



**OFFICER REPORT TO LOCAL COMMITTEE
(TANDRIDGE)**

**TANDRIDGE 2010 PARKING REVIEW - ANNEX A
PROPOSED AMENDMENTS**

2 July 2010

INTRODUCTION

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

Please note that all measurements are 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.

| Location | Description of Location | Officer Recommendation |
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| 1 | Coulsdon Road & St Michaels Road, Caterham | <p>Vehicles parked close to the junction of Coulsdon Road and St Michaels Road cause obstruction and affect sight lines. It is considered necessary to introduce no waiting at any time as follows:-</p> <ol style="list-style-type: none"> 1) On the east side of Coulsdon Road from a point 10 metres south of its junction with St Michaels Road, in a direction north, to a point 10 metres north of its junction with St Michaels Road. 2) On both sides of St Michaels Road from its junction with Coulsdon Road for 10 metres. |
| 2 | Croydon Road, Caterham | <p>In order to provide additional amenity for customers to the nearby shops and for residents and their visitors, it is proposed to revoke the existing no waiting 8.30am to 6.00pm, Monday to Saturday for the following specified length and replace with 1 hour limited waiting no return within 1 hour, 8.30am to 6.00pm Monday to Saturday.</p> <ol style="list-style-type: none"> 1) On the west side of Croydon Road from a point 1 metre south of the northern flank wall of 83 Croydon Road, in a direction north for 31 metres. <p><i>This proposal will formalise the existing markings on the highway and introduce parking controls similar to adjacent bays.</i></p> |
| 3 | Campbell Road & Eldon Road, Caterham | <p>Vehicles parked on both sides of Eldon Road (close to the junctions with Banstead Road and Campbell Road) have been causing an obstruction and affecting sight lines. It is considered necessary to introduce no waiting at any time as follows:-</p> <ol style="list-style-type: none"> 1) On the west side of Eldon Road from a point where the existing no waiting at any time terminates (near to the junction with Banstead Road) in a direction north to its junction with Campbell Road. 2) On the east side of Eldon Road from a point 10 metres east of the prolongation of the east kerb line of Campbell Road, in a direction south, to a point 15 metres south of the prolongation of the south kerb line of 6 to 16 Eldon Road. 3) On the north side of Eldon Road from its junction with Campbell Road, in a direction east for 10 metres. 4) On both sides of Campbell Road from its junction with Eldon Road, in a |

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| | | <p>direction north to the prolongation of the southern flank wall of 1 Campbell Road.</p> <p><i>These proposals have been developed following consultation with the local neighbourhood Police Team. In addition to the reasons provided above it aims to retain available parking on the eastern side of Eldon Road near to Banstead Road, but to eliminate parking on both sides of the road that causes obstruction and damage to parked vehicles on one or both sides.</i></p> |
| 4 | Stafford Road, Caterham | <p>Vehicles parked on both sides of Stafford Road have been causing an obstruction, localised congestion and in places affecting sight lines. It is considered necessary to introduce no waiting at any time as follows:-</p> <ol style="list-style-type: none">1) On the east side of Stafford Road from a point where the 2009/10 Parking Scheme proposals terminate just south of Dene Court, 40 Stafford Road – in a direction south – to where the existing no waiting at any time restriction terminates (near to 22 Stafford Road). |
| 5 | Tupwood Lane, Caterham | <p>Parked vehicles have been causing obstruction and affecting sight lines for residents entering this road from their private roads and accesses. There is also one section of this road with a cluster of private accesses where the problem is more acute. This proposal is also designed to improve traffic flow on the road, which particularly suffers at the identified stretches. It is therefore considered necessary to introduce no waiting at any time as follows:-</p> <ol style="list-style-type: none">1) On both sides of Tupwood Lane from the prolongation of the common boundary of 25 and 27 Tupwood Lane, in a direction southwest, to a point 6 metres south of the prolongation of the south kerb line of the northern exit road from Tupwood Court.2) On both sides of Tupwood Lane from the prolongation of the common boundary of 35 and 37 Tupwood Lane, in a direction southwest, to the prolongation of 39 and 41 Tupwood Lane. |
| 6 | Wood Lane & Birch Avenue, Caterham | <p>Vehicles parked close to the junction of Wood Lane and Birch Avenue cause an obstruction and affect sight lines. The existing parking controls have encouraged vehicles to park closer to this junction than they otherwise may have done. It is therefore considered necessary to introduce no waiting at any time as follows:-</p> |

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| | | <ol style="list-style-type: none"> 1) On both sides of Wood Lane from its junction with Birch Avenue (leading to an extension of 6 metres on the east side). 2) On the south side of Birch Avenue from its junction with Wood Lane, in a direction west, for 16 metres. |
| 7 | Clinton Hill, The Meades & High Street, Dormansland | <p>Vehicles parked close to the junctions of Clinton Hill with the High Street and The Meades with the High Street, cause obstruction and visibility. In particular inter-visibility between pedestrians and motor vehicles has been affected and there have been four personal injury incidents close or at these junctions within the last five years. One serious injury incident (involving a pedestrian) has 'parked vehicles' as being one of the major contributing factors. It is therefore considered necessary to introduce no waiting at any time as follows:-</p> <ol style="list-style-type: none"> 1) On the south side of Clinton Hill from its junction with High Street, in a direction east for 15 metres. 2) On the north side of Clinton Hill from its junction with High Street, in a direction east for 17 metres. 3) On both sides of the High Street from a point 15.5m north of its junction with Clinton Hill, in a direction south, to a point 21 metres south of its junction with Clinton Hill. 4) On both sides of The Meades from its junction with High Street, in a direction east for 10 metres. 5) On the east side of High Street from a point 15 metres north of its junction with The Meades, to a point 20 metres south of its junction with The Meades. |
| 8 | Easter Way, Harcourt Road & Hunters Chase, South Godstone | <p>Vehicles parked close to the junction of Easter Way, Harcourt Way and Hunters Chase have been causing an obstruction and affecting sight lines. It is considered necessary to introduce no waiting at any time at follows:-</p> <ol style="list-style-type: none"> 1) On both sides of Easter Way from its junction with Harcourt Way/Hunters Chase, in a direction south for 19 metres. 2) On the south side of Harcourt Way from its junction with Easter Way, in a direction west to the point where the formalised parking bay commences (near to 26 and 28 Harcourt Way). 3) On the north side of Harcourt Way and Hunters Chase, from a point 10 metres west of the junction with Easter Way, in a direction east, to a point 12 |

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| | | <p>metres east of the junction with Easter Way.</p> <p>4) On the south side of Hunters Chase from its junction with Easter Way, in a direction east for 14 metres.</p> <p><i>These proposals have been developed in close consultation with the local neighbourhood police team and the St Stephens School Travel Plan Group Committee who also fully support these proposals.</i></p> |
| 9 | Bletchingley Road, Needles Bank, Godstone Green Road, The Green & High Street, Godstone | <p>Vehicles parked on the High Street have been causing an obstruction, and vehicles parked on the junctions in the vicinity have been causing obstruction and affecting sight lines. It is therefore considered necessary to introduce no waiting at any time as follows:-</p> <ol style="list-style-type: none"> 1) On the southwest side of the High Street from the prolongation of the south flank wall of The Godstone Hotel (number 87, also known as the Coach House), in a direction northwest to its junction with Godstone Green. 2) On both sides (of the two accesses) of The Green from its junction with High Street for 10 metres. 3) On the southwest side of Godstone Green Road for its entirety (that is, alongside Godstone Green car park, and Godstone Green) 4) On the northeast side of Godstone Green Road from its junction with Needles Bank/Bletchingley Road, in a direction southeast for 25 metres. 5) On the southeast side of Needles Bank from its junction with Godstone Green Road, in a direction northeast for 17.5 metres. 6) On the south side of Bletchingley Road from its junction with Godstone Green Road, in a direction west for 20 metres. <p><i>These proposals have been developed in close consultation with the local neighbourhood police team who also fully support these proposals.</i></p> |
| 10 | Bakers Lane, Lingfield | <p>Vehicles parked close to the existing controls on Bakers Lane near to its junction with Station Road have been causing obstruction (the police appear to have placed traffic cones as a temporary solution). It is considered necessary to introduce no waiting at any time as follows:-</p> <ol style="list-style-type: none"> 1) Extend the existing no waiting at any time restriction by 16 metres on the |

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| | | south side of Bakers Lane, so that there will be a total length of 31 metres from its junction with Station Road. |
| 11 | Gray Close and Station Road, Lingfield | <p>Vehicles parked close to the junction of Gray Close and Station Road have been causing an obstruction and affecting sight lines. There is also significant obstruction to the flow of traffic caused by parked vehicles and a passing place is needed. It is therefore proposed to introduce no waiting at any time as follows:-</p> <ol style="list-style-type: none">1) On both sides of Gray Close from its junction with Station Road for 10 metres.2) On the both sides of Station Road from the prolongation of the common boundary of numbers 123 and 125, in a direction north, to a point 11 metres north of the prolongation of the northern kerb line of Gray Close. |
| 12 | Gun Pit Road & Plaistow Street, Lingfield | <p>Vehicles parked close to the junction of Gun Pit Road and Plaistow Street cause obstruction that leads to localised congestion. Sight lines are also affected in places. It is considered necessary to introduce no waiting at any time as follows:-</p> <ol style="list-style-type: none">1) On both sides of Gun Pit Road from its junction with Plaistow Street for 15 metres (this is in part an extension to the existing no waiting at any time restriction so that the new total length is 15 metres).2) On the southern side of Plaistow Street from where the existing no waiting at any time restriction terminates near to 1 to 6 The Row, in a direction northwest, to a point where the existing no waiting at any time restriction terminates near to The Greyhound Inn Public House. <p><i>The proposal for point (2) is to avoid the undesirable effect of displacement onto an area where vehicles are currently not parking long-term.</i></p> |
| 13 | Godstone Road & Headland Way, Lingfield | <p>Vehicles parked close to the junction of Headland Way and Godstone Road are causing an obstruction and affecting sight lines. It is therefore considered necessary to introduce no waiting at any time as follows:-</p> <ol style="list-style-type: none">1) On both sides of Headland Way from its junction with Godstone Road for 10 metres.2) On the northeast side of Godstone Road, from the prolongation of the common boundary of 42 and 44 Godstone Road, in a direction southeast, to |

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| | | a point 10 metres southeast of its junction with Headland Way. |
| 14 | Church Lane & Wheeler Avenue, Oxted | <p>Vehicles parked close to the junction of Church Lane and A25 Godstone Road/West Hill have been causing an obstruction and affecting sight lines. It is considered necessary to introduce no waiting at any time as follows:-</p> <ol style="list-style-type: none">1) On both sides of Church Lane from its junction with the A25 in a direction northeast to the prolongation of the southwest flank wall of 2 Church Lane. <p>In order to prevent vehicles parking close to the junction of Wheeler Avenue, which would cause obstruction and affect sight lines, it is considered necessary to introduce no waiting at any time as follows:-</p> <ol style="list-style-type: none">1) On both sides of Wheeler Avenue from its junction with Church Lane for 10 metres (it will also be necessary to revoke the existing single yellow line restriction for this specified length).2) On the northwest side of Church Lane from a point 10 metres southwest of its junction with Wheeler Avenue, in a direction northeast, to a point 10 metres northeast of its junction with Wheeler Avenue. <p>Vehicles parking in Church Lane are causing obstruction to the flow of traffic and affecting sight lines. It is considered necessary to extend the existing no waiting 8.30am to 6.30pm, Monday to Saturday that currently terminates near 42 Church Street as follows:-</p> <ol style="list-style-type: none">1) Extend on both sides of Church Lane, in a direction southwest, to a point 10 metres northeast of its junction with Wheeler Avenue.2) On the southeast side of Church Lane from a point 10 metres northeast of its junction with Wheeler Avenue, in a direction southwest, to a point 10 metres southwest of its junction with Wheeler Avenue. <p>The limited waiting parking bays in Church Lane are currently being under utilised and have low levels of occupancy during the day. In order to improve amenity for customers and visitors to the town it is proposed that the existing (1 hour limited waiting no return within 1 hour) bays are revoked and replaced with 3 hours limited waiting no return within 3 hours, Monday to Saturday, 8.30am to 6.30pm.</p> |

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| 15 | Station Approach & Station Road West, Oxted | <p>The district council have requested that additional taxi parking provision is considered around Oxted Station. In addition disabled road users have reported that there is sometimes a lack of disabled parking for the station. Therefore the following changes are proposed:-</p> <ol style="list-style-type: none">1) That the existing disabled parking bay on Station Approach (on the southwest side of the station) is revoked and that the existing taxi rank is extended into this location.2) That the current unregulated bays directly outside the station (in Station Road West) are converted for the use of disabled persons. <p><i>This proposal is subject to confirmation that all the land forms part of the public highway. The Council's Highway Information team are continuing their enquiries at this time. If all the land is not part of the public highway, consultation will need to be undertaken with the owner (possibly Network Rail). In any case further discussions will need to be held with the district council taxi-licensing department before the proposals are finalised.</i></p> |
| 16 | Hurst Green Road, Comforts Farm Avenue, Hallsland Way & Hurst Green Close, Oxted | <p>It is anticipated that there will be a displacement of parked commuter vehicles from the section of Hurst Green Road northwest of the junction with Mill Lane and Greenhurst Lane following on from controls approved as part of the 2009 Parking Review. In order to prevent these displaced vehicles causing an obstruction to the flow of traffic or affecting sight lines at the junctions/private accesses, it is proposed to introduce no waiting at any time as follows:-</p> <ol style="list-style-type: none">1) On both sides of Hurst Green Road from a point 10 metres northwest of the private access road to 24 & 28 Hurst Green Road, in a direction southeast, to a point 10 metres southeast of the private access road to 65 Hurst Green Road.2) On both sides of Hurst Green Road from a point 10 metres northwest of its junction with Hallsland Way, in a direction southeast, to a point 10 metres southeast of its junction with Hallsland Way.3) On both sides of Hallsland Way from its junction with Hurst Green Road for 10 metres. It is necessary to revoke the existing no waiting 7.30am to 9.30am, Monday to Friday for these specified lengths. |

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| | | <p>4) On both sides of Hurst Green Road from a point 10 metres northwest of its junction with Hurst Green Close in a direction southeast, to a point 15 metres southeast of its junction with Comforts Farm Avenue.</p> <p>5) On both sides of Hurst Green Close from its junction with Hurst Green Road to the highway extents (<i>as this is a private road</i>)</p> <p>6) On both sides of Comforts Farm Avenue from its junction with Hurst Green Road for 10 metres in a direction southwest.</p> <p>Inconsiderate parking by a minority of commuters is causing obstruction and reducing amenity to residents in the vicinity of odd numbers 19 to 25 Comforts Farm Avenue. It is considered necessary to introduce no waiting 7.30am to 9.30am, Monday to Friday (consistent with the existing curfew times in Hurst Green) for the following specified lengths:-</p> <p>1) On the both sides of Comforts Farm Avenue from the prolongation of the common boundary of 24 and 26 Comforts Farm Avenue to the no waiting at any time restriction proposed in point (6) above. This includes the entire road leading to odd numbers 19 to 25 Comforts Farm Avenue.</p> |
| 17 | Limpsfield Road & Church Road, Warlingham | <p>Vehicles parked close to the junction of Limpsfield Road and Church Road have been causing an obstruction and affecting sight lines. It is therefore proposed to introduce no waiting at any time as follows:-</p> <ol style="list-style-type: none">1. On both sides of Church Road from its junction with Limpsfield Road for 10 metres in a northerly direction.2. On the northeastern side of Limpsfield Road extending 10 metres north westerly from the intersection of Church Road and Limpsfield Road, replacing any existing restrictions at that location.3. On the northeastern side of Limpsfield Road extending 10 metres south east of the intersection of the southern kerb line of Church Road and Limpsfield Road. |
| 18 | Limpsfield Road, Warlingham | <p>Vehicles parked close to the junction of Limpsfield Road and Spire Place (private) have been causing an obstruction and affecting sight lines. It is therefore proposed to introduce no waiting at any time as follows:-</p> |

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| | | <ol style="list-style-type: none">1. From a point on the eastern side of Spire Place in line with the back of the footway of Limpsfield Road, extending north and then east along the southern side of Limpsfield Road, to a point 15 metres east of the eastern kerb line of Spire Place.2. From a point on the western side of Spire Place in line with the back of the footway of Limpsfield Road, extending north and then west along the southern side of Limpsfield Road, to a point 10 metres west of the western kerb line of Spire Place. |
| 19 | Tithepit Shaw Lane, Warlingham | <p>Vehicles parked close to the junction of Tithepit Shaw Lane and Wentworth Way (LB Croydon) have been causing an obstruction and affecting sight lines, particularly at school times. It is therefore proposed to introduce no waiting at any time as follows:-</p> <ol style="list-style-type: none">1. From a point on the eastern side of Wentworth Way, in line with the back of the footway of Tithepit Shaw Lane, extending south and then east along the northern side of Tithepit Shaw Lane, for a total length of 13 metres.2. From a point on the southern side of Tithepit Shaw Lane directly opposite the termination point of the above restriction, extending westerly up to the existing School Keep Clear restriction.3. From a point on the western side of Wentworth Way, in line with the back of the footway of Tithepit Shaw Lane, extending south and then west along the northern side of Tithepit Shaw Lane, for a total length of 15.5m. |
| 20 | Verdayne Gardens, Warlingham | <p>Vehicles parked on both sides of the access to the main section of Verdayne Gardens are causing access difficulties for road users. It is therefore proposed to introduce no waiting at any time as follows:-</p> <ol style="list-style-type: none">1. From a point on the northern side of Verdayne Gardens 15 metres north east of its junction with Limpsfield Road, extending in a north easterly direction for a distance of 13.5 metres. |
| 21 | Hillside Road & Edgeworth Close, Whyteleafe | <p>Vehicles parked on both sides of Hillside Road and on the junction with Edgeworth Close restrict the effective width, and causes congestion and obstruction of the carriageway, and footway. Sightlines are also compromised. It is therefore proposed to introduce no waiting at any time as follows:-</p> |

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| | | <ol style="list-style-type: none"> 1. From a point on the northern side of Hillside Road 16.5 metres north east of the junction with Godstone Road (the termination point of existing no waiting at any time), running in a north easterly direction, and then north westerly into Edgeworth Close for a distance of 39 metres. 2. From a point on the northern side of Hillside Road in line with the prolongation of the western kerb line of Brocklebank Court, running south westerly and then north westerly in to Edgeworth Close, for a distance of 15.5 metres. |
| 22 | Paynesfield Road & Westmore Road, Tatsfield | <p>As part of the 2009 parking review (<i>part one locations</i>) a proposal was approved to introduce no waiting at any time on Paynesfield Road and Westmore Road. This was because a footpath was originally planned across the green area in front of The Old Bakery. The footpath has not been constructed and therefore there is no longer a need for the parking controls at this location. It is therefore recommended that this proposal is deferred and that the parking controls are not introduced.</p> <p><i>As part of the 2010 parking review the parking controls have been reviewed in Tatsfield. Proposals have been drafted to aid with assessments in future years, for which the county, district and parish councillors have provided input. An assessment during school pick-up time has indicated that new parking controls in the village are not necessary at this time.</i></p> |
| 23 | Farleigh Road, Warlingham | <p>In order to prevent obstruction and to maintain sight lines in the vicinity of a school, it is proposed that no waiting 8.00am to 9.30am & 2.30pm to 4.00pm, Monday to Friday is introduced as follows:-</p> <ol style="list-style-type: none"> 1) On the north side of Farleigh Road, from the eastern end of the new School Keep Clear marking (approved as part of the 2009 parking review), in a direction mainly east, to the prolongation of the common boundary of 96 and 98 Farleigh Road. |
| 24 | High Street, Lingfield | <p>Following further consultation with local councillors, the proposals considered by the local committee on 4 June 2010 have been amended to include an additional limited waiting parking provision on the south side of the High Street adjacent to even numbers 44 to 50. It is recommended that the controls be advertised with the restriction, 2 hours limited waiting no return within 1 hour, 8.30am to 6.00pm,</p> |

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| | Monday to Saturday. In order to ensure that customers to the businesses also have an opportunity to make representations over these proposals, street notices will be displayed at the time the proposals are advertised. |
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Additional matters and locations recommended that are not progressed at this time

1.1 Mid Street, South Nutfield

Following consideration of objections from the 2009 Parking Review it was decided that further evening assessments were conducted in Mid Street to determine whether parking controls were necessary and if so, the nature of the restrictions and where they should be located. A number of different assessments were undertaken, including monitoring the traffic flow and **we would not recommend introducing any parking controls into Mid Street at this time.** Traffic flows were much higher than during our daytime assessments, but levels are still comparatively low against other roads/routes and the parked vehicles had a positive traffic calming affect. Occasionally, traffic travelling northbound did have to wait for a short period for traffic coming southbound and vice versa, but at no time was the waiting traffic causing any safety or traffic management concerns. If anything the current small inconvenience of waiting encourages through traffic to use other routes, which keeps the traffic flow lower than it would otherwise be.

1.2 Dormans rail station and Woldingham rail station

As part of this year's annual review the parking team considered the feasibility of introducing pay and display parking for commuters using the rail stations. There is a good case for formalising the parking arrangements and introducing charging regimes surrounding these two stations, however, the current condition of the highway at these locations prohibits any proposal at this time. Highway improvements and physical changes to the alignment of the highway are outside the scope of the annual parking review. **It is recommended that when highway improvement projects are being funded and programmed, that due consideration is given to these locations.**

1.3 Other locations

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 reasons, and there are a number of locations on this list that will be re-visited as part of the next 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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| Clare Cottages | Bletchingley | Crawley Down Road | Felbridge | Peter Avenue and Wheeler Avenue | Oxted |
| Beechwood Gardens | Caterham | Copthorne Road | Felbridge | Pollards Oak Road | Oxted |
| Burntwood Lane | Caterham | Rowplatt Lane | Felbridge | St Marys Close | Oxted |
| Church Hill & St Marys Mount | Caterham | Catlin Gardens | Godstone | Westerham Road | Oxted |
| Colliers | Caterham | Ivy Mill Lane | Godstone | Woodhurst Lane | Oxted |
| Cromwell Grove | Caterham | OCKLEYS MEAD | Godstone | Woodland Rise | Oxted |
| Cromwell Road | Caterham | Quarry Road | Godstone | Kentwyns Rise | South Nutfield |
| Croydon Road | Caterham | Salisbury Road | Godstone | Shipfield Close | Tatsfield |
| ESSENDENE ROAD | Caterham | Tylers Close | Godstone | Court Farm Road | Warlingham |
| FARNINGHAM ROAD | Caterham | Bluehouse Lane | Limpsfield | Glebe Road and Elm Road | Warlingham |
| Farningham Road (whole length of) | Caterham | Westerham Road | Limpsfield | Hamsey Green Gardens | Warlingham |
| Foxon Close and Buxton Lane | Caterham | Westerham Road | Limpsfield | Searchwood Road | Warlingham |
| Foxon Lane | Caterham | Westerham Road | Limpsfield | Succombs Place Estate | Warlingham |
| Godstone Road | Caterham | Wolffs Hill | Limpsfield | Warlingham Green | Warlingham |
| Greenwood Gardens | Caterham | Crawley Down Road | Lingfield | Westhall Road | Warlingham |
| Harestone Hill | Caterham | East Grinstead Road | Lingfield | Godstone Road | Whyteleafe |
| Homestead Road | Caterham | Racecourse Road | Lingfield | Maple Close | Whyteleafe |
| Livingstone Road | Caterham | Talbot Road | Lingfield | Whyteleafe Road | Whyteleafe |
| Newstead Rise | Caterham | Barrow Green Road | Oxted | Church Road | Whyteleafe |
| Oak Road | Caterham | Bluehouse Lane | Oxted | Edgeworth Close | Whyteleafe |
| Park Road | Caterham | Uvedale road | Oxted | Godstone Road | Whyteleafe |
| Tillingdon Lane | Caterham | Downs Way | Oxted | Station Road | Whyteleafe |
| Timber Hill Road | Caterham | Greenhurst Lane | Oxted | Colburn Avenue | Caterham |
| White Knobs Way | Caterham | Wheeler Avenue | Oxted | Rooks Nest | Godstone |
| Northfield Road | Cobham | Home Park | Oxted | Birch Way | Warlingham |
| Clay Hall Lane | Copthorne | Hoskins Road | Oxted | | |