Annex 1
Tandridge parking review 2021/22: Statement of reasons

A document explaining our parking proposals and reasons for introducing them

This document sets out the new parking controls and restrictions that we recommend should be introduced across the district as part of our Tandridge parking review 2021/22. The proposals are listed in electoral county division and then by town.

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Caterham Hill division proposals

Caterham on the Hill

Buxton Lane junction with Penrhyn Close

Introduce double yellow lines at the junction of Buxton Lane and Penrhyn Close, in order to maintain sightlines for drivers leaving the Close and so improve road safety. This proposal is shown in drawing 1.

Coulsdon Road

Extend the double yellow lines to the north of the junction with St Michaels Road by approximately 4.5 metres, in order to increase the length of sightlines for drivers leaving the St Michaels Road and so improve road safety. This proposal is shown in drawing 2.

Cromwell Road

Extend the double yellow lines on the western side at the junction with Banstead Road up to the start of the dropped kerb giving access to the garages behind numbers 253a to 253d Coulsdon Road, in order to improve road safety and safe passage for pedestrians. This proposal is shown in drawing 3.

Essendene Road, including junction with Whyteleafe Road

Introduce double yellow lines in Essendene Road on both sides of the bend outside numbers 54 and 56, and on both sides of the junction with Whyteleafe Road, in order to improve sightlines for drivers and road safety at both locations. This proposal is shown in drawing 4.

Foxon Lane junction with Foxon Lane Gardens

Introduce double yellow lines on both sides of the junction in order to maintain sightlines for drivers leaving the Gardens and improve road safety. This proposal is shown in drawing 5.

Money Road junction with Money Avenue

Introduce double yellow lines on both sides of the junction in order to improve access to the Avenue and maintain sightlines for drivers entering and leaving the Avenue and so improve road safety. This proposal is shown in drawing 6.

Caterham Valley division proposals

Caterham

Colburn Avenue

Introduce double yellow lines along the whole of the eastern side of the road to prevent parking on that side which can obstruct traffic flow. This proposal is shown in drawings 7 and 8.

Newstead Rise

Extend the double yellows from the junction with Markfield Road on both sides round the bend up to in line with the northern boundary of number 9 to improve safety on the bend by allowing two-way traffic. This proposal is shown in drawings 9.

Tupwood Lane (1)

Extend the double yellow lines from the junction with The Copse southwards to the beginning of the dropped kerb of number 80 to prevent obstructive parking and improve access. This proposal is shown in drawing 11.

Tupwood Lane (2)

Introduce double yellow lines to the south of the entrance to Croudace House as far as the northern boundary of 6 Tupwood Lane to replace the unenforceable length of single yellow line and improve sightlines. This proposal is shown in drawing 12.

Tupwood Lane (3)

Introduce double yellow lines to the north of the entrance to Croudace House in order to update the traffic order to match what is already on the ground. (This is just a change to the traffic regulation order and will not result in any change to the existing road markings). This proposal is shown in drawing 12.

Whyteleafe

Downsway

Introduce a resident permit parking scheme in Downsway to improve parking amenity for residents and double yellow lines on the western side at the entrance to the road to ensure parking only takes place on one side. This proposal is shown in drawings 41 and 42.

Godstone Road (1)

Change the single yellow line to double yellow lines on the western side from number 118 to the pedestrian crossing markings outside number 78 to discourage parking on this section of road for drivers of vehicles visiting the Tesco Express and to improve sightlines on the bend. This proposal is shown in drawing 42.

Godstone Road (2)

Remove the double yellow lines from in front of numbers 418 and 420 to improve parking amenity for residents. This proposal is shown in drawing 43.

Hillbury Road

Extend the double yellow lines on the north side from outside number 4 Roundburrow Close up to the entrance to the entrance to the recreation ground car park to improve sightlines on the bend and traffic flow. This proposal is shown in drawing 44.

Maple Close

Extend the double yellow lines on the eastern side from the junction with Maple Road up to the entrance to the parking area serving numbers 1 to 9 to prevent obstructive parking. This proposal is shown in drawing 42.

Salmons Lane

Replace the single yellow line with double yellow lines on both sides of the road from the level crossing to the junction with The Avenue to prevent obstructive parking and maintain traffic flow near the railway crossing. This proposal is shown in drawing 45.

Godstone division proposals

Godstone

Bakers Mead / Ockleys Mead

Introduce double yellow lines on both sides from the junction with Bletchingley Road to just past the entrance to numbers 3 and 3A to prevent obstructive parking and maintain traffic flow, and opposite the driveways of numbers 6 and 7 to provide a passing place. This proposal is shown in drawing 14.

Salisbury Road junction with Dewlands

Introduce double yellow lines on all sides of the junction to maintain sightlines for drivers. This proposal is shown in drawing 15.

Nutfield

A25, in the Nutfield cemetery lay by

Introduce a restriction on waiting at any time for vehicles over 5 tonnes to prevent obstructive parking and damage to the kerbs by heavy goods vehicles. This proposal is shown in drawing 26.

South Godstone

Lagham Road

Introduce double yellow lines on both sides outside and opposite numbers 27 to 37 to improve access for larger vehicles. This proposal is shown in drawing 32.

Lingfield division proposals

Dormansland

New Farthingdale

Introduce double yellow lines in the turning head next to the entrance to the grasscrete area to prevent obstructive parking and improve access. This proposal is shown in drawing 13.

Lingfield

Little Lullenden junction with Grove Road

Introduce double yellow lines on and opposite the junction to improve access, especially for larger vehicles. This proposal is shown in drawing 23.

Newchapel Road

Introduce double yellow lines on south side of Newchapel Road from the end of the lay by outside Ormuz cottages past the entrance to Lincolns Mead up to the start of the dropped kerb of Fieldings and extend the ones on the north side up to the entrance to the driveway alongside Arch Trees, in order to prevent obstructive parking. This proposal is shown in drawing 24.

Vicarage Road junction with Vicarage Close

Introduce double yellow lines on both sides of the junction to improve sightlines for drivers exiting the Close. This proposal is shown in drawing 25.

Smallfield

Meadow View, junctions with Mead Lane and Plough Road

Introduce double yellow lines on the junction of Meadow View and Mead Lane to maintain sightlines for drivers exiting Mead Lane, and on the junction of Meadow View and Plough Lane to improve sightlines and traffic flow and prevent obstructive parking. This proposal is shown in drawing 31.

Oxted division proposals

Hurst Green

Holland Road (1)

Extend the double yellow lines at the junction with Roseacre approximately 20 metres to the north to maintain sightlines for drivers leaving Roseacre and improve road safety. This proposal is shown in drawing 16.

Holland Road (2)

Extend the double yellow lines outside number 154 to just past the driveway of number 160 to prevent obstructive parking and improve access. This proposal is shown in drawing 16.

Hurstlands

Introduce double yellow lines on both sides of the road from the entrance to Greenhurst Lane to just past, and into, the entrance to Wolfs Wood to prevent parking near the traffic calming feature and on the junction with Wolfs Wood. This proposal is shown in drawing 17.

The Greenway

Introduce double yellow lines on both sides of the bend outside numbers 24 to 28d on the south-western side and opposite numbers 20 to 28d on the north-eastern side to improve sightlines for drivers and safety by allowing two-way traffic. This proposal is shown in drawing 18.

Wolfs Wood

Introduce double yellow lines on both sides of the junction opposite numbers 48 and 50 to improve traffic flow and access, especially for larger vehicles. This proposal is shown in drawing 19.

Limpsfield

Bluehouse Lane (1)

Extend the single yellow line outside number 55 to just past the entrance to number 59 to improve sightlines and road safety. This proposal is shown in drawing 20.

Bluehouse Lane (2)

Introduce double yellow lines on both sides from the junction with the High Street and Titsey Road to the layby outside numbers 190 and 192 to help prevent obstructive parking and maintain traffic flow. This proposal is shown in drawing 21.

High Street (1)

Extend the double yellow lines on the eastern side from outside The Manor House to approximately 30 metres past the steps up to the church to prevent obstructive parking and maintain traffic flow. This proposal is shown in drawing 21.

High Street (2)

Extend the double yellow lines on the western side so they go across the full width opposite the entrance to Stanhopes to improve road safety for drivers using the junction. This proposal is shown in drawing 22.

Old Oxted

High Street (1)

Remove the single yellow line from the no longer used bus stop in the lay by in front of the flats, 28-50 High Street to free up extra parking space. This proposal is shown in drawing 27.

High Street (2)

Extend the double yellow lines that currently stop in line with the eastern boundary of 2A westwards by approximately 3 metres so that they cover the dropped kerb and improve pedestrian access to the underpass. This proposal is shown in drawing 27.

Oxted

Downs Way, junctions with Greenacres

Introduce double yellow lines on both sides of the road and opposite both of the junctions with Greenacres, including both sides of the bend between the junctions and extending on the eastern side to the turning space outside the school entrance to improve sightlines and prevent obstructive parking. This proposal is shown in drawing 28.

Station Road East

Remove the parking bay alongside 129 to 131 (Lorimers) and replace with double yellow lines, so the taxi rank can be relocated there from its current position in the middle of the road, which is a safer and more suitable place for it (subject to agreement with Tandridge District Council’s licensing team). This proposal is shown in drawing 29.

Station Road West

Extend the double yellow lines and shorten the parking bay outside The Hoskins (opposite 12 to 14 Station Road East) in order to update the traffic order to match what is already on the ground. (This is just a change to the traffic regulation order and will not result in any change to the existing road markings). This proposal is shown in drawing 29.

Gresham Road junction with Station Road East

Change the single yellow line to double yellow lines on both corners at the junction and into Gresham Road to help keep the junction clear and improve traffic flow and road safety. This proposal is shown in drawing 30.

Warlingham division proposals

Tatsfield

Church Hill

Remove the two School Keep Clear markings in order to update the traffic order to match what is already on the ground. (This is just a change to the traffic regulation order as the markings are no longer on the ground, having not been replaced when the road was resurfaced, because they were no longer needed as the school has closed). There is no drawing for this proposal.

Paynesfield Road

Introduce double yellow lines on the inside of the bend opposite the entrance to Shipfield Close to improve sightlines for drivers and road safety by allowing two way traffic round the bend. This proposal is shown in drawing 33.

Westmore Road

Reduce the length of the double yellow lines to the south of the junction with Grove Road by approximately 4 metres to free up parking space. This proposal is shown in drawing 33.

Paynesfield Road junction with Johns Road

Introduce double yellow lines on the southern side of the junction to improve sightlines for drivers exiting Johns Road and road safety, and remove a short section of the double yellow lines in Johns road on the north side of the junction in order to update the traffic order to match what is already on the ground. (This second part is just a change to the traffic regulation order and will not result in any change to the existing road markings). These proposals are shown in drawing 34.

Warlingham

Farleigh Road junction with The Copse

Replace the single yellow line with double yellow lines across the entrance to The Copse to keep sightlines clear for drivers exiting The Copse. This proposal is shown in drawing 35.

Farleigh Road, including junctions with Boxwood Way and Bond Road

Introduce double yellow lines on the southern side from outside the Village Hall up to number 50 and shorter lengths on the northern side, including all the way from the Boxwood Way junction up to number 51 on the northern side to improve traffic flow and prevent obstructive parking. This proposal is shown in drawing 36.

Kingswood Lane

Introduce double yellow lines on both sides of the road from the junction with Oakenshaw Close to number 31, outside numbers 37 and 41 and outside numbers 57 and 59 to improve sightlines for drivers and road safety. This proposal is shown in drawing 37.

Limpsfield Road (1)

Remove the double yellow lines next to the paved former verge area in front of numbers 159-165 so it can still be used for parking. This proposal is shown in drawing 38.

Limpsfield Road (2)

Introduce double yellow lines outside numbers 178 to 214 to prevent obstructive parking and improve access. This proposal is shown in drawing 38.

Tithepit Shaw Lane

Introduce double yellow lines opposite Warlingham school from the southern end of the pedestrian crossing area southwards to in line with the southern building line of the sixth form centre, in order to improve traffic flow. This proposal is shown in drawing 39.

Westhall Road

Extend the double yellow lines to the south of the junction with Coneybury Close to the start of the dropped kerb access to numbers 90 to 94, to keep the bus stop clear. This proposal is shown in drawing 40.