

**Statement of Reasons for Implementation of Parking restrictions
For Phase 12 Epsom and Ewell**

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| Drawing 01 – Edenfield Gardens | To extend the existing double yellow line restriction, to improve forward visibility and prevent obstruction on the approach to the central traffic island. |
| Drawing 02 – Parkdale Crescent / Cromwell Road | Parkdale Crescent – to extend the existing double yellow lines to prevent obstructive parking and improve forward visibility on the approach to the bend. Cromwell Road – to introduce a single yellow line to prevent obstructive parking at certain periods when games are being played on the adjacent sports ground. |
| Drawing 03 – Curtis Road / Kingston Road Service Road | Curtis Road – to introduce double yellow lines to prevent obstructive parking and increase forward visibility at the junction on Curtis Road adjacent to no.150. Kingston Road service road – to introduce double yellow lines to prevent obstructive parking opposite driveways. |
| Drawing 04 – Longford Court | Convert existing advisory disabled bays into mandatory ones as they are currently being abused by non-disabled drivers. |
| Drawing 05 – Riverview Road | To extend the existing double yellow lines to prevent obstructive parking and improve road safety near to the school and on the approach to the bend at no.137. |
| Drawing 06 – Thorndon Gardens | To introduce double yellow lines to prevent obstructive parking at the access to the recreation grounds. |
| Drawing 07 – Newbury Gardens / Vale Road | To extend the existing double yellow lines to improve forward visibility and prevent obstructive parking. |
| Drawing 08 – Newbury Gardens / Stoneleigh Crescent / Stoneleigh Park Road / Station Approach | To introduce double yellow lines at junctions to improve safety and increase forward visibility. |
| Drawing 09 – Verge parking ban – Rosedale Road / Gayfere Road | The verge parking ban will improve the local environment and amenity and reduce the damage caused by cars parking on the verge and reduce costs of repair. |

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| Drawing 10 – Verge parking ban – Woodstone Avenue / Bradstock Road / Waverley Road | The verge parking ban will improve the local environment and amenity and reduce the damage caused by cars parking on the verge and reduce costs of repair. |
| Drawing 11 – Verge parking ban – Waverley Road / Chadacre Road | The verge parking ban will improve the local environment and amenity and reduce the damage caused by cars parking on the verge and reduce costs of repair. |
| Drawing 12 – Verge parking ban – Waverley Road / Chadacre Road | The verge parking ban will improve the local environment and amenity and reduce the damage caused by cars parking on the verge and reduce costs of repair. |
| Drawing 13 – Verge parking ban – Bradstock Road / Waverley Road / Chadacre Road | The verge parking ban will improve the local environment and amenity and reduce the damage caused by cars parking on the verge and reduce costs of repair. |
| Drawing 14 – Verge parking ban – Woodstone Avenue / Bradstock Road | The verge parking ban will improve the local environment and amenity and reduce the damage caused by cars parking on the verge and reduce costs of repair. |
| Drawing 15 – Verge parking ban – Rosedale Road / Parkdale Road / The Glade – Stoneleigh Broadway | <p>The verge parking ban will improve the local environment and amenity and reduce the damage caused by cars parking on the verge and reduce costs of repair.</p> <p>To extend the hours of the current parking bays on the southern side and to reduce the restriction on the current loading bay, so that is no longer 24hr to accommodate the needs of shoppers and shop owners.</p> |
| Drawing 16 – Verge parking ban – The Glade / Waverley Road / Chadacre | <p>The verge parking ban will improve the local environment and amenity and reduce the damage caused by cars parking on the verge and reduce costs of repair.</p> <p>Rutherwyke Close – to introduce further single yellow line restrictions to assist residents with access and egress from</p> |

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| Road – Rutherwyke Close | private driveways. |
| Drawing 17 – Verge parking ban – Waverley Road / Chadacre Road / The Glade | The verge parking ban will improve the local environment and amenity and reduce the damage caused by cars parking on the verge and reduce costs of repair. |
| Drawing 18 – Bradford Drive | To introduce double yellow lines adjacent to nos.4, 6 & 8 Bradford Drive to enable drivers to safely negotiate between junctions without having to drive on the wrong side of the road. |
| Drawing 19 – Willow Way / Lakehurst Road / Pams Way / Fairfield Way | Introduce double yellow lines at junctions to improve safety and increase forward visibility. |
| Drawing 20 – Scotts Farm Road / Poole Road / Gadesden Road | Introduce double yellow lines at junctions to improve safety and increase forward visibility. Scotts Farm Road - Convert existing advisory disabled bay into mandatory ones as they are currently being abused by non-disabled drivers. |
| Drawing 21 – Stanton Close / Amis Avenue / Jasmin Road / Orchard Close / Lavender Road | Introduce double yellow lines and at junctions and extend existing double yellow lines on Lavender Road to improve safety and increase forward visibility. Orchard Close - Convert existing advisory disabled bay into mandatory ones as they are currently being abused by non-disabled drivers. |
| Drawing 22 – Devon way / Amis Avenue | To extend the current double yellow lines to prevent obstructive parking that still occurs following the introduction of restrictions as part of the last parking review. |
| Drawing 23 – Poole Road / Chesterfield Road | Introduce double yellow lines at junction to improve safety and increase forward visibility. |
| Drawing 24 – Plough Road | To extend the current double yellow lines to improve safety and increase forward visibility. |
| Drawing 25 – Green | To introduce double yellow lines to prevent obstructive parking that currently reduces the width of the road |

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| lanes | significantly preventing access for deliveries and emergency vehicles. |
| Drawing 26 – Bluegates | To extend the current double yellow lines to improve forward visibility and prevent obstructive parking on the approach to London Road. |
| Drawing 27 – Kingston bypass service road / Church Street | Kingston Bypass service road – to introduce a residents permit scheme and associated yellow line restrictions following receipt of a petition. Church Street – to introduce a school keep clear marking for pupil safety. |
| Drawing 28 – Castlemaine Avenue / Cleves Avenue / Fairfax Avenue / Seymour Avenue | To extend the current restrictions on the rest of the estate, to prevent commuter parking. |
| Drawing 29 – Castlemaine Avenue / Arundel Avenue / Seymour Avenue | To extend the current restrictions on the rest of the estate, to prevent commuter parking. |
| Drawing 30 – Queensmead Avenue / Hillside Road | To introduce the same restrictions as are on nearby roads, to prevent commuter and obstructive parking. |
| Drawing 31 - Arundel Avenue | To extend the current restrictions on the rest of the estate, to prevent commuter parking. |
| Drawing 32 – Cheam Road / Stane Way / Portway | To introduce a double yellow line restriction to prevent obstructive and verge parking, which will improve the local environment and amenity and reduce the damage caused by cars parking on the verge and reduce costs of repair – also to increase forward visibility at junctions. |
| Drawing 33 – West Street | To introduce a residents permit scheme and associated yellow line restrictions following receipt of a petition. |
| Drawing 34 – Epsom Road / Old House Close / Purbery Close | Epsom Road / Old House Close - Introduce double yellow lines at junctions to improve safety and increase forward visibility. Purbery Close – to introduce a single yellow line restriction to prevent obstructive parking by students and commuters. |

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| Drawing 35 – West Street / The Rise | <p>West Street - To introduce a residents permit scheme and associated yellow line restrictions following receipt of a petition.</p> <p>The Rise – to introduce parking restrictions on one side following a request from the fire service following a fire in the area, where access could not be gained along this road.</p> |
| Drawing 36 – Sefton Road / Hollymoor Lane | Introduce double yellow lines at junction to improve safety and increase forward visibility. |
| Drawing 37 – Blenheim Road | Introduce double yellow lines at junction to improve safety and increase forward visibility. |
| Drawing 38 – Longmead Road / Blenheim Road | To introduce double yellow lines at the accesses to prevent obstructive parking and ease access and egress for residents. |
| Drawing 39 – Manor Green Road / Eastway | <p>Manor Green Road – to introduce a single yellow line restriction to prevent obstructive parking on the bend and ease traffic congestion at this choke point.</p> <p>Eastway – to extend the restrictions that were introduced in the last review to further assist with forward visibility when exiting access.</p> |
| Drawing 40 – Anderson Close / Christ Church Mount | Introduce double yellow lines at junction to improve safety and increase forward visibility. |
| Drawing 41 – Ethel Bailey Close | To introduce double yellow lines to prevent obstructive parking as this greatly reduces the width, of what is already, a very narrow road. |
| Drawing 42 – West Park Road | To extend the restrictions that were introduced in the last review to further assist with forward visibility. |
| Drawing 43 – Middle lane / Middle Close | To extend the current residents permit scheme from Lintons Lane to Middle Lane and Middle Close – petition received. |
| Drawing 44 – Windmill Close | To introduce a single yellow line to prevent commuter parking – this restriction would only operate for a 1 hour period, so should not greatly affect residents and their visitors. |

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| Drawing 45 – Bridge Road | To introduce a single yellow line on the eastern side to prevent commuter parking – this restriction would only operate for a 1 hour period, so should not greatly affect residents and their visitors. To introduce double yellow lines to assist with access issues on the western side. |
| Drawing 46 – Wallace Fields | To introduce double yellow lines to prevent obstructive parking and increase safety for students. |
| Drawing 47 – Adelphi Road / Woodstock Court | Adelphi Road – to introduce double yellow lines across the access to the car park to prevent obstructive parking. Woodstock Court – to extend the hours of operation of the resident permit scheme to include the whole weekend, as the bays are currently used by shoppers / commuters, thus preventing residents from being able to park in them. |
| Drawing 48 – The Parade | To convert the current loading bay into limited waiting disabled parking bays and to extend the current resident permit bay to include the existing yellow line, following completion of the hotel. |
| Drawing 49 – Burnet Grove / Wheelers Lane / Court Lane | Burnet Grove – to remove two of the disabled parking bays as they are no longer required and to introduce a single yellow line across an access to prevent obstructive parking. Wheelers Lane – to introduce a further section of double yellow lines at this narrow section to improve safety for drivers and pedestrians. |
| Drawing 50 – Court Lane / Hookfield | Court Lane – to introduce a series of double and single yellow lines to improve access. Hookfield – to remove one of the current parking bays which hinders access to private driveways for residents. |
| Drawing 51 – Eastdean Avenue | To introduce a single yellow line restriction at the request of residents following the introduction of the residents permit scheme in Wheelers Lane, to improve access. |
| Drawing 52 – Wells Road / Woodlands Road | Introduce double yellow lines at junction to improve safety and increase forward visibility. |
| Drawing 53 – Ebbisham Road / Ruthen Close / Mynns Close / Castle Road / Ebbas Way | To provide a residents permit scheme following receipt of petitions. |
| Drawing 54 – Ebbisham Road / | To provide a residents permit scheme following receipt of petitions. |

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| Westlands Court / Bucknills Close | |
| Drawing 55 – Castle Road | To provide a residents permit scheme following receipt of petitions. |
| Drawing 56 – Alexandra Road | To introduce a single yellow line to prevent obstructive parking on both the road and footway, on what is one of the main routes in to Epsom. |
| Drawing 57 – Alexandra Road / Kingsdown Road / Longdown Road | To introduce a single yellow line to prevent obstructive parking on both the road and footway, on what is one of the main routes in to Epsom. |
| Drawing 58 – Tintagel Close / Church Road / Burgh Heath Road / Church Street | Tintagel Close – to extend the hours of operation of the single yellow line to match the times of the resident permit scheme, as it is currently abused by commuters. Church Road – to convert existing advisory disabled bay into a mandatory one as it is currently being abused by non-disabled drivers. Church Street – to convert the parking bay, that is currently free, unlimited, to a residents permit bay following a request by residents. Also to introduce double yellow lines to prevent obstructive parking and improve road safety. |
| Drawing 59 – Burgh Heath Road / Lynwood Road | Burgh Heath Road - to introduce double yellow lines to prevent obstructive parking and improve road safety. Lynwood Road - to introduce a single yellow line to prevent commuter parking – this restriction would only operate for a 1 hour period, so should not greatly affect residents and their visitors. |
| Drawing 60 – Burgh Heath Road / Downs Road | Burgh Heath Road - to introduce double yellow lines to prevent obstructive parking and improve road safety. Downs Road – to introduce double yellow lines at junction to increase forward visibility and improve road safety. |
| Drawing 61 – Downs Hill Road / Downs Road | Downs Road – to introduce double yellow lines at junction to increase forward visibility and improve road safety. Downs Hill Road – to introduce yellow lines to improve road safety and to prevent drivers mounting the footway. |
| Drawing 62 – Downs Road / The Ridings / Milburn Walk / Walnut Close | Downs Road - to introduce a single yellow line to prevent commuter parking – this restriction would only operate for a 1 hour period, so should not greatly affect residents and their visitors. All other roads – to introduce single yellow lines with a 1 hour restriction at different times on opposite sides, so |

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| | should not greatly affect residents and their visitors – to prevent commuter parking. |
| Drawing 63 – The Ridings / Milburn Walk / Treadwell Road / Walnut Close | To introduce single yellow lines with a 1 hour restriction at different times on opposite sides, so should not greatly affect residents and their visitors – to prevent commuter parking. |
| Drawing 64 – Downs Road | To introduce a single yellow line to prevent commuter parking – this restriction would only operate for a 1 hour period, so should not greatly affect residents and their visitors. |
| Drawing 65 – Derby Arms Road | To introduce double yellow lines to prevent obstructive parking as this greatly reduces the width, of what is already, a very narrow road. |
| Drawing 66 – Beaconsfield Road / Spencer Close / Vale Close | Introduce double yellow lines at junctions and access to improve safety and increase forward visibility. |
| Drawing 67 – Grosvenor Road | To introduce a single yellow line to prevent obstructive parking opposite the existing parking bays, both on the carriageway and footway. |
| Drawing 68 – St Margarets Drive / St Elizabeths Drive | To reduce the current single yellow line restrictions to allow parents to park and walk their children to school via Dorking Road. |
| Drawing 69 – London Road | Introduce double yellow lines at the dropped kerb / pedestrian entrance to improve safety and allow greater access for disabled users. |
| Drawing 70 – Whitehorse Drive / Dudley Grove / Elm Grove | Introduce single yellow lines to prevent all day commuter parking, but to assist with drop off and pick up from local schools. |