposal is shown in drawing 18071 & 18072.

Breakdown of types of feedback received

Objections: 70

Other comments: 3

Support: 4

Analysis

There were in total 9 parking requests to look at imposing restrictions on Grovehill Road to stop parking on both sides of the road. Considering the potential impact on Garlands Road due to the displacement of parking, it was decided to propose similar restrictions on both roads simultaneously. However, after reviewing the feedback from the consultation, it is evident that the majority of residents are not in favour of any restrictions. Therefore, the decision has been made not to proceed with the proposal.

Final decision

Do not proceed.

Osborne Road

Remove the disabled parking bay on the western side of Osborne Road from outside 39 from the traffic regulation order (TRO) since the resident has moved out. This disabled parking bay is not installed on the ground but needs to be removed from the TRO (**TRO AMENDMENT ONLY**).

These proposals are shown in drawing 18056.

Final decision

No objections received so go ahead as advertised.

Woodlands Road

Install double yellow lines on the eastern side of Woodlands Road to replace the existing 'Keep Clear' marking to prevent vehicles from parking in front of a dropped kerb leading to Woodlands Court. This is to prevent obstructive parking in front of a dropped kerb restricting the ability of pedestrians as well as wheelchair users to access the entrance.

Extend single yellow line on the eastern side of Woodlands near the junction with Earlswood Road up to the southern building line of number 71a. This only involves changing the traffic regulation order so that it match the existing restriction on the ground.

(TRO AMENDMENT)

These proposals are shown in drawing 18073.

Breakdown of types of feedback received

Objections: 3

Other comments: 1

Support: 0

Analysis

We are only making changes to the area next to a lowered kerb that is crucial for pedestrians and wheelchair users to reach the pavement and is already labelled as 'Keep Clear'. However, this marking is not legally enforceable, and vehicles continue to park next to the lowered kerb. It is important to keep this lowered kerb accessible for entry at all times, so we have decided to go ahead with this proposal.

Final decision

Go ahead as advertised.

Redhill West & Meadvale division proposals

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

Redhill

Green Lane

Install double yellow lines on Green Lane on both sides of the entrance to Copse Wood Court to tackle obstructive parking close to the entrance and to improve sightlines for vehicles exiting the entrance. These proposals are shown in drawing 18143.

Final decision

No objections received so go ahead as advertised.

Grovehill Road

Introduce a single yellow line operational from Mon-Sat 8am-6.30pm on the northern side of Grovehill Road between the junction with Linkfield Street and Upper Bridge Road (and on other parts of Grovehill Road – see the Redhill East section for details). We have received a number of requests from the residents especially pedestrians complaining about obstructive parking on both sides of Grovehill Road leaving no space for pedestrians as well as child buggies to access the pavement. Therefore, we are proposing parking restrictions on at least one side of full length of Grovehill Road to prevent obstructive parking, improve the flow of traffic and manage sightlines for vehicles as well as pedestrians. This proposal is shown in drawing 18068.

Breakdown of types of feedback received

Objections: 34

Other comments: 3

Support: 6

Analysis

There were in total 9 parking requests to look at imposing restrictions on Grovehill Road to stop parking on both sides of the road. However, after reviewing the feedback from the consultation, it is evident that the majority of residents are not in favour of any change to the existing restrictions. Therefore, the decision has been made not to proceed with the proposal.

Final decision

Do not proceed.

Oakdene Road

Change the existing single yellow lines into double yellow lines on the southern side of Oakdene Road and extend the restriction up to the eastern boundary of number 43. Also, extend the double yellow line on the northern side of Oakdene near the western side of the junction with The Tannery by 5m. This will stop vehicles from parking on both sides of Oakdene Road and so prevent obstructive pavement parking and improve traffic flow, sightlines, and road safety. This proposal is shown in drawing 18068.

Breakdown of types of feedback received

Objections: 3

Other comments: 0

Support: 0

Analysis

There are three objections from residents who believe that implementing double yellow lines will reduce parking spaces. However, this is inaccurate. The section of Oakdene Road where the lines are proposed is not wide enough to allow parking on both sides, so only one side will have restrictions and we will remove a small pinch point near the junction. This will allow residents to park safely on one side of the road and help traffic flow. Historically, parking has only occurred on the northern side of Oakdene Road, while the southern side, where the double yellow lines are proposed, has never been used for parking since it was a single yellow line in operation during the day. Therefore, the northern side will remain unrestricted. So, we have decided to go ahead with the proposal as advertised.

Final decision

Go ahead as advertised.

Willow Road / Arbutus Road

Install double yellow lines on the junction of Willow Road with Arbutus Road to improve the sightlines and road safety on this junction. (Also, in the Earlswood & Reigate South division

proposals as the boundary is in the middle of Arbutus Road). This proposal is shown in drawing 18197.

Breakdown of types of feedback received

Objections: 2

Other comments: 0

Support: 1

Analysis

The objections mention the need for parking and the supporter wants additional restrictions. Rule 243 of the Highway Code says not to park opposite or within 10 metres of a junction, so the restrictions are being installed where people should not park anyway.

Final decision

Go ahead as advertised.

Reigate

Doods Park Road

Extend the existing double yellow lines on the southern side of Doods Park Road outside number 88 by 20m to the east to prevent parking opposite the entrance to the new development across the road to improve traffic flow and road safety.

These proposals are shown in drawing 18128.

Breakdown of types of feedback received

Objections: 1

Other comments: 0

Support: 0

Analysis

One objection has been raised by a property owner whose back garden fence is located where double yellow lines are proposed. The resident is objecting because they believe they need parking during home improvement works. However, the installation of double yellow lines will not occur immediately and is expected to take at least another 3-4 months. This should allow ample time to complete the improvements, and loading and unloading will still be permitted on these markings. Furthermore, the new double yellow lines will end only a few metres from the garden gate, so we have decided to go ahead with the proposal.

Final decision

Go ahead as advertised.

Reigate Road / Devon Crescent

Convert the existing single yellow line into a double yellow line on both sides of the junction of Reigate Road with Devon Crescent. Extend the double yellow lines on the western side up to the western boundary of number 99 to prevent parking on both sides and improve sightlines near the junction. Also, extend the double yellow lines on the eastern side up to the existing double yellow lines near the junction with Blackborough Road. This is to prevent cars from parking on this busy road and to improve sightlines and road safety in general. This proposal is shown in drawing 18078.

Final decision

No objections received so go ahead as advertised.

The Cedars

Install double yellow lines on both sides of the bend on The Cedars near Highview Court to prevent obstructive parking on this bend to allow refuse lorries to access the area and also to prevent vehicles from parking on this bend and opposite, while still leaving one space for

a vehicle to park on the northern side of this bend. These proposals are shown in drawing 18128.

Final decision

No objections received so go ahead as advertised.

Reigate division proposals

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

Reigate

Blackborough Road

Extend the existing double yellow lines on the northern side of Blackborough Road (near the junction with Ringley Park Road) outside 113a up to go up to the drive of 113 to stop vehicles from parking near the junction and opposite the bus stop in order to improve traffic flow and road safety, since vehicles parked here cause congestion when the bus stop is in use and move traffic to the middle of the road when bus stop is not in use.

This proposal is shown in drawing 18079.

Breakdown of types of feedback received

Objections: 0

Other comments: 2

Support: 1

Analysis

There are no categorised objections to this proposal, but one other comment expressed concern about vehicles moving to the opposite side of the road, and another raised an issue regarding the issue of pavement parking on Blackborough Road. The primary goal of this proposal is to prevent cars from parking directly across from the bus stop. This is crucial because parked vehicles in that area can disrupt traffic and contribute to congestion when the bus stop is in use. If parking displacement becomes an issue in the future, we will review the location and take appropriate action. As for the comment about pavement parking, it is not directly related to this proposal, which focuses on the problem of cars parking opposite the bus stop and affecting traffic flow. We have noted this concern and will include it in the upcoming parking review. It will be considered if there is adequate support from the residents.

Final decision

Go ahead as advertised.

Chart Lane

Change the existing parking restriction on the two parking bays situated on the eastern side of Chart Lane outside St Mary's Church from 'Parking Mon-Fri 8am-6.30pm 2 hours no return 1 hour' and 'Parking Mon-Fri 8am-6.30pm 1 hour no return 1 hour' to 'Parking Mon-Fri 8am-6pm 3 hours no return 3 hours' to provide longer parking for events and specifically funerals at the church. Also, it has been brought to our notice that the parking bays are underutilized due to the current parking restrictions and therefore, we are proposing to increase the allowed parking hours during the days.

This proposal is shown in drawing 18091.

Breakdown of types of feedback received

Objections: 1

Other comments: 0

Support: 0

Analysis

There is one objection which mentions all day restriction when we are actually extending the parking from 'Mon-Fri 8am-6.30pm 2 hours no return 1 hour' and 'Mon-Fri 8am-6.30pm 1 hour no return 1 hour' to 'Mon-Fri 8am-6pm 3 hours no return 3 hours' to provide longer parking for events and specifically for funerals at the church.

Final decision

Go ahead as advertised.

Harrison Close

Introduce double yellow lines on the northwestern side of Harrison Close in front of number 9 and alongside number 45 to prevent vehicles from parking on both sides of this pinch point between the parking lay bays and causing an obstruction. This proposal is shown in drawing 18127.

Final decision

No objections received so go ahead as advertised.

Saxon Way

Extend the existing single yellow line on the eastern side of Saxon Way to prevent vehicles from parking across the entrance to the garages to rear of number 17 and 13. There have been complaints of vehicles blocking this entrance which should be left clear at all times to provide access to the garages. This proposal is shown in drawing 18086.

Final decision

No objections received so go ahead as advertised.

South Albert Road

Extend the existing double yellow lines on the southern side of South Albert Road in line to building line of number 1 & 3 on the opposite side. This is to improve the sightlines and stop vehicles from parking close to the junction since the existing yellow lines finish too close to the junction. This proposal is shown in drawing 18084.

Final decision

No objections received so go ahead as advertised.

Tadworth, Walton & Kingswood division proposals

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

Kingswood

Epsom Lane South

Install double yellow lines on both sides of the bend on Epsom Lane South starting from the grass verge outside number 39 going up to the boundary of number 49 & 47 on the southern side and starting from the entrance to the garages outside number 80 & 82 going up to the drive of number 88 on the north side. This is to prevent obstructive parking on this bend causing congestion, blocking sightlines, and forcing the moving traffic to middle of the road. This proposal is shown in drawing 18175.

Breakdown of types of feedback received

Objections: 15

Other comments: 0

Support: 14

Analysis

There is a clear difference in opinions among the residents regarding parking restrictions in this area. While some residents are not in favour of parking restrictions, others support them because they are directly affected by the parking situation on the bend. After carefully reviewing all the feedback, we have decided to adjust the proposal and leave space for parking where possible. Specifically, we will be leaving two gaps in the double yellow lines on the south-western side of the bend and ending the double yellow lines at the driveway of number 84 on the eastern side. This will allow some residents to park outside their homes between the footway and the carriageway and on the straight bits of the bend without creating any obstruction. There are also, some requests to extend these double yellow lines further which has been added to the next parking review for consideration.

Final decision

Go ahead with changes.

Tadworth

Furze Hill

Convert a length of 50m of the existing single yellow line on the southern side of Furze Hill behind the Kingswood Arms into a parking bay operating during Mon-Sat, 8am – 6.30pm, with a maximum stay of 4 hours and no return within 1 hour starting from near the junction with St Monica's Road and going 50m westwards and convert the remaining single yellow line beyond the new bay into a double yellow line. Also, convert the existing single yellow line on the opposite side into a double yellow line to prevent cars from parking on both sides of the road. This is to create more formal parking for people visiting shops and other businesses situated on Waterhouse Lane since there is shortage of parking.

This proposal is shown in drawing 18038.

Breakdown of types of feedback received

Objections: 23

Other comments: 0

Support: 0

Analysis

After considering the feedback and liaising with the resident association and the local county councillor we have decided not to proceed with this proposal as there is no support among the local residents for it and additional parking has been arranged elsewhere.

Final decision

Do not proceed.

END
