

# Tandridge parking review 2024: 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 Tandridge parking review 2024. The proposals are listed in county council electoral 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 [Tandridge parking review 2024 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](#).



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# Caterham Hill division proposals

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

## Caterham

### Broad Walk

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

This proposal is shown in drawing 18119.

### Coulsdon Road

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

This proposal is shown in drawing 18023.

### Court Road

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

This proposal is shown in drawing 18024.

### Whyteleafe Road

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

This proposal is shown in drawing 18024.

### Rook Lane

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

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

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

These proposals are shown in drawing 18104.

### **Whyteleafe Road (TRO Amendment)**

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

This proposal is shown in drawing 18024.

# Caterham Valley division proposals

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

## Caterham

### Longsdon Way

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

This proposal is shown in drawing 18030.

### Longsdon Way j/w Asprey Grove

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

This proposal is shown in drawing 18030.

### Longsdon Way j/w Ashwick Close

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

This proposal is shown in drawing 18030.

## Whyteleafe

### Godstone Road

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

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

### Well Farm Road

Convert the existing single yellow line on the northern side of Well Farm Road into a double yellow line starting from the junction with Godstone Road going up to the railway bridge to restrict vehicles from parking on the pavement and verges forcing pedestrians and buggies to move to the middle of the road. Remove the single yellow line on the southern side of the road to allow parking on the southern side of the road while creating two passing places in front of two entrances leading to Whyteleafe House by installing double yellow lines and extending the double yellow lines near the junction slightly. These double yellow lines will

also cover the pedestrian dropped kerbs situated next to the entrance to allow buggies and wheelchair users to cross the road safely. There have been several reports with photographic evidence of inconsiderate parking on both sides of Well Farm Road including damage to parking signs to hinder enforcement efforts. Well Farm Lane is not wide enough to accommodate the increased number of vehicles from the new residents of Whyteleafe House and therefore, to encourage residents to park safely in the limited available space we are proposing these changes. We have also proposed double yellow lines on Godstone Road to avoid any displacement on this busy road.

This proposal is shown in drawing 18009.

## Godstone division proposals

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

### Godstone

#### Bakers Mead

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

This proposal is shown in drawing 18134.

#### The Green

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

These proposals are shown in drawing 18092.

### Nutfield

#### Mid Street (TRO AMENDMENT)

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

This proposal is shown in drawing 18081.



## Lingfield division proposals

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

### Dormansland

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

Remove the following from the traffic regulation order:

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

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

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

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

### Lingfield

#### **Haywardens**

Install double yellow lines in Haywardens from the junction with Saxbys Lane to prevent people from parking near the junction and around the bends. Parking there hinders access for larger vehicles (in particular the council refuse vehicles) and forces vehicles approaching the bend on to the wrong side of the road and so will improve safety and the flow of traffic in general.

This proposal is shown in drawing 18072.

#### **High Street**

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

This proposal is shown in drawing 18061.

## Oxted division proposals

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

### Hurst Green

#### Coldshott

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

This proposal is shown in drawing 18129.

#### Holland Road

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

This proposal is shown in drawing 18129.

### Old Oxted

#### Brook Hill

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

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

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

This proposal is shown in drawing 18047.

#### Godstone Road

Remove the single yellow line on the southern side of Godstone Road near the junction with Beadle's Lane outside 3 Godstone Road and the rear of 4 Beadle's Lane. This single

yellow line used to keep a bus stop clear of parked cars, but the bus stop is no longer there so there is no need for this restriction anymore.

This proposal is shown in drawing 18047.

## **Oxted**

### **Hoskins Road**

Convert the existing single yellow lines on the junction of Hoskins Road with Station Road West into double yellow lines and the same going up to the leisure centre car park on the east side and up to the northern boundary of Chestnut Court on the west. This is to prevent obstructive parking near the junction and on both sides of the road in the evenings while leaving some space for the residents on the western side of the road after 6.30pm and Sundays.

This proposal is shown in drawing 18044.

### **Mill Lane**

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

This proposal is shown in drawing 18073.

### **Pollards Oak Road**

Reduce the hours of the parking restriction for the limited-time parking bays located on Pollards Oak Road, outside the parade of shops (numbers 214-224) and the block of flats (numbers 202-212). We propose changing the current restriction from "Parking Mon-Sat 8am-8pm 1hr No Return 4hrs" to "Parking Mon-Sat 8am-6pm 1hr No Return 1hr." This car park is accessed both by shoppers and residents who lack access to off-street parking. This change will allow parking availability from 6pm onwards in the evening, benefitting both residents and visitors.

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

These proposals are shown in drawing 18057.

### **Station Road East**

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

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

These proposals are shown in drawing 18045.

## **Wolf's Hill**

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

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

These proposals are shown in drawing 18055 and 18114.

## **Water Lane**

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

This proposal is shown in drawing 18039.

## Warlingham division proposals

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

### Warlingham

#### Chapel Road and Warren Park

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

This proposal is shown in drawing 18013.

#### Eden Way

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

This proposal is shown in drawing 18015.

#### Verdayne Gardens

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

This proposal is shown in drawing 18079.

### Woldingham

#### The Crescent

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

This proposal is shown in drawing 18079.

## 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 chargepoints 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

Since 1 April 2023, on street parking enforcement in Surrey has been carried out by NSL, working on our behalf (Surrey County Council). Prior to that date it was carried out by the borough and district councils, on our behalf, and they continue to carry out parking enforcement in their car parks. For more information, please see the [Parking, Blue Badges and Traffic Enforcement](#) page on our website.

## 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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