

Surrey Heath parking review 2022: 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 2022 proposals, which were agreed by county councillors and the Parking Traffic and Enforcement Team manager in June 2022, were advertised from 2 November to 30 November 2022.

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

The Information was also made available to view at local libraries and council buildings.

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 2022, 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 108 support responses, 20 comment responses and 12 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.

Bagshot, Windlesham and Chobham division proposals

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

Bagshot

College Ride

Overview:

- Drawing number: 2022-01
- Objections: 1
- Comments: 0
- Support: 4
- Final decision: Proceed as advertised.

Summary

The objection related to the proposed area being needed by College Ride residents if they are unable to park outside their homes.

Analysis

Whilst it is understood why some residents park here when they are unable to park on the north side of College Ride, this parking is to the detriment of footway access, two-way traffic flow and driveway access in this key part of College Ride. In addition to the support responses, there were several requests made for the restrictions to cover the extent of the footway when the existing double yellow lines were advertised here in 2021. Therefore, there does appear to be a general agreement amongst local residents that this is what the double yellow line layout should be here.

Camberley West division proposals

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

Camberley

Park Road junction with Belmont Road and Parkway

Overview:

- Drawing number: 2022-02
- Objections: 0
- Comments: 1
- Support: 1
- Final decision: Proceed as advertised.

Summary

The comment requested the lines to be longer southwards, as the lines northwards are longer.

Analysis

The proposed double yellow lines only extend further northwards than southwards because of the need to cover the bus stop outside number 50, otherwise they would have more closely matched the southwards extent. The length of restrictions for this junction are extensive, and significantly longer than standard lengths used for junctions (normally only around 10 to 15m). The termination points for both directions are deemed to be more than adequate for resolving the sight line issues that have been reported here.

Queen Mary Avenue

Overview:

- Drawing number: 2022-03
- Objections: 0
- Comments: 1
- Support: 0
- Final decision: Proceed as advertised.

Summary

The comment mentioned that leaving one space can still obstruct sight lines for the access.

Analysis

There is no requirement to maintain sight lines for accesses, only not to park in front of the access itself where there are dropped kerbs. The proposed extension of double yellow lines, leaving a car length space from the other access, is still a significant extension that will greatly improve sight lines for exiting drivers looking right into Queen Mary Avenue.

France Hill Drive (5)

Overview:

- Drawing number: 2022-04
- Objections: 0
- Comments: 0
- Support: 3
- Final decision: Proceed as advertised.

The Avenue (61)

Overview:

- Drawing number: 2022-04
- Objections: 0
- Comments: 0
- Support: 2
- Final decision: Proceed as advertised.

Camberley East division proposals

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

Bagshot

King's Ride junction with College Ride

Overview:

- Drawing number: 2022-05
- Objections: 0
- Comments: 0
- Support: 2
- Final decision: Proceed as advertised.

Bracknell Road junction with Wimbledon Road and Mitcham Road

Overview:

- Drawing number: 2022-06
- Objections: 1
- Comments: 0
- Support: 0
- Final decision: Proceed as advertised.

Summary

The objection related to the restrictions not being necessary because there have not been any accidents at this location except by reckless or drunk drivers. There is also no issue regarding sight lines for pedestrians.

Analysis

These restrictions were proposed to maintain access and sight lines on and in the vicinity of the two staggered junctions, including to maintain access for turning buses. Parking within 10m of junctions is already prohibited under the Highway Code, and this distance is often used as a minimum when determining parking restrictions on junctions. The proposed restrictions to the south of Mitcham Road terminate at a point which protects the junction but also maintains sight lines and road safety for pedestrians crossing over to the play area or to the footpath which leads down to Wimbledon Road. These restrictions also terminate at a point which leaves a car length unrestricted space between the start of a residential dropped kerb. Overall, the extent is deemed to be correct here considering all road users, and there is space on street further along Bracknell Road that can be parked on without needing to be so close to junctions and pedestrian facilities.

Mitcham Road junction with Carshalton Road

Overview:

- Drawing number: 2022-07
- Objections: 0
- Comments: 0
- Support: 1
- Final decision: Proceed as advertised.

Heatherside and Parkside division proposals

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

Camberley

Cumberland Road

Overview:

- Drawing number: 2022-08
- Objections: 0
- Comments: 1
- Support: 0
- Final decision: Proceed as advertised.

Summary

The comment mentioned that the lines shouldn't stop halfway across the junction and should extend all the way across it.

Analysis

As explained in the statement of reasons, the double yellow lines are positioned to allow drivers turning right out of Buttermere Drive to join Cumberland Road more easily and will also act as a passing place by breaking up the row of parked cars and allowing drivers to pull into it whilst waiting for oncoming traffic to pass. Parking restrictions are rarely introduced opposite junctions, as parking on the same side of the junction is far more obstructive to turning and sight lines. However, in cases like this where there is a solid row of parked cars opposite a junction, the complaints drivers tend to make are with regards to being unable to safely turn right due to the far carriageway lane on their right side being blocked. This proposal addresses this issue whilst also being beneficial as a passing place for drivers traveling westwards along Cumberland Road needing to pull over to let oncoming traffic pass. The Buttermere Drive junction has quite a wide splay and restricting opposite the junction equally either side would require a restriction length twice as long, which would greatly increase the likelihood of more noticeable displacement parking onto Cumberland Road's side streets, and without being necessary to restrict.

Evergreen Road

Overview:

- Drawing number: 2022-09
- Objections: 0
- Comments: 0
- Support: 0
- Final decision: Proceed as advertised.

Frimley Green and Mytchett division proposals

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

Frimley

Worsley Road

Overview:

- Drawing number: 2022-10
- Objections: 0
- Comments: 3
- Support: 29
- Final decision: Proceed as advertised.

Summary

The comments highlighted the existing issue and stated concerns regarding displacement.

Analysis

Displacement parking was strongly considered when drawing up the proposed extension, and the extension was measured so that it would see a noticeable improvement in sight lines and access for both drivers entering and exiting Worsley Road, but without being too excessive and ultimately leading to issues elsewhere in Worsley Road. Consideration was also given to having to leave a set number of vehicle spaces between the start of the new lines and the first driveway dropped kerb in the street. In addition, if the restrictions were more extensive going into Worsley Road, drivers entering the road from Frimley Green Road might enter less cautiously and at greater speed, so it was a question of finding the right balance in the restriction length, which is believed to be the length proposed.

Frimley Green

Frimley Green Road junction with Cross Lane

Overview:

- Drawing number: 2022-11
- Objections: 5
- Comments: 5
- Support: 24
- Final decision: Proceed as advertised.

Summary

The objections related to the following: -

- The restrictions are reducing parking for the shops which is already limited.
- Resident cars are parked near the junction but not on it.
- The restrictions will cause further issues in Cross Lane.
- There is no problem here.
- This is a village not a town or a city and restrictions shouldn't be introduced here.

The comments related to the following: -

- Issues regarding parking on the footways.
- The restrictions being pointless unless enforced.
- There have not been any accidents here.
- Request for the lines to be longer on Frimley Green Road past the bus stop.

Analysis

Parking within 10m of junctions is already prohibited under the Highway Code, and this distance is often used as a minimum when determining parking restrictions on junctions. Drivers parking on junctions whilst keeping the curved corners clear often do not realise how significantly their parked vehicle impedes sight lines and access. Parking on junctions makes it incredibly difficult for drivers to see approaching traffic whilst trying to exit the junction, and all drivers should be familiar with this type of problem. Parking by junctions also makes it difficult for drivers passing the junction on the adjoining street to see vehicles attempting to exit the junction, and therefore both sets of drivers cannot clearly see each other, which is repeated countless times throughout the duration that vehicles are parked on the junction. The strong support for this proposal proves how much people agree that there is an issue here, which there is without any doubt due to the parked cars clearly being in breach of the Highway Code.

Whilst not in recent years, there have been reported collisions on this junction.

The restrictions will be enforced as part of routine patrols across Surrey Heath. Double yellow lines also help to show drivers where they shouldn't be parking and can be self-enforcing in this respect.

More extensive restrictions cannot be considered at this stage and there was no initial need for the lines to be more extensive on Frimley Green Road, despite the bus stop opposite.

Frimley Green Road (Jet Garage)

Overview:

- Drawing number: 2022-12
- Objections: 2
- Comments: 3
- Support: 17
- Final decision: Proceed as advertised.

Summary

The objections related to the restrictions not being necessary and parking outside the garage and sight lines are fine.

The comments related to a lack of enforcement in Frimley Green; confirmed the need for restrictions here due to sight line issues; and parking restrictions having an impact on people visiting the shops and businesses.

Analysis

As explained in the statement of reasons, these restrictions are to both maintain sight lines for drivers exiting the petrol station, and to maintain two-way traffic flow when buses are stopped at the bus stop directly opposite. These issues were also highlighted during an assessment of traffic flow on the roundabout by Surrey prior to the parking review. The high number of support responses proves the local community agrees that there is indeed an issue here.

The Green

Overview:

- Drawing number: 2022-12
- Objections: 3
- Comments: 6
- Support: 25
- Final decision: Proceed as advertised.

Summary

The objections related to the following: -

- The parking on the carriageway reducing it to a single lane is negotiable.

- Restrictions will cause displacement to nearby streets such as The Hatches.
- The restrictions are unnecessary and will harm local businesses.
- Restrictions are just trying to force people into paid car parks.

The comments related to the following: -

- Restrictions will cause displacement.
- Restrictions will need to be enforced.
- The Green should be one way.
- Issue regarding driveway on The Hatches.
- Wharf Road car park charges should be removed.
- Provisions should be made for people to safely get to the nursery.

Analysis

As stated in the statement of reasons, whilst drivers must park partly on the footway here to allow traffic to pass, the footway width remaining is below acceptable minimum widths and therefore obstructive to many road users, especially the mobility impaired. Whilst the remaining carriageway width is just around acceptable for single file traffic to pass, it is a two-way carriageway intended to allow traffic to pass unobstructed from either direction, which has not been possible for many years now. Only 5 cars can park legally on this side in-between the existing double yellow lines and dropped kerbs, and this relatively small number of parked cars is causing a highly disproportionate level of ongoing obstruction to both carriageway and footway users, and it is believed that this should now end with this proposed additional restriction.

This issue and proposal were also previously investigated and made as part of the 2016 parking review and is in no way linked to the more recent introduction of car park charges.

As mentioned, the restrictions only displace around 5 vehicles, and with the nearby crossroads junction already restricted, and with there already being extensive parking in The Hatches nearby, more noticeable displacement is not expected but will be monitored.

The restrictions will be enforced as part of routine patrols of Surrey Heath.

A one way-system would be highly disproportionate to the actual extent of the problem and the small number of vehicles causing the obstruction issues here.

It is believed that the restrictions here are in fact making it safer for people to get to the Nursery, as well as for all other road users, and the high level of support proves that the local community agrees with the proposal and its reasons.

Lightwater, West End and Bisley division proposals

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

West End

Benner Lane

Overview:

- Drawing number: 2022-13
- Objections: 0
- Comments: 0
- Support: 0
- Final decision: Proceed as advertised.