

Surrey Heath parking review 2020-21: Decision report

**A document explaining our final decisions on
proposed parking schemes following public
feedback**

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Introduction

The Surrey Heath Parking Review 2020-21 proposals, which were agreed at Surrey Heath local committee on 25 February 2021, were advertised from 12 May to 9 June 2021. As part of this process, street notices were erected at each location, and notification cards were hand delivered to those properties immediately fronting proposed changes. In addition, a formal notice was published in the Camberley News and Mail.

All these documents referred members of the public to drawings and a statement of reasons document available online via the webpage: www.surreycc.gov.uk/surreyheathparking Those without access to the internet were asked to write in requesting information be posted to them.

Responses to the advertisement were received via an online form through the webpage above, or by letters being sent to the following address: Surrey Heath Parking Review 2020-21, Parking Team, Hazel House, Merrow Lane, Guildford, Surrey, GU4 7BQ. Members of the public were asked to submit either a support, comment or objection response.

During the advertisement period, there were 106 support responses, 34 comment responses and 42 objections. All these responses have been read and considered in full, and the total number of responses for each location have been listed. However, for the purpose of this report, the responses have been summarised into key points only, followed by analysis and a decision on how to proceed following these considered responses.

The decisions made in this report are final and there is no appeal process. Any further requests for changes to these agreed restrictions will need to be submitted as part of a future [parking review of Surrey Heath](#).

At locations where no objections or comments were received there is no analysis and the proposals will - unless otherwise stated - be introduced 'as advertised' i.e. without any changes from the advertised proposal. Where changes have been made, there will usually be a revised drawing in addition to the written description.

Camberley East division proposals

The county councillor for this division is [Mr Trefor Hogg](#).

Camberley

Knoll Road and Portesbery Road

Overview:

- Drawing number: 1322
- Objections: 0
- Comments: 0
- Support: 0
- Final decision: Proceed as advertised.

High Street and Princess Way

Overview:

- Drawing number: 1322
- Objections: 1
- Comments: 2
- Support: 1
- Final decision: Proceed as advertised.

Summary

The objection referred to there being a lack of disabled bays in the High Street; the bays not being enforced; the bays not being clearly marked; and people parking on the footways.

The comments referred to the need to mark the disabled bays on the road and there not being enough disabled bays and questioning why Princess Way to Obelisk Way was not pedestrianised.

Analysis

Whilst the total number of on-street spaces in the High Street has been reduced following its redevelopment, it still has a much higher percentage of on-street disabled parking bay provision in comparison to other High Streets. As there are existing disabled bays on the High Street to the north of Obelisk Way and on St George's Road, in total, this is far more than would normally be seen on street in a town centre. Whilst it is appreciated that the demand for disabled parking in Camberley may still be exceeding this provision at certain busy times, there still needs to be a balance between the needs of all road users for the High Street to function most efficiently. Since the scheme has been installed, 'Disabled' wording has been marked on the carriageway to better highlight the disabled parking bays. Enforcement will take place once the traffic regulation orders for the new restrictions have been made, which follows this stage of considering responses to the advertisement. Temporary traffic orders have been introduced for the restricted zone to allow parking outside of the parking bays to be enforced in the meantime.

As with any new significant redevelopment of a road or parking arrangement, there is always a settling down period as members of the public get used to a new layout and understand where they can and cannot be. For those who continue to park where they shouldn't be parking, enforcement will be carried out. Regarding the query regarding pedestrianisation, as this relates to the redevelopment project and not the proposed parking restrictions, it cannot be responded to as part of this parking review report.

Valroy Close

Overview:

- Drawing number: No Drawing
- Objections: 0
- Comments: 0
- Support: 0
- Final decision: Proceed as advertised.

Pembroke Broadway (Loading Bay)

Overview:

- Drawing number: 1000004814-5-001-11 Rev B
- Objections: 0
- Comments: 0
- Support: 0
- Final decision: Proceed as advertised.

Note

The proposed Loading only bay was advertised with the parking review as part of the Camberley High Street regeneration project. This is primarily to facilitate the loading and unloading of goods to and from Ashwood House, following its conversion to apartments known as 'Lumina'. However, it will be available for use by anyone wishing to load or unload goods in this part of Camberley town centre.

Camberley West division proposals

The county councillor for this division is [Mr David Lewis](#).

Camberley

A30 London Road (Parking)

Overview:

- Drawing number: 1328 and 1321
- Objections: 3
- Comments: 0
- Support: 0
- Final decision: Proceed as advertised.

Summary

The 3 objections related to the following: -

- The loss of parking space will negatively affect businesses.
- The restriction times will negatively affect businesses and will interfere with day-to-day business.
- There is a need to load and unload goods during the restriction times.

Analysis

Drivers can stop on single yellow lines to allow passengers to board and alight, and to also load and unload goods. Therefore, this can still take place between the 'no waiting' periods of 7am to 10am and 4pm to 7pm. As the nearby parking layby's 1 hour limited waiting period is also being changed so that it applies from 7am to 7pm, those wishing to park for up to 1 hour can do so in this layby. The parking restrictions are required to improve traffic flow and to reduce delays during peak hour periods on the A30.

Alexandra Avenue

Overview:

- Drawing number: 1332
- Objections: 1
- Comments: 0
- Support: 0
- Final decision: Proceed as advertised.

Summary

Objection referred to the number of spaces in the street being reduced by two; the difficulty finding space on-street already; and the junction being adequate for turning already.

Analysis

Any parking on a junction should not be viewed as being parking space as it is an offence to park within 10m of a junction under the Highway Code. The proposed restrictions, which are already partly on the ground to a lesser extent, are necessary to maintain turning, access and sight lines on the junction at all times.

Bridge Road

Overview:

- Drawing number: 1341
- Objections: 0
- Comments: 0

- Support: 0
- Final decision: Do not proceed.

Note

The proposed development, which required these parking changes to accommodate a new vehicular access, has been withdrawn from the planning authority. Should the development be resubmitted again at a future time with the same access proposal, then the changes would be proposed again as part of a future parking review of Surrey Heath.

Frimley Road**Overview:**

- Drawing number: 1342
- Objections: 0
- Comments: 0
- Support: 0
- Final decision: Proceed as advertised.

Heatherside and Parkside division proposals

The county councillor for this division is [Mr Edward Hawkins](#).

Camberley

Martindale Avenue

Overview:

- Drawing number: 1339
- Objections: 0
- Comments: 0
- Support: 0
- Final decision: Proceed as advertised.

Lightwater, West End and Bisley division proposals

The county councillor for this division is [Ms Rebecca Jennings-Evans](#).

West End

Streets Heath junction with Meadow Way

Overview:

- Drawing number: 13102
- Objections: 2
- Comments: 0
- Support: 3
- Final decision: Proceed as advertised.

Summary

The objections related to the following: -

- That the restrictions should be expanded to include the junctions of Commonfields and Malthouse Lane.
- Displacement parking will take place in nearby streets.
- Parents are being unfairly targeted with the restrictions.

Analysis

The objections submitted are repeated comments made for the Benner Lane proposal, but also used in relation to this location. The restrictions proposed on the junction of Streets Heath and Meadow Way are necessary to maintain road safety, access and sight lines at all times and will result in minimal displacement parking. It is already an offence to park within 10m of a junction under the Highway Code and these restrictions were proposed separately to the Benner Lane proposal solely as junction protection.

Streets Heath

Overview:

- Drawing number: 13102
- Objections: 1
- Comments: 0
- Support: 1
- Final decision: Proceed as advertised.

Summary

The objection stated that the restrictions should be expanded to include the junctions of Commonfields and Malthouse Lane.

Analysis

The objection is repeated comments made for the Benner Lane proposal, but also used in relation to this location. The restrictions proposed on Streets Heath by its junction with the A322 are necessary to maintain road safety, access and sight lines at all times and will result in minimal displacement parking. It is already an offence to park within 10m of a junction under the Highway Code and these restrictions were proposed separately to the Benner Lane proposal solely as junction protection.

Benner Lane (Including both junctions with Great Barn Crescent – Private)

Overview:

- Drawing number: 1314
- Objections: 8
- Comments: 5
- Support: 5
- Final decision: Proceed as advertised.

Summary

The objections related to the following: -

- Parking will be displaced to nearby streets and nearby junctions.
- The restrictions should be extended to cover nearby junctions as well, such as Commonfields, Malthouse Lane, Fairfield Lane and Bagshot Road.
- The restrictions are not necessary and an overreaction.
- Parking helps to slow traffic down.
- Parking is useful for people visiting the school.
- A one-way system should be considered.
- Asking parents to park further away is unfair.
- More parking disruption will be caused elsewhere.

The comments related to the following: -

- Restrictions are pointless and often ignored without enforcement.
- More should be done to deter people from driving their children to school.
- A parking layby should be introduced.
- Parking will be moved elsewhere.
- Parking will move to the opposite side of the road by the junctions with Commonfields and Malthouse Lane.

Analysis

Malthouse Farm is located on the inside of a bend, which is where parking takes place. The inside of a bend (the shortest curve) is always the most obstructive side of a bend to park on as it impedes sight lines the most. Whilst an unrestricted gap in the proposed double yellow lines allows parking to take place near to the southernmost junction with Great Barn Crescent, it is understood that parking may displace to the other side of the road in the vicinity of Malthouse Lane and Commonfields, and elsewhere within these streets and further along Benner Lane towards Fairfield Lane and Bagshot Road. The junctions of Commonfields and Malthouse Lane both have wide splays which help to maintain access and visibility more so than in comparison to right angled junctions. However, it was accepted when these restrictions were being drawn up that the immediate and wider area would need to be monitored to determine whether additional restrictions would be needed to address any issues caused by displacement parking. Any additional restrictions cannot be considered at this stage and would need to be considered as part of the next Surrey Heath parking review.

Bagshot, Windlesham and Chobham division proposals

The county councillor for this division is [Mr Richard Tear](#).

Bagshot

Higgs Lane junction with Heywood Drive and College Ride / Church Road

Overview:

- Drawing number: 1383
- Objections: 11
- Comments: 3
- Support: 8
- Final decision: Proceed as advertised.

Summary

The objections related to the following: -

- Cars are parked in safe locations.
- Cars will displace further along the street causing issues for residents.
- The parking problems were only during lockdown periods.
- The area is used by delivery vehicles and people visiting the forest.
- Vehicle speeds will increase.
- Vehicles will move further along Heywood Drive creating problems for residents.
- The double yellow lines should just be on the corners only.
- The extent of the proposed restrictions is excessive.
- Restrictions will make it harder for people to visit the forest.
- The restrictions will increase non-resident parking on Church Road.
- One objection to all proposals in Bagshot given without reasons.

The comments related to the following: -

- The restrictions need to be extended further on the south side of College Ride to maintain driveway and footway access.
- The restrictions should be extended within Heywood Drive to opposite the layby.

Analysis

There are three junctions in close proximity to each other in this part of Bagshot, including an additional nearby entrance to St Annes Glade. Considering sight lines, traffic flow and access for this entire vicinity, the proposed double yellow lines are deemed to be necessary for such to be maintained at all times. The restrictions also prevent vehicles simply moving to other nearby parts of the junctions causing different issues elsewhere, such as parking opposite junctions or in between two junctions/entrances. It is important to bear in mind that parking on a junction is already prohibited under the Highway Code for 10m, but this distance is often insufficient for many junctions, which is why double yellow lines often extend further following site assessment.

The proposed restrictions will not stop people visiting the forest, they will simply ensure those that do wish to visit the forest park in less obstructive places. Loading and unloading is allowed to take place on double yellow lines, therefore delivery vehicles will not be affected.

Additional restrictions cannot be considered at this stage and will need to be considered as part of the next Surrey Heath parking review if deemed to be necessary following a review and monitoring of the proposed restrictions.

Vicarage Road junction with College Ride and Church Road

Overview:

- Drawing number: 1383
- Objections: 5
- Comments: 4
- Support: 18
- Final decision: Proceed as advertised.

Summary

The objections related to the following: -

- Cars will displace further along the street causing issues for residents.
- The extent of the proposed restrictions is excessive.
- The restrictions will increase non-resident parking on Church Road.
- One objection to all proposals in Bagshot given without reasons.

The comments related to the following: -

- Parking is already a significant issue within Vicarage Road and Connaught Road due to people visiting the forest and the proposed parking restrictions will make it worse.
- Restrictions should extend further along College Ride to protect the footway.
- Signs should be installed to direct people to village centre parking.
- Connaught Road should have residents only parking.
- Query regarding the off-street parking provision at a specific property.

Analysis

Whilst this proposal is a separate location, it is directly linked with the proposals for the nearby junctions discussed above, and therefore many comments and objections have been repeated for this location also.

There are three junctions in close proximity to each other in this part of Bagshot, including an additional nearby entrance to St Annes Glade. Considering sight lines, traffic flow and access for this entire vicinity, the proposed double yellow lines are deemed to be necessary for such to be maintained at all times. The restrictions also prevent vehicles simply moving to other nearby parts of the junctions causing different issues elsewhere, such as parking opposite junctions or in between two junctions/entrances. It is important to bear in mind that parking on a junction is already prohibited under the Highway Code for 10m, but this distance is often insufficient for many junctions, which is why double yellow lines often extend further following site assessment.

Additional restrictions cannot be considered at this stage and will need to be considered as part of the next Surrey Heath parking review if deemed to be necessary following a review and monitoring of the proposed restrictions.

As the total length of the proposed restrictions does not represent all parts of the carriageway where drivers are currently parking, the actual number of displaced vehicles is expected to be low.

We are aware of reported parking issues within Vicarage Road and Connaught Road in relation to non-residents parking to visit the forest and this issue will be monitored following the installation of the proposed restrictions to determine the extent of any displacement parking.

Whitmoor Road junction with Green Lane

Overview:

- Drawing number: 13101
- Objections: 1
- Comments: 0
- Support: 4
- Final decision: Proceed as advertised.

Summary

The objection was to all proposals in Bagshot without reasons.

Analysis

As the objection did not give any reasons there is no analysis required.

Green Lane

Overview:

- Drawing number: 13101
- Objections: 1
- Comments: 1
- Support: 2
- Final decision: Proceed as advertised.

Summary

One objection to all proposals in Bagshot given without reasons. One comment given regarding on-site parking for a new development and not related to any parking proposal.

Analysis

As the objection did not give any reasons there is no analysis required.

Frimley Green and Mytchett division proposals

The county councillor for this division is [Mr Paul Deach](#).

Mytchett

Coleford Bridge Road junction with Coleford Close

Overview:

- Drawing number: 13103
- Objections: 0
- Comments: 6
- Support: 27
- Final decision: Proceed as advertised.

Summary

The comments stated issues with parking on the junction; issues with pavement parking at this location; and the need for restrictions in a different location.

Analysis

The proposed double yellow lines will prevent parking on the carriageway and on the footway throughout their extent. Other locations would need to be considered as part of a future parking review of Surrey Heath.

Coleford Bridge Road junction with Sherrard Way

Overview:

- Drawing number: 13103
- Objections: 1
- Comments: 3
- Support: 14
- Final decision: Proceed as advertised.

Summary

Objection contained information relating to a specific property that cannot be detailed in this report. The comments referred to issues with parking on footways at this location and in the area.

Analysis

The proposed restrictions on this junction are necessary to maintain sight lines, access and road safety on the junction and will be enforced as part of borough wide patrols. The restrictions also mirror what has been proposed on the Coleford Bridge Road junction with Coleford Close. The proposed double yellow lines will prevent parking on the carriageway and on the footway throughout their extent.

Mytchett Road

Overview:

- Drawing number: 13104
- Objections: 3
- Comments: 7
- Support: 17
- Final decision: Proceed as advertised.

Summary

The objections related to the following: -

- The restrictions will move the parking further southwards on Mytchett Road causing problems for traffic flow and pedestrians on this part instead.
- Restrictions should be introduced on the western side as well by the Beauty Studio.

The comments related to the following: -

- Restrictions should be introduced on the western side as well by the Beauty Studio.
- Parking on footways should be stopped.
- Parking bays should be marked on the road to help people to park better.
- Parking will move further southwards along Mytchett Road.
- Reiterating problems with parking and sight lines in this part of Mytchett Road.

Analysis

There has been a longstanding history of complaints regarding parking in this part of Mytchett Road, often relating to footway parking, sight lines for accesses and for two-way traffic flow. Fundamentally, there are too many vehicles parking in this part of Mytchett Road on both sides of the road at the same time. As a result, some drivers park heavily on the footway to try and keep the carriageway clear knowing there are already vehicles parked on the opposite side. This restriction layout aims to keep parking on one side of the road only in the vicinity of all the businesses and some residential properties located to the north and south. At the same time, the restrictions will prevent obstructive footway parking and help to maintain traffic flow and sight lines for several widely used accesses. Knowing that drivers will continue to visit this area, unrestricted parking is being left on the western side for a certain length where many drivers prefer to park. However, this unrestricted parking will take place with the opposite side completely clear of parking, which will benefit traffic flow and pedestrians using the footways. It will also take place away from the Burgess Close entrance.

Whilst it is understood that where the road becomes unrestricted on both sides to the south of the proposed restrictions, there is certainly the possibility of some displacement to this part of Mytchett Road. However, the staggered arrangement of residential dropped kerbs prevents cars from being parked in significant numbers together, and so it would be spread out over a longer distance with more breaks in between. This said, the location will be monitored to determine the effectiveness of the restrictions and also whether any further restrictions are necessary to the south of Burgess Way, potentially on one side only.

It is worth noting the large number of support responses for what has been proposed and to the extent in which it has been proposed, and the relatively few objections considering that all adjacent properties and businesses were letter dropped during the advertisement, along with multiple street notices.

Regarding marking parking bays on-street, the yellow lines will help keep parking to certain parts of the road only and marked parking bays are not entirely suitable for Mytchett Road.

Mytchett Heath (Including junction with Mytchett Place Road)

Overview:

- Drawing number: 13105
- Objections: 4
- Comments: 3
- Support: 1 (plus a 46 signature support petition from residents of The Mytchett Heath Retirement Estate).
- Final decision: Proceed as advertised.

Summary

The objections related to the following: -

- Parking should be allowed on one side of the street.

- People need to park to access the canal and the woods when the canal centre is closed.
- The few cars that park here do not cause problems for access or traffic.

The comments related to the following: -

- Restrictions will displace cars onto Mytchett Road and by the MOD access.
- Restrictions necessary in a sperate location in Mytchett as well.
- A general comment regarding footway parking, as repeated for other advertised locations.

Analysis

Mytchett Heath is a road which would only have been intended as a simple access road to the canal centre and retirement estate, rather than a place for visitor parking. As it is a long gradual bend located between a main road junction and two popular entrances, parking is not suitable to take place on any part of it. It is clear from the longstanding history of complaints about parking on this road and also from the large amount of support expressed in the petition, that when parking takes place it does cause problems for residents and those that use the road. Parking continues to take place on the north side of Mytchett Road off the carriageway, to the east of Mytchett Heath along the extensive and wide area of partly hardstanding flattened ground. There is no reason why those wishing to visit the canal and woods when the canal centre car park is closed cannot park in this location also as it is unrestricted public highway, provided space is left for pedestrians to pass and accesses are left clear.

White Acres Road junction with Potteries Lane (Private)

Overview:

- Drawing number: 1361
- Objections: 0
- Comments: 0
- Support: 5
- Final decision: Proceed as advertised.

Note

It should be mentioned that this proposal is an amendment for the traffic regulation order only, to match the installed double yellow line layout on the ground, as explained in the statement of reasons document during the advertisement.