

A document explaining our final decisions on proposed new parking controls and restrictions, following formal advertisement and public feedback

Introduction.....	2
Banstead, Woodmansterne & Chipstead division proposals	3
Banstead.....	3
Chipstead.....	4
Earlswood & Reigate South division proposals	5
Redhill.....	5
Horley East division proposals.....	8
Horley.....	8
Horley West, Salfords & Sidlow division proposals.....	10
Horley.....	10

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 - 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.

Go ahead as advertised.

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.

Objections: 3

Other comments: 0

Support: 5

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.

Go ahead as advertised.

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.

Objections: 15

Other comments: 0

Support: 4

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

Objections: 0
Other comments: 0
Support: 2

No objections received so go ahead as advertised.

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.

Objections: 1
Other comments: 0
Support: 1

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.

Go ahead as advertised.

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

Introduce on-

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.

Go ahead as advertised.

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

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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.

Go ahead as advertised.

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

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.

Objections: 3

Other comments: 0

Support: 0

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.

Do not proceed.

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

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.

Objections: 34

Other comments: 3

Support: 6

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.

Do not proceed.

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.

Objections: 3

Other comments: 0

Support: 0

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.

Go ahead as advertised.

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.

Objections: 2
Other comments: 0
Support: 1

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.

Go ahead as advertised.

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.

Objections: 1
Other comments: 0
Support: 0

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.

Go ahead as advertised.

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.

No objections received so go ahead as advertised.

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

There is one objection which mentions all day restriction when we are actually extending
-Fri 8am- -Fri 8am-6.30pm

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.

Go ahead with changes.

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

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