



**OFFICER REPORT TO LOCAL COMMITTEE
(REIGATE AND BANSTEAD)**

**BANSTEAD AND SOUTHERN VILLAGES - PARKING REVIEW
ANNEX A**

21 JUNE 2010

INTRODUCTION

This Annex should be read in conjunction with the main report (and drawings in Annex B), and outlines the locations that are recommended for implementation.

Please note that all measurements are approximate and usually quoted to the nearest metre or half metre. Unless otherwise stated if 'flank wall' is used in the written description this will apply to the wall of the property (building or dwelling) referred to in the description.

Where distances are quoted from junctions in the text, this will apply to the distance from the projection of the closest kerb line to the road that meets the junction. If in any doubt of the intended measurement please see the drawings in Annex B or contact the Parking Team using the contact details in the main report.

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Location	Description of Location and Request	Officer Recommendation & Drawing Reference
1	Cheviot Close, Banstead – Yellow lines in circle	Introduce no waiting at anytime on both sides of the turning head from 1 metre east of the prolongation of the eastern flank wall of 14/16 Cheviot Close to the highway extents (entrance to the garage area). To remove obstructive parking and to maintain sight lines. Please see drawing number 18009.
2	Diceland Road, Banstead – request to introduce double yellow lines on junction.	Introduce no waiting at anytime from the boundary with the A217 Brighton Road clearway eastwards for approximately 18 metres in order to maintain sight lines and avoid congestion. Please see drawing number 18133.
3	Fiddicroft Avenue, Banstead – request to introduce yellow lines.	Vehicles parked on the junction with Woodmansterne Lane have been affecting sight lines and causing obstruction to the car park of the United Reformed Church. Introduce no waiting at anytime on both sides of Fiddicroft Avenue for 17metres from its junction with Woodmansterne Lane and no waiting at anytime on the eastern side of Woodmansterne Lane 17metres north of the junction and 21metres south of the junction. Please see drawing number 18007.
4	High Street, Banstead – more disabled bays	In order to avoid long-term use of the disabled bay it is proposed to convert the existing unlimited waiting disabled bay opposite the Boots store to 8.00am to 6.30pm, Monday to Saturday 3hours limited waiting no return within 1 hour. Please see drawing number 18009.
5	Sandersfield Gardens and Sandersfield Road, Banstead – request to introduce yellow lines.	In order to eliminate obstructive parking and maintain sight lines for safety it is proposed to introduce no waiting at anytime on the entire length of the southeast side of Sandersfield Road and Sandersfield Gardens. It is also proposed to introduce selected lengths with the junction of Sandersfields Road/Glenfield Road and the junction with Sandersfield Road/Harbourfield Road to keep junctions free of parked vehicles. For the same reason it is also proposed to introduce no waiting at anytime on the southwest side of Buff

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		<p>Avenue on the bend with Sandersfield Road.</p> <p>In order to allow vehicles to turn around it is proposed that no waiting at anytime be introduced in the turning head in Sandersfield Gardens.</p> <p>Please see drawing number 18006.</p>
6	<p>Shrubland Road junction with Ferndale Road, Banstead – Introduce yellow lines.</p>	<p>Vehicles parked close to the junction are affecting sight lines and causing obstruction. It is therefore advised that no waiting at anytime be introduced on both sides of Ferndale Road for 10 metres from its junction with Shrubland Road. For the same reasons it is also proposed that no waiting at anytime is introduced on the southwest side of Shrubland Road for 10metres in each direction from its junction with Ferndale Road. Please see drawing number 18011.</p>
7	<p>Sutton Lane junction with Mellow Close and The Maples, Banstead – introduce yellow lines to avoid obstruction for school coaches.</p>	<p>In order to increase pedestrian safety, maintain sightlines, avoid congestion and prevent obstruction to school coaches and other larger vehicles, it is considered necessary to introduce no waiting at anytime on an area around Greenacre School as follows:-</p> <ol style="list-style-type: none"> 1) on both sides of Mellow Close from near to the prolongation of the common boundary between 1 and 2 Mellow Close to the junction with Sutton Lane. 2) on both sides of Sutton Lane from a point 4.5metres south of the prolongation of the common boundary of 8 and 10 Sutton Lane mainly northwards to a point 15 metres north of the prolongation of the northern kerb line of Mellow Close. 3) on both sides of The Maples for 12 metres from its junction with Sutton Lane. 4) On the west side of Sutton Lane 28 metres south of the junction with The Maples and 11.5metres north. <p>Please see drawing number 18132.</p>
8	<p>A217 junction with Burgh Wood, Banstead – introduce</p>	<p>Vehicles parked close to this complex junction affect sight lines for</p>

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	yellow lines on junction.	motorists, cyclists and pedestrians. It is therefore proposed that no waiting at anytime is introduced on both sides of Burgh Wood from a point 5metres east of the prolongation of the common boundary between 1 and 3 Burgh Wood, eastwards to its junction with the A217 Brighton Road clearway. It is also proposed that no waiting at anytime is introduced on both sides of the service road at this junction, in a direction south for 15metres from the prolongation of the south kerb line of Burgh Wood for the same reasons. Please see drawing number 18131.
9	Burns Drive junction with Warren Road, Banstead – double yellow lines on junction.	Vehicles parked close to this junction affect sight lines onto the faster moving Warren Road. It is considered necessary to introduce no waiting at anytime on both side of Burns Drive for 10 metres from its junction with Warren Road, and for 12 metres either side of the junction on the northern side of Warren Road. Please see drawing number 18003.
10	Nork Way, Eastgate & Green Curve, Banstead – various requests.	<p>Vehicles parked close to the junctions have been affecting sight lines and in the evening sometimes causing an obstruction to the flow of traffic. There is also a shortage of available on street parking provision for customers to local businesses.</p> <p>It is recommended that:</p> <ol style="list-style-type: none"> 1) the existing limited waiting parking bay adjacent to number 45 Nork Way is extended 5metres northwest. 2) a 10 metre limited waiting parking bay is introduced in front of 7 and 9 Nork Way with the same restrictions as the other bays on this side of the road, and that the existing no waiting Monday to Saturday 8.00am to 6.30pm restriction is revoked. 3) that a 14 metre limited waiting parking bay is introduced on the northwest side of Eastgate adjacent to even numbers 58 to 62 Eastgate and that the existing no waiting Monday to Saturday 8.00am to 6.30pm restriction is revoked.

		<p>4) That no waiting at anytime is introduced on the west side of the southern end of Eastgate with its junction at Green Curve and Nork Way and continuing in a direction west and then north into Nork Way to the existing parking bay adjacent to odd numbers 57 to 61 Eastgate. The existing single yellow line restriction at this same location is revoked.</p> <p>5) The existing access protection markings (white lines) in Green Curve are removed and replaced with no waiting at anytime.</p> <p>6) That the existing no waiting Monday to Saturday 8.00am to 6.30pm restriction on the junction with Green Curve, Eastgate (southern end) and Nork Way is revoked and replaced with no waiting at anytime and extended on the southeast side of Green Curve to the parking bay adjacent to 58 Green Curve. The no waiting at anytime in Eastgate to cease at the parking bay outlined in (3) above.</p> <p>7) That no waiting Monday to Saturday 8.00am to 6.30pm on the southeast side of Nork Way from its junction with Green Curve in a southeast direction is revoked and replaced with no waiting at anytime.</p> <p>8) That the existing no waiting Monday to Saturday 8.00am to 6.30pm in the vicinity of the junction of Fir Tree Road and Nork Way, and the existing no waiting Monday to Saturday 8.00am to 6.30pm in the vicinity of the junction of Nork Way the northern end of Eastgate are revoked and replaced with no waiting at anytime (except for the area described in (8) and parking bay introduced in (2) above).</p> <p>9) That the restrictions terminate 10 metres west of the current restrictions on the north side of Eastgate (close to its northern junction with Nork Way) to allow for additional unrestricted parking.</p> <p>Please see drawing numbers 18004 & 18003.</p>
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11	The Drive with the junction with the A217 Brighton Road – introduce double yellow lines.	<p>Vehicles parked on The Drive and close to the junction with the service roads and the A217 have been causing obstruction to the traffic flow and have been affecting sight lines. There is also concern for pedestrians and cyclists (on the national cycling route) being in conflict with motorised traffic. It is therefore recommended that no waiting at anytime is introduced at the following locations:-</p> <ol style="list-style-type: none"> 1) Both sides of The Drive from the prolongation of the common boundary of 9 and 11 The Drive in a direction east to the junction with the A217 Brighton Road clearway. 2) Into the junction of Woodgavil from The Drive for 10 metres 3) On both sides of the service road from the junction with The Drive for 23 metres north and 16 metres south. <p>Please see drawing number 18133.</p>
12	Walnut Grove junction with Warren Road, Banstead – introduce double yellow lines.	<p>Vehicles parked close to this junction affect sight lines onto the faster moving Warren Road. It is considered necessary to introduce no waiting at anytime on both side of Walnut Grove for 10 metres from its junction with Warren Road, and for 12metres either side of the junction on the northern side of Warren Road.</p> <p>Please see drawing number 18130.</p>
13	Chipstead Close with its junction with St John’s Road, Earlswood – yellow lines.	<p>Vehicles parked close to this junction affect sight lines and cause obstruction that may prevent emergency services access and refuse collection. It is considered necessary to introduce no waiting at any time on the junction – on both sides of Chipstead Close and the northwest side of St John’s Road and for a selected length of 22 metres on the west side of Chipstead Close near the rear of 36 and 40 St John’s Road. Please see drawing number 18073.</p>
14	Clarence Walk junction with Hardwick Road, Woodhatch – yellow lines around junction.	<p>There is a marginal case for parking controls to be introduced on this junction to increase amenity for pedestrians. Local Councillors’ have been in contact with residents’ and there is not the support for any controls. It is recommended that the proposals at this location are not progressed. Please see drawing number 18095.</p>

<p>15</p>	<p>Common Road, A23 Horley Road, Earlswood Road, Earlswood – double yellow lines.</p>	<p>Vehicles parked on both sides cause obstruction and reduced amenity for residents, and vehicles parked close to the junctions with the A23 and Earlswood Road affect sight lines and cause obstruction.</p> <p>It is therefore proposed that the following restrictions be introduced:-</p> <ol style="list-style-type: none"> 1) No waiting at anytime on both sides of Common Road from its junction with the A23 Horley Road – on the northeast side to the prolongation of the boundary between numbers 3/4 and 5/6 – on the southwest side to the prolongation of the northwest flank wall of 12 Common Road. 2) No waiting at anytime on the east side of A23 Horley Road for 10 metres south and 10 metres north from its junction with Common Road. 3) No waiting Monday to Friday 8.00am to 6.30pm on the northeast side of Common Road from the prolongation of the common boundary between 9 and 10 Common Road, in a direction southeast, to the prolongation of the common boundary between numbers 26 and 27. 4) No waiting at anytime on the southwest side of Common Road from the prolongation of the common boundary between the commercial unit (adjacent to number 24) and number 25 to a point 15 metres southeast of the prolongation of the south kerb line of Earlswood Road. 5) No waiting at anytime on the northeast side of Common Road from a point 10m northeast of its junction with Earlswood Road to a point 15 metres south of its junction with Earlswood Road. 6) No waiting at anytime on both sides of Earlswood Road
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		<p>for 10 metres east from its junction with Common Road.</p> <p>7) No waiting at anytime on the south side of Earlswood Road from the prolongation of the southwest flank wall of 94 Earlswood Road to its junction with Common Road.</p> <p>Please see drawing numbers 18075 & 18076.</p>
16	Eastnor Road junction with Park Lane East, South Park – yellow lines.	<p>Vehicles parked close to the junction are causing obstruction to buses and larger vehicles. It is therefore proposed that no waiting at anytime is introduced on this junction to ameliorate the situation. That is, on both sides of Park Lane East from the prolongation of the west flank wall of 90 Park Lane East to 5metres west of the east flank wall of Roman House, Eastnor Road and on both sides of Eastnor Road from its junction with Park Lane East to 3 metres south of the southern flank wall of Derwent House, Eastnor Road.</p> <p>Please see drawing number 18138.</p>
17	Park Lane East, South Park – yellow lines around park entrance.	<p>Vehicles outside the park entrance are parking close to the bend affecting sight lines for pedestrians and traffic, and causing an obstruction. It is therefore proposed that no waiting at anytime is introduced on both sides of Park Lane East from a point 10 metres east of the prolongation of the eastern flank wall of 35 Park Lane East in a mainly southern direction to a point 10 metres north of the prolongation of the southwestern flank wall of 39 Park Lane East.</p> <p>Please see drawing number 18138.</p>
18	Prices Lane, South Park –extension of double yellow lines.	<p>Vehicles parked close to Western Parade have been causing obstruction, localised congestion and affecting sight lines. It is therefore proposed to extend the existing no waiting at anytime on the southeast side of Prices lane to the existing parking controls on the west side of the slip road to the south of Prices Lane (near Meadow Way).</p> <p>Vehicles have been loading and unloading on Prices Lane close to the traffic signals with the A217 junction. In order to maintain the free flow of traffic and avoid obstruction to buses it is considered</p>

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		necessary to introduce no loading at any time from the junction to the junction of Prices Lane and Meadow Way wherever there is a no waiting at anytime restriction. Please see drawing number 18097.
19	Sandcross Lane junction with Allingham Road, South Park. Yellow lines around junction.	Vehicles parked close to the junction have been causing obstruction for buses and affecting sight lines. It is therefore proposed that no waiting at anytime is introduced on both sides of Allingham Road and Sandcross Lane at this junction. On the southwest side of Sandcross Lane from the prolongation of the northwest flank wall of 182 for 43metres in a direction southeast. On the northeast side of Sandcross Lane for 10 metres from the junction with Allingham Road in a northwest direction and for 16.5metres in a southeast direction. On both sides of Allingham Road from the junction with Sandcross Lane for 20 metres on the north side and 17 metres on the south side. Please see drawing number 18096.
20	St John's Road junction with Brambletye Park Road, Earlswood	Formalise the existing parking controls on this junction that were excluded from the 2004 DPE traffic order to maintain sightlines and avoid obstruction. Please see drawing number 18137.
21	St John's Road junction with Earlswood Road, Earlswood – yellow lines around junction.	Vehicles parked close to this junction are affecting sightlines and causing obstruction. It is therefore proposed that no waiting at anytime is introduced on all four approaches for 10 metres in each direction. Please see drawing number 18075.
22	Western Parade, Woodhatch – yellow lines in turning head at northern end.	Vehicles parked in the turning head have been causing obstruction to large delivery vehicles servicing the businesses in Western Parade. It is therefore proposed that no waiting at any time is implemented on both sides of Western Parade from a point 1.5 metres north of the prolongation of the boundary between 13 and 14 Western Parade to the prolongation of the common boundary between 72 and 70 Cockshot Hill. Please see drawing number 18097.
23	Woodlands Road junction with Woodlands Avenue,	Vehicles parked close to the junction have been causing obstruction

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	Earlswood – yellow lines.	to larger vehicles. It is therefore proposed to introduce no waiting at anytime on both sides of Woodlands Avenue from its junction with Woodlands road to the prolongation of the western flank wall of 1 to 12 Corston Hollow and on both sides of Woodlands Road from the prolongation of the south flank wall of 30 Woodlands Road in a direction south, to the prolongation of common boundary between 36 and 38 Woodlands Road. Please see drawing number 18073.
24	Woodlands Road outside surgery, 5 Woodlands Road, Earlswood – more parking provision for patients.	Parking controls were introduced at this location as part of the last parking review. In order to create greater amenity without compromising safety and congestion it is proposed to revoke the existing no waiting at anytime and introduce Monday to Friday, 2 hour limited waiting no return within 1 hour parking bay on the east side of Woodlands Road from the prolongation of the common boundary between 12 and 14 Woodlands Road for 15 metres in a direction north. Please see drawing number 18073.
25	Southern Avenue, Salfords – introduce controls to prevent indiscriminate parking.	<p>Vehicles parked on Southern Avenue close to the junction with Honeycrock Lane impair sight lines and cause an obstruction to reversing goods vehicles that are over-height for the nearby low bridge. It is therefore considered necessary to introduce no waiting at anytime on both sides of Southern Avenue at this junction (for varying lengths) as outlined on drawing number 18104.</p> <p>Vehicles parked close to the junction of Southern Avenue with Mead Avenue, the junction of Southern Avenue with Westmead Drive and the junction of Westmead Drive and Mead Avenue have been causing obstruction and affecting sight lines. It is therefore proposed that no waiting at any time is introduced on these junctions to protect these junctions and allow unobstructed traffic flow as outlined on drawing number 18104.</p>
26	Steer Place, Salfords – yellow lines.	Vehicles parked on the bend at the southern end of the highway are causing an obstruction to larger vehicles accessing The Orchard Business Centre and affecting sight lines. It is therefore proposed

		<p>that no waiting at anytime is introduced on both sides from the southerly extent of the highway authority owned section of Steer Place in a mainly northerly direction for 50 metres on the west side and 39 metres on the east side. Please see drawing number 18139.</p>
<p>27</p>	<p>Gatton Bottom, London Road North, Rockshaw Road, Quality Street, High Street, Old Mill Lane and Station Road North, Merstham – various requests for parking controls.</p>	<p>Please note that much of this proposal lies within a conservation area (all roads are affected with the exception of Rockshaw Road). It is county policy to implement signs and markings that are sympathetic to the nature of the area.</p> <p>Vehicles have been parking on London Road North close to the junctions of Gatton Bottom and Rockshaw Road. To avoid the possibility of parking affecting sight lines and causing obstruction it is considered necessary to introduce no waiting at anytime at the following locations:</p> <ol style="list-style-type: none"> 1) On both sides of London Road North from a point 20 metres north of the prolongation of the northern kerb line of Gatton Bottom to a point 45 metres south of the prolongation of the southern kerb line of Rockshaw Road. 2) On both sides of Gatton Bottom for 30 metres on the south side and 24 metres on the north side from its junction with London Road North 3) On both sides of Rockshaw Road for 20 metres from its junction with London Road North <p>Vehicles parked close to junctions are affecting sight lines and in places causing difficulty for pedestrians to cross the highway and obstruction. There is also a possibility of displacement of parked vehicles to areas where there are currently not any parking problems. For these reasons it is proposed to introduce no waiting at anytime at the following locations:-</p> <ol style="list-style-type: none"> 1) On both sides of London Road North from the south side of

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		<p>the central reservation (island) in a direction south, to the junction with Station Road North on the east side and to its junction with Old Mill Lane on the west side.</p> <ol style="list-style-type: none"> 2) On both sides of the High Street from its junction with Old Mill Lane and Station Road North to the front of 31 High Street on the west side and to the north side of the access road close to the flank wall of 42 High Street on the east side. 3) On both sides of Old Mill Lane from its junction with London Road North to the prolongation of the northwest flank wall of the Public House. 4) On both sides of Old Mill Lane from its junction with Quality Street for 10 metres and on the east side of Quality Street for 10 metres in each direction from the junction. 5) On both sides of Quality Street from its junction with the High Street to a point 8.6 metres south of the prolongation of the northern flank wall of the Garage building. <p>Vehicles parked in the turning area at the end of Quality Street cause an obstruction preventing some vehicles from turning around. It is therefore proposed to introduced no waiting at anytime as follows:-</p> <ol style="list-style-type: none"> 1) On both sides of Quality Street from the northern most extents of public highway in a direction south for 25 metres. <p>Please see drawing numbers 18134 and 18046.</p>
28	Malmstone Avenue junction near 18 and 20 Malmstone Avenue, Merstham	<p>Vehicles parked close to the junction have been causing obstruction, it is therefore proposed to introduce no waiting at anytime on both sides of Malmstone Avenue from the prolongation of the boundary between 29 and 31 Malmstone Avenue, in a direction southwest. The restriction to terminate on the northeast side of Malmstone Avenue to a point where the prolongation of the northwest flank wall of 18 Malmstone Avenue intersects the kerb</p>

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		line and where the prolongation of the common boundary between 20 and 22 Malmstone Avenue intersects the north west kerb line. Please see drawing number 18135.
29	Nutfield Road junction with Tilers Close, Merstham – yellow lines.	Vehicles have been parking close to the junction affecting sight lines. It is therefore considered necessary to introduce no waiting at anytime on this junction on the northeast side of Nutfield Road from 13 metres southeast of the junction to approximately 10 metres northwest of the junction. Please see drawing number 18140.
30	Wells Place, Merstham – introduce permanent nighttime parking controls to ameliorate noise nuisance.	Refrigerated vehicles that parked at this location during the night (prior to April 2010) caused an environmental noise impact on local residents. The borough council and county council have been working together for a solution and have implemented a temporary traffic regulation order as an interim measure. In order to implement a lasting permanent solution it is proposed that no waiting Monday to Sunday, 7.00pm to 8.00am is introduced on both sides of Wells Place from the existing parking controls in a direction north to the highway extents (to the private section of Wells Place). Please see drawing number 18136.
31	Holly Lane, Banstead – introduce parking controls in vicinity of St Anne’s Catholic Primary School.	Vehicles parked close to the junction of Court Road with Courtlands Crescent are causing obstruction and affecting sight lines. It is therefore proposed to introduce no waiting at anytime for 10 metres in each direction. In order to improve sight lines and increase pedestrian safety around the school the existing no waiting Monday to Saturday 8.30am to 6.30pm surrounding the school to be amended to Monday to Saturday 8.00am to 6.30pm and extended east on the north side of Court Road so that it terminates in line with the projection of the western building line between 4 and 6 Court Road.

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		<p>In order to improve sightlines and safety around the entrance to St Anne's Primary School in Holly Lane, it is proposed to introduce a new School Keep Clear restriction on the northeast side of Holly Lane from where the existing no waiting at anytime restriction ends, in a southeast direction for 43.56 metres.</p> <p>Vehicles parked at periods during the daytime on Holly Lane have been causing an obstruction to the flow of traffic and affecting sightlines on the junction of Home Meadow and Holly Lane. No waiting Monday to Saturday 8.00am to 6.30pm is proposed on both sides of Holly Lane and the highway owned section of Home Meadow as follows:-</p> <ol style="list-style-type: none"> 1) On both sides of the publicly owned section of Home Meadow for its entirety. 2) On the southwest side of Holly Lane from the existing no waiting at anytime restriction (adjacent to 1 Garratts Lane) in a direction southeast to the prolongation of the northwest boundary of the land belonging to Rosewood. 3) On the northeast side of Holly Lane from the southern end of the proposed school keep clear proposed in paragraph three above, in a direction southeast to the prolongation of the northwest boundary of the land belonging to Rosewood. <p>Please see drawing number 18010.</p>
32	<p>Bushfield Drive, Edgefield Close, Rathgar Close, Hawthorn Close and Foxley Close, White Bushes – introduce parking controls.</p>	<p>Vehicles parked close to junctions and the bend in Bushfield Drive (near to numbers 64 to 72) - have been affecting sightlines and causing obstruction to buses. It is therefore proposed to introduce no waiting at anytime on both sides of Bushfield Drive from the western end of the parking bays in front of number 80 in a direction west around the bend and then northwards. The restriction is to end on the east side from the prolongation of the southern flank wall of number 31 and end on the west side where the existing restrictions terminate (near to number 1).</p>

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		<p>For the same reasons above it is also proposed to introduce no waiting at anytime on both sides of Edgefield Close and Rathgar Close for 10 metres from their junctions with Bushfield Drive. In addition on both sides of Hawthorn Close and Foxley Close from the prolongation of the west side of the first parking bays to their junctions with Bushfield Drive.</p> <p>Vehicles parked close to the bus stop and the junction of Bushfield Drive and Hawthorn Close cause an obstruction to buses and affect sight lines. It is therefore necessary to introduce no waiting at anytime on the east side of Bushfield Drive from the prolongation of the southern flank wall of number 17 to a point 12 metres south of the prolongation of the south kerb line of Hawthorn Close.</p> <p>Please see drawing number 18101.</p>
33	London Road North, Merstham – consider on-street charging.	<p>At the 1 March 2010 Local Committee meeting proposals were approved to re-align the highway markings and to create two formal parking bays – one bay on the west side and one on the east side for the use of commuters. These proposed bays are in the vicinity of the M25 over bridge.</p> <p>It is recommended that the formal parking bays be implemented with the following restriction time and charge:-</p> <ol style="list-style-type: none"> 1) Pay and Display, Monday to Friday, 8.00am to 6.00pm. 2) Charged at the rate £4.20 for 10 hours maximum during restricted period. <p>The parking bays will have a design capacity of 47 vehicles in total, however it is intended the bays will be marked un-segregated so it is possible this design capacity could be exceeded.</p>
34	Malmstone Avenue junction with Radstock Way,	Vehicles parked close to the junction of Radstock Way with

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	Merstham – introduce parking controls.	<p>Malmstone Avenue have been causing an obstruction and affecting sight lines. It is therefore recommended that no waiting at anytime is introduced as follows:-</p> <ol style="list-style-type: none"> 1) On both sides of Radstock Way for 10 metres from its junction with Malmstone Avenue. 2) On the northeast side of Malmstone Avenue for 10 metres in each direction from its junction with Radstock Way. <p>Please see drawing number 18135.</p>
35	Malmstone Avenue junction with Wood Street, Merstham – introduce parking controls.	<p>Vehicles parked close to the junction of Wood Street with Malmstone Avenue have been causing an obstruction and affecting sight lines. It is therefore recommended that no waiting at anytime is introduced as follows:-</p> <ol style="list-style-type: none"> 1) On both sides of Wood Street for 10 metres from its junction with Malmstone Avenue. 2) On the southwest side of Malmstone Avenue for 10 metres in each direction from its junction with Wood Street. <p>Please see drawing number 18135.</p>
36	Chilberton Drive junction with Nutfield Road, Merstham – introduce parking controls.	<p>Vehicles parked close to the junction of Chilberton Drive with Nutfield Road have been causing an obstruction and affecting sight lines. It is therefore recommended that no waiting at anytime is introduced as follows:-</p> <ol style="list-style-type: none"> 1) On both sides of Chilberton Drive from its junction with Nutfield Road, in a direction northeast to the prolongation of the common boundary of 2 and 4 Chilberton Drive. 2) On the northeast side of Nutfield Road, from the prolongation of the common boundary of 144 and 146 Nutfield Drive, in a direction northwest, to the prolongation of the common boundary of 138 and 140 Nutfield Drive. <p>Please see drawing number 18140.</p>
37	Bourne Road junction with Albury Road, Merstham – introduce parking controls.	<p>Vehicles parked close to the junction of Bourne Road with Albury Road have been causing an obstruction and affecting sight lines. It is therefore recommended that no waiting at anytime is introduced</p>

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		<p>as follows:-</p> <ol style="list-style-type: none"> 1) On both sides of Bourne Road for 10 metres from its junction with Albury Road. 2) On the west side of Albury Road from the prolongation of the common boundary of 94 Albury Road and 28 Bourne Road, in a direction north, to the prolongation of the southern flank wall of 19 Bourne Road. <p>Please see drawing number 18145.</p>
38	Deans Road junction with Albury Road, Merstham – introduce parking controls.	<p>Vehicles parked close to the junction of Deans Road with Albury Road have been causing an obstruction and affecting sightlines. It is therefore recommended that no waiting at anytime is introduced as follows:-</p> <ol style="list-style-type: none"> 1) On both sides of Deans Road for 10 metres from its junction with Albury Road. 2) On the west side of Albury Road from the prolongation of the northern flank wall of 149, in a direction north, to the prolongation of the northern flank wall of 139. <p>Please see drawing number 18145.</p>
39	Endsleigh Road junction with Albury Road, Merstham – introduce parking controls.	<p>Vehicles parked close to the junction of Endsleigh Road with Albury Road have been causing an obstruction and affecting sight lines. It is therefore recommended that no waiting at anytime is introduced as follows:-</p> <ol style="list-style-type: none"> 1) On both sides of Endsleigh Road for 10 metres from its junction with Albury Road. 2) On the west side of Albury Road from a point 10 metres north of the junction with Endsleigh Road, in a direction south, to a point 10 metres south of the junction with Endsleigh Road. <p>Please see drawing number 18050.</p>
40	Avenue Road, Banstead – Introduce limited waiting parking bays.	<p>Long-term parking in Avenue Road has been preventing short-term parking opportunities that can benefit local businesses. It has also affected amenity for users and visitors to the nearby recreation</p>

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		<p>ground and sport facilities. It is therefore proposed that the existing restrictions on the east side of Avenue Road, be revoked, from the Pavilion, in a direction south to the end of the existing free unlimited parking bay. In its place the following restriction is proposed:-</p> <ol style="list-style-type: none"> 1) Monday to Saturday, 8.30am to 6.30pm, 2 hours limited waiting no return with 1 hour. <p>Please see drawing number 18009.</p>
41	Garratts Lane junction with North Acre, Banstead – introduce new parking controls.	<p>Vehicles parked close to the junction of Garratts Lane with the A217 Clearway and North Acre have been causing an obstruction and affecting sight lines. It is therefore considered necessary to introduce no waiting at anytime as follows:-</p> <ol style="list-style-type: none"> 1) On both sides of Garratts Lane from its junction with the A217 Clearway, in a direction east, to a point 10 metres east of the junction with North Acre. 2) On the east side of North Acre from its junction with Garratts Lane, in a direction north, to the prolongation of the northern flank wall of 63 North Acre. 3) On the west side of North Acre from its junction with Garratts Lane to the northern side of the dropped kerb access to Douglas Mews. <p>Please see drawing number 18133.</p>
42	Longcroft Avenue near to its junction with Croydon Lane, Banstead – introduce double yellow lines.	<p>Vehicles parked on Longcroft Avenue close to its junction with Croydon Lane have been causing an obstruction and affecting sight lines. It is therefore considered necessary to introduce no waiting at anytime on both sides of Longcroft Avenue for 22 metres, in a direction south from its junction with Croydon Road.</p> <p>Please see drawing number 18146.</p>
43	Warren Road near to its junction with Fir Tree Road, Banstead – introduce parking controls.	<p>Vehicles parked on Warren Road close to its junction with Fir Tree Road have been causing an obstruction and affecting sight lines. It is therefore considered necessary to introduce no waiting at anytime on both sides of Warren Road for 22 metres, in a direction east from its junction with Fir Tree Road.</p>

ITEM 11 ANNEX A – PROPOSED AMENDMENTS

		Please see drawing number 18001.
44	Warren Road junction with Gerald's Grove, Banstead – introduce parking controls.	<p>Vehicles parked on Warren Road close to its junction with Gerald's Grove have been causing an obstruction and affecting sight lines. It is therefore considered necessary to introduce no waiting at anytime as follows:-</p> <ol style="list-style-type: none"> 1) On both sides of Gerald's Grove for 10 metres from its junction with Warren Road. 2) On the north side of Warren Road from a point 24 metres west of the junction with Gerald's Grove, in a direction east, to a point 15 metres east of the junction with Gerald's Grove. <p>Please see drawing number 18130.</p>
45	Nork Way junction with Partridge Mead, Banstead – introduce parking controls.	<p>Vehicles parked close to the junction of Nork Way with Partridge Mead have been affecting sight lines and causing an obstruction. It is therefore proposed that no waiting at anytime is introduced as follows:-</p> <ol style="list-style-type: none"> 1) On both sides of Partridge Mead for 22 metres, in a direction north from its junction with Nork Way. 2) On the north side of Nork Way from a point 20 metres west of the junction with Partridge Mead, eastwards, to a point 20 metres east of the junction with Partridge Mead. <p>Please see drawing number 18147.</p>
46	Rushetts Road junction with Weald Way, Woodhatch – introduce parking controls.	<p>Vehicles parked close to the junction of Weald Way and Rushetts Road have been affecting sight lines and causing an obstruction. It is therefore proposed that no waiting at anytime is introduced as follows:-</p> <ol style="list-style-type: none"> 1) On both sides of Weald Way for 10 metres, in a direction north from its junction with Rushetts Road. 2) On the north side of Rushetts Road, from a point 10 metres west of the junction with Weald Way, eastwards, to a point 10 metres east of the junction with Weald Way. <p>Please see drawing number 18099.</p>

47	17 Chart Lane, Reigate – introduce disabled parking bay	<p>In order to increase accessibility and meet the needs of a disabled resident it is necessary to convert 6.6 metres of the southern most end of the free parking bay outside 17 Chart Lane (on the northeast side of the road) to Disabled Blue Badge Holders only, no time limit. The existing free parking bay on the site of the new disabled bay is to be revoked.</p> <p>Please see drawing number 18093.</p>
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The following list provides the locations that were assessed and considered not appropriate to introduce permanent parking controls at this time. This is because of various different reasons, and there are a number of locations on this list that will be re-visited as part of the subsequent review. While every effort has been made to ensure this list is as accurate as possible, there may have been requests that do not appear in this list due to the fact the request was considered along with a nearby road during the assessment. If further clarification is sought please contact the Parking Team using the contact details provided in the main report.

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| A217 Brighton Rd, Service Rd, Banstead | Hornbeam Road | Station Road, S Villages |
| A217/Beechen Lane | Ifold Road | Subrosa Drive |
| A217/Winkworth Road, Banstead | Kingscroft Road | The Horseshoe, Banstead |
| Albury Road | London Road North – Service Road, Merstham | The Readens |
| Ash Close | Lonesome Lane/Lynn Walk | Warren Mead school keep clear |
| Ashcombe Road | Mill Lane, Merstham | Weldon Way, Merstham |
| Ashcombe Road/Rockshaw Road | Mostyn Terrace | Weldon Way, Merstham |
| Avenue Road, Banstead | Park View Road, Salfords | Wilmot Way , Banstead |
| Brambletye Park Road | Pendleton Road | Wimborne Avenue |
| Brighton Road, Salfords | Petridge Road | Winkworth (slip road), Banstead |
| Brook Road | Portland Drive, Merstham | Woodhatch Road |
| Buff Avenue, Banstead | Prices Lane & Western Parade, Woodhatch | Woodlands Road |
| Cedars, Banstead | Purbeck Close | Woodlands Road/St Johns Road |
| Chilmark Gardens, Merstham | Redstone Hollow/Philanthropic Road, Merstham | Woodmansterne Street, Woodmansterne |
| Chiltons Close, Banstead | Reigate Rd/Ruden Way, Banstead | |

Church Hill, Merstham
Fir Tree Road/Banstead Road, Banstead
Frenches Road
Garden Close, Banstead
Great Ellshams, Banstead
Green Lane, Redhill
Greenhayes Avenue/Greenhayes Gardens
Hanworth Road/A23

Rosemead Close
Salisbury Road, Banstead
Sandcross Lane/Dovers Green Road/Beehive Way
School Hill, Merstham
Shelvers Way, Banstead
Shire Place/St Johns Road
St Johns Road/Earlsbrook Road
St Johns Road/Hooley Lane