

**Statement of Reasons for Implementation of Parking restrictions
for Phase 6 Epsom and Ewell**

Drawing 1 – Suffolk Road / The Avenue / Badgers Copse	Double yellow line requirement to protect the junction and allow for increased forward visibility when exiting Suffolk Road onto The Avenue. To extend the existing restriction further into Badgers Copse to prevent parking on the junction.	
Drawing 2 – Edenfield Gardens / Woodlands Avenue	Double yellow line requirement to protect the junction and allow for increased forward visibility on the roundabout.	
Drawing 3 – Worcester Park Road / Parkdale Crescent	Double yellow line requirement to protect the junction and allow for increased forward visibility when exiting Parkdale Crescent onto Worcester Park Road	
Drawing 4 – Cromwell Road / Grafton Road	Double yellow line requirement to protect the junction and allow for increased forward visibility.	
Drawing 5 – Delta Road / Salisbury Road / Cuddington Avenue	To extend the existing double yellow lines into Delta Road to protect accesses to properties, then to implement single yellow lines to prevent parent parking. Implement single yellow lines along Salisbury Road to create a safer environment for the school children when crossing Salisbury Road. To remove sections of the existing single yellow line restriction along Cuddington Avenue to decrease traffic speeds, by creating a chicane effect and allowing further parking for residents who are limited with the current restrictions.	
Drawing 6 – Vale Road Roundabout / Cuddington Avenue	To remove sections of the existing single yellow line restriction along Cuddington Avenue to decrease traffic speeds, by creating a chicane effect and allowing further parking for residents who are limited with the current restrictions.	

	Double yellow line requirement to protect the junction and allow for increased forward visibility at Vale Road Roundabout and to limit parking near the Parade to allow for greater turn around for shops and prevent all day parking in this location.	
Drawing 7 – Thorndon Gardens / Newbury Gardens	To remove a section of double yellow line on the north-western side of Thorndon Gardens, and to implement a section of double yellow lines on the south-eastern side between Seaforth gardens and Newbury Gardens, to prevent parking along this side and allow greater access for buses. To Extend the existing double yellow line restriction along Newbury Gardens, again to allow greater access through the junction for buses.	
Drawing 8 – Fir Tree Close / Newbury Gardens	Double yellow line requirement to protect the junction and allow for increased forward visibility when exiting Fir Tree Close onto Newbury Gardens.	
Drawing 09 – Francis Close / Kingston Road	Double yellow line requirement to protect the junction and allow for increased forward visibility when exiting Francis Close onto Kingston Road.	
Drawing 10 – Tealing Drive / Riverview Road	Double yellow line requirement to protect the junctions / bends and allow for increased forward visibility when travelling along Riverview Road.	
Drawing 11 – Ruxley Lane / Scott Close / Scotts Farm Road / Always Avenue	Double yellow line requirement to protect the junction and allow for increased forward visibility when exiting Scott Close onto the Ruxley Lane service road. Double yellow line requirement to protect the junction and allow for increased forward visibility when exiting Scotts Farm Road onto Ruxley Lane and to extend further along Scotts Farm Road to allow for safer travel of buses along this route.	
Drawing 12 – Elm Way / Pams Way	Single yellow line requirement to protect the junction and allow for increased forward visibility.	
Drawing 13 – Fairfield Way /	Double yellow line requirement to protect the junction and allow for increased forward visibility at all junctions.	

Ewell Court Avenue / Elmstead Close / Kingston Road		
Drawing 14 – Preston Drive / Bradford Drive / Kingston Road	To create a Traffic Regulation Order for the Loading Bay adjacent to the Post Office to allow enforcement. To implement a section of Double Yellow line along Bradford Drive to prevent parking across the access to the Dry Cleaners and No.2 Bradford Drive. To extend double yellow line along Preston Drive up to the private accesses along Preston Drive to prevent obstructive parking.	
Drawing 15 – Derek Avenue / Chessington Road	Double yellow line requirement to protect the junction and allow for increased forward visibility when exiting Derek Avenue onto Chessington Road.	
Drawing 16 – Chessington Road / Hartford Road / Collier Close	Double yellow line requirement to protect the junction and allow for increased forward visibility when exiting Hartford Road and Collier Close onto Chessington Road.	
Drawing 17 – Jasmin Road / Lavender Road	Double yellow lines to prevent parking on the corner of Jasmin Road and Lavender Road to increase forward visibility when existing the junction. To extend the existing double yellow line up to the driveway of number one Jasmin Road to prevent obstructive parking.	
Drawing 18 – Oakhurst Road / Danetree Road	Double yellow line requirement to protect the junction and allow for increased forward visibility when exiting Oakhurst Road onto Danetree Road.	
Drawing 19 – Chessington Road	Double yellow line requirement to protect the junction and allow for increased forward visibility when exiting Danetree Road / Old Chessington Road onto Chessington Road.	
Drawing 20 – Chessington Road / Belfield Road /	Double yellow line requirement to protect the junctions and allow for increased forward visibility when exiting Belfield Road and Riverholme Drive onto Chessington Road.	

Riverholme Drive		
Drawing 21 – Gibraltar Crescent / Brook Close / Station Avenue	Double yellow line requirement to protect the junctions and allow for increased forward visibility when exiting Brook Close onto Gibraltar Crescent and from Marsh Avenue onto Gibraltar Crescent. Station Avenue – to extend single yellow lines across the driveway of number 14 to prevent obstructive parking.	
Drawing 22 – Kingston Road / London Road	Kingston Road – to provide a section of Resident only parking bays and a section of double yellow lines opposite to prevent obstructive parking. London Road – to provide a section of double yellow line to allow for official wedding and funeral cars to stop outside the church (these vehicles are exempt from this type of marking in the Traffic Regulation Order)	To be able to provide residents permits in this area it is imperative that the existing Controlled parking Zones in Epsom are up and running. Without these existing zones being enforced, we are unable to determine how successful similar zones will be. These have been in place for a number of years and never enforced – SCC is not prepared to create more Permit Zones without the existing being enforceable.
Drawing 23 – Glynn Close / Portway Crescent	To restrict the entire length of Glynn Close to prevent commuter parking. To implement sections of single yellow line in Portway to allow for better movement of vehicles along such a narrow road.	
Drawing 24 – Queensmead Avenue	To implement sections of single yellow line to prevent commuter parking close to the bend and increase forward visibility.	
Drawing 25 – Arundel Avenue	To fill in the gaps in the existing single yellow line restriction to prevent parking near the bend.	
Drawing 26 – St Normans Way / Chatsfield	To implement a single yellow line restriction in both roads to prevent commuter and college parking in these narrow roads and create greater access for residents, emergency vehicles, refuse vehicles etc.	
Drawing 27 – Ewell	To provide and additional Disabled Parking Bay and formalise the existing	

House Parade / Ewell House Grove	parking along Ewell House Parade. To provide double yellow lines to protect the junctions and allow for increased forward visibility when exiting Ewell House Grove onto High Street.	
Drawing 28 – Hurst Road / Lower Court Road / Pound Lane / Almond Road / Andover Close	Double yellow line requirement to protect the junctions and allow for increased forward visibility when exiting Manor Green Road and Hurst Road onto Lower Court Road. To restrict the existing bays adjacent to and near the shops in Pound Lane to prevent all day parking and greater turn around for customers to these shops.	
Drawing 29 – Pound Lane / Hurst Road / Lower Court Road	Double yellow line requirement to protect the junctions and allow for increased forward visibility when exiting Manor Green Road and Hurst Road onto Lower Court Road. To restrict the existing bays adjacent to and near the shops in Pound Lane to prevent all day parking and greater turn around for customers to these shops.	
Drawing 30 – Kendor Avenue / Manor Green Road / Hamilton Close	Double yellow line requirement to protect the junctions and allow for increased forward visibility when traversing Kendor Avenue and when exiting Hamilton Close onto Manor Green Road.	
Drawing 31 – Manor Green Road / Meadway	Double yellow line requirement to protect the junctions and allow for increased forward visibility when exiting Meadway onto Manor Green Road.	
Drawing 32 – Hook Road / Chase Road / Adelphi Road	To increase the existing restriction to include Sundays, this is to prevent shoppers from parking near this location and causing an obstruction. Adelphi Road – to provide sections of Residents Permit Bays	To be able to provide residents permits in this area it is imperative that the existing Controlled parking Zones in Epsom are up and running. Without these existing zones being enforced, we are unable to determine how successful similar zones will be. These have been in place for a number of years and never enforced – SCC is not prepared to create more

		Permit Zones without the existing being enforceable.
Drawing 33 – Windmill Lane / East Street / Chuters Grove / Dirdene Gardens / Dirdene Close / Chelwood Road / Bridge Road	<p>Double yellow line requirement to protect the junctions and allow for increased forward visibility and remove obstructive parking.</p> <p>From Chuters Grove to prevent pavement parking close to the junction, therefore increasing forward visibility.</p> <p>Double yellow line requirement to protect the junction and allow for increased forward visibility when exiting Dirdene Close onto Dirdene Gardens.</p>	
Drawing 34 – Bridge Road / Denham Road	Double yellow line requirement to protect the junction and allow for increased forward visibility when exiting Denham Road onto Bridge Road.	
Drawing 35 – Windmill Close / Wallace Fields	<p>Double yellow line requirement to protect the junction and allow for increased forward visibility when exiting Windmill Close onto Wallace Fields.</p> <p>Wallace Fields – single yellow line to prevent daytime parking on the bends.</p> <p>Extend double yellow lines along St Johns Avenue up to driveways to prevent obstructive parking.</p>	
Drawing 36 – Wallace Fields / Higher Green	Double yellow line requirement to protect the junctions and allow for increased forward visibility and safer travel throughout this area – preventing obstructive parking.	
Drawing 37 – Wyeths Road / Pikes Hill / Wyeths Mews	<p>Wyeths Road – to provide sections of Residents Permit Bays</p> <p>To extend the double yellow line along Pikes Hill to prevent obstructive parking across pedestrian accesses to properties (no footpath – direct to carriageway) and prevent further damage to walls.</p>	To be able to provide residents permits in this area it is imperative that the existing Controlled parking Zones in Epsom are up and running. Without these existing zones being enforced, we are unable to determine how successful similar zones will be. These have been in place for a number of years and never enforced –

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Drawing 38 – Grove Road	Double yellow line to prevent obstructive parking – at present vehicles are not able to access the existing disabled bays or no.20 Grove Road.	
Drawing 39 – Church Road / College Road / Tintagel Close	Double yellow line requirement to protect the junctions and allow for increased forward visibility when exiting Tintagel Close onto College Road and College Road onto Church Road. To remove a section of yellow line outside numbers 2 Lynwood Road and 30 College Road to allow residents to park and prevent vehicles leaving the junction at speed.	
Drawing 40 – St Martins Avenue	To extend the existing double yellow line across the driveway of number 14 to prevent obstructive parking.	
Drawing 41 – Ladbrooke Road	To provide a permit scheme that still allows footway parking – this would mean no road markings and the residents would have to self police the road.	To be able to provide residents permits in this area it is imperative that the existing Controlled parking Zones in Epsom are up and running. Without these existing zones being enforced, we are unable to determine how successful similar zones will be. These have been in place for a number of years and never enforced – SCC is not prepared to create more Permit Zones without the existing being enforceable. This particular type of permit zone (with no markings) requires DfT approval.
Drawing 42 – West Hill / Burnet Grove / Langlands Rise /	To extend the hours of restriction within two existing Controlled Parking Zones – these do however need to be enforced by the Borough. Until such time as this happens there is no need to increase the restrictions.	These are two of the existing zones that are not enforced and effectively this unenforcement is preventing further

West Street / Wheelers Lane / Sharon Close / Marshalls Close / Sheraton Drive / Horsley Close	Wheelers Lane / West Street – to provide double yellow lines to prevent obstructive parking . Horsley Close – part of the Hazon Way proposed permit scheme.	permit zones from being implemented.
Drawing 43 – Rosebank	To provide sections of Residents Permit Bays	To be able to provide residents permits in this area it is imperative that the existing Controlled parking Zones in Epsom are up and running. Without these existing zones being enforced, we are unable to determine how successful similar zones will be. These have been in place for a number of years and never enforced – SCC is not prepared to create more Permit Zones without the existing being enforceable.
Drawing 44 – Wheelers Lane	To provide sections of Residents Permit Bays, and to provide sections of double yellow lines to prevent obstructive parking.	To be able to provide residents permits in this area it is imperative that the existing Controlled parking Zones in Epsom are up and running. Without these existing zones being enforced, we are unable to determine how successful similar zones will be. These have been in place for a number of years and never enforced – SCC is not prepared to create more Permit Zones without the existing being enforceable.
Drawing 45 –	To extend the existing double yellow line restrictions as the Common is still	

Woodlands Road	being damaged by vehicles manoeuvring through this corner.	
Drawing 46 – Castle Road / Woodcote Side	To provide an area that does not allow verge parking. Double yellow line requirement to protect the junctions and allow for increased forward visibility and safer exiting onto Dorking Road. Single yellow lines along Woodcote Side to prevent obstructive parking up to Yew Tree Gardens.	Verge parking is subject to a Traffic Regulation Order. This is a trial and will be the first of its type in Epsom and Ewell.
Drawing 47 – Woodcote Side / Woodcote Park Road	To provide further yellow lines to prevent obstructive parking on the bend at at the junction with Woodcote Park Road.	
Drawing 48 – Chalk Lane / Squirrels Way	Chalk Lane - to provide sections of Residents Permit Bays, and to provide sections of double yellow lines to prevent obstructive parking. Squirrels way – to prevent obstructive parking on the junction and prevent obstructive parking by means of a single yellow line in front of the properties numbered 15 – 17 Squirrels Way.	To be able to provide residents permits in this area it is imperative that the existing Controlled parking Zones in Epsom are up and running. Without these existing zones being enforced, we are unable to determine how successful similar zones will be. These have been in place for a number of years and never enforced – SCC is not prepared to create more Permit Zones without the existing being enforceable.
Drawing 49 – The Ridings / Highridge Close	To extend the existing single yellow line to prevent obstructive parking. To formalise parking bays within High Ridge Close	
Drawing 50 – Treadwell Road	To extend the existing double yellow line restriction across the access to number 4 Treadwell Road, to prevent obstructive parking.	
Drawing 51 – Grosvenor Road	To extend the existing double yellow line restriction up to the access of number 18 Grosvenor Road, to prevent obstructive parking.	
Drawing 52 & 53 –	To provide sections of Residents Permit Bays, and to provide sections of double	To be able to provide residents permits in

<p>West Gardens Permit Zone</p>	<p>yellow lines to prevent obstructive parking.</p>	<p>this area it is imperative that the existing Controlled parking Zones in Epsom are up and running. Without these existing zones being enforced, we are unable to determine how successful similar zones will be. These have been in place for a number of years and never enforced – SCC is not prepared to create more Permit Zones without the existing being enforceable.</p>
<p>Drawing 54 – Middle Lane / Lintons Lane Permit Zone</p>	<p>To provide sections of Residents Permit Bays, and to provide sections of double yellow lines to prevent obstructive parking.</p>	<p>To be able to provide residents permits in this area it is imperative that the existing Controlled parking Zones in Epsom are up and running. Without these existing zones being enforced, we are unable to determine how successful similar zones will be. These have been in place for a number of years and never enforced – SCC is not prepared to create more Permit Zones without the existing being enforceable.</p>
<p>Drawing 55 – Hawthorne Place / Beaconsfield Place / Clayton Road Permit Zone & Church Road</p>	<p>To provide sections of Residents Permit Bays, and to provide sections of double yellow lines to prevent obstructive parking. To provide double yellow lines across the bridge on Church Road to prevent obstructive and dangerous parking.</p>	<p>To be able to provide residents permits in this area it is imperative that the existing Controlled parking Zones in Epsom are up and running. Without these existing zones being enforced, we are unable to determine how successful similar zones will be. These have been in place for a number of years and never enforced –</p>

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Drawing 56 – The Parade / Laburnum Road / Heathcote Road / Hereford Close Permit Zone	To provide sections of Residents Permit Bays, and to provide sections of double yellow lines to prevent obstructive parking.	To be able to provide residents permits in this area it is imperative that the existing Controlled parking Zones in Epsom are up and running. Without these existing zones being enforced, we are unable to determine how successful similar zones will be. These have been in place for a number of years and never enforced – SCC is not prepared to create more Permit Zones without the existing being enforceable.
Drawing 57 – Elm Road / Kingston Road	Double yellow line requirement to protect the junction and allow for increased forward visibility when exiting Elm Road onto Kingston Road.	
Drawing 58 – Stoneleigh Park Road / Cunliffe Road	To extend the existing single yellow line to prevent obstructive parking along Stoneleigh Park Road and at the junction with Cunliffe Road.	
Drawing 59 – Derek Close / Derek Avenue	Double yellow line requirement to protect the junction and allow for increased forward visibility and to prevent obstructive parking when exiting Derek Close onto Derek Avenue	
Drawing 60 – Cox Lane / Larkspur Way	Double yellow line requirement to protect the junction and allow for increased forward visibility when exiting Larkspur way onto Cox Lane.	
Drawing 61 – Riverholme Drive /	Double yellow line requirement to protect the junction of Riverholme Drive and Green Lanes and allow for increased forward visibility and to prevent	

Green Lanes	obstructive parking along the eastern side of Green Lanes adjacent to the green.	
Drawing 62 – Sefton Road	Double yellow line requirement to prevent obstructive parking between Longmead Road and Bishopsmead Close.	
Drawing 63 – Briane Road / Hook Road	Double yellow line requirement to protect the junction and allow for increased forward visibility when exiting Briane Road onto Hook Road	
Drawing 64 – Hazon Way / Horsley Close / Maidenshaw Road / Gosfield Road Permit Zone	To provide sections of Residents Permit Bays, and to increase the dyas of operation for the existing yellow lines. To limit the parking in the bay on Waterloo Road to prevent obstructive parking during peak traffic flow.	To be able to provide residents permits in this area it is imperative that the existing Controlled parking Zones in Epsom are up and running. Without these existing zones being enforced, we are unable to determine how successful similar zones will be. These have been in place for a number of years and never enforced – SCC is not prepared to create more Permit Zones without the existing being enforceable.
Drawing 65 – Manor Green Road / West Hill	Double yellow line requirement to protect the junction and allow for increased forward visibility when exiting Manor Green Road onto West Hill	
Drawing 66 – Worple Road	Amend the existing restrictions to allow for pick up and drop off of children at St Martins Infant School.	
Drawing 67 – Castle Road	To provide an area that does not allow verge parking.	Verge parking is subject to a Traffic Regulation Order. This is a trial and will be the first of its type in Epsom and Ewell.
Drawing 68 – Sandy Mead	Double yellow line requirement to protect the junction and allow for increased forward visibility when exiting Hunter Court onto Sandy Mead and sandy Mead onto McKenzie Way	