

# Woking parking review 2023: Statement of reasons

A document explaining our parking proposals and reasons for introducing them

This document sets out our proposals for new parking controls and restrictions across the borough as part of our Woking 2023 parking review. The proposals are listed in electoral county division and then by town.

At this stage, we are intending to introduce the controls and restrictions described in this document and shown in the associated drawings but are inviting representations (both for and against) to be made by the public before the final decisions are taken.

Once we have considered any representations, we can introduce the proposals unchanged, make minor modifications to them before introducing them, or cancel them entirely. Any comments that lead to a requirement for major changes would usually mean cancellation of the proposal and subsequent reconsideration of it in a future parking review. This approach means that we can progress the parking review in the most efficient way thereby maximising value for our residents.

If you wish to comment on, object to or express support for any of the proposals you must do so either online or by letter by the date given. This information is available on our Parking news and updates in Woking webpage.

If you are unsure of the meaning or effect of a parking restriction or control that we have proposed, please refer to [Annex 1 – Explanation of restriction types](#), found towards the back of this document.

[Annex 2 – Legal and policy information](#) provides some background information about the legal and policy aspects of our work in this area.

Please do not make any comments that are not directly in response to these proposals. See

[Annex 3 – General enquiries](#) for guidance.

If you would like to know the existing parking restrictions in a given area, please refer to our online [parking restrictions maps](#).



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# Goldsworth East and Horsell division proposals

The county councillor for this division is [Lance Spencer](#)

## Woking Town Centre

### Stanley Road. (Traffic regulation order amendment)

This proposal is shown in drawings GEH 01 and GEH 02 in the [Goldsworth East and Horsell combined drawings Part 1](#)

As part of the Woking town centre redevelopment the Traffic Regulation Order needs amending to accommodate the new double yellow lines that have been introduced on both sides of Stanley Road between Walton Road and Maybury Road.

The 'no loading 8.30 to 9.30am and 4.30 to 6pm Monday to Friday' kerb markings and signage have also been removed from both sides of Stanley Road as part of the town centre redevelopment. The Traffic Regulation Order needs amending to accommodate this change.

### Chertsey Road (Traffic regulation order amendment)

This proposal is shown in drawing GEH 01 in the [Goldsworth East and Horsell combined drawings Part 1](#)

As part of the Woking town centre redevelopment the Traffic Regulation Order needs amending to remove the 'no loading 8.30 to 9.30am and 4.30 to 6pm Monday to Friday' restriction from the north side of Chertsey Road between Duke Street and the roundabout with Church Street East. Kerb markings and signage have already been removed.

### Maybury Road. (Traffic regulation order amendment)

This proposal is shown in drawing GEH 02 in the [Goldsworth East and Horsell combined drawings Part 1](#)

As part of the Woking town centre redevelopment the Traffic Regulation Order needs amending to remove the 'no loading 8.30 to 9.30am and 4.30 to 6pm Monday to Friday' restriction. Kerb markings and signage that have been removed from the north side of Maybury Road, alongside Dukes Court.

### Locke Way (Traffic regulation order amendment)

This proposal is shown in drawing GEH 03 in the [Goldsworth East and Horsell combined drawings Part 1](#)

As part of the Woking town centre redevelopment the Traffic Regulation Order needs amending to remove the 'no loading at any time' restriction. The kerb markings and signage have already been removed from the west and north sides of Locke Way. Including the loading restriction alongside Duke House.

The 16m '8.30am to 10pm Everyday Voucher and Pay & Display 1 hour limit parking bay' has been removed from the north side of Locke Way alongside Duke House and replaced with double yellow lines (over which a Bus Stand has been installed) as part of the redevelopment. Approval is required to amend the Traffic Regulation Order to formalise this change to the restrictions.

## Duke Street (Traffic regulation order amendment)

This proposal is shown in drawing GEH 03 in the [Goldsworth East and Horsell combined drawings Part 1](#)

As part of the Woking town centre redevelopment the Traffic Regulation Order needs amending to accommodate the removal of the 'no loading at any time' kerb markings and signage from the north side of Duke Street in front of Duke Court.

## Church Street West and Victoria Way

This proposal is shown in drawing GEH 04 supplied by Vectos in the [Goldsworth East and Horsell combined drawings Part 2.](#)

The final phase of the A320 works on the western side of the town is now safety audited and will progress through this summer with a predicted completion of late September. In regard to parking / waiting restrictions a change to the existing arrangement is on the northern side of Church Street West on the final approach to Victoria Way. The proposed change involves the installation of a double yellow line along the northern side of Church Street West between the junction with Forge End (to the west) and Victoria Way (to the East). This would replace the existing single yellow restriction along this side. With the footway being widened and the eastbound lanes reduced from 2 to 1, this has been proposed to ensure parked vehicles don't restricted egress onto Victoria Way

## St Johns Road junction with The Triangle

This proposal is shown in drawing GEH 05 in the [Goldsworth East and Horsell combined drawings Part 2.](#)

Install double yellow lines from the junction of The Dell along the southern side of St Johns Road to a point 5 metres east of the boundary of No's 186 and 186a. On the north side of the junction install double yellow lines from the 'road junction markings to east to a point in line with the boundary of No's 186 and 188 on the opposite side.

## Goldsworth Road

This proposal is shown in drawing GEH 06 in the [Goldsworth East and Horsell combined drawings Part 3](#)

**Electric Vehicle Recharging Points.** The Electric Vehicle Project Team would like to install electric vehicle recharging equipment for four vehicles on the northern side of Goldsworth Road. The four nominated spaces are to be immediately west of the two car club spaces outside the former Job Centre. These recharging equipment adjacent to these four bays will operate as **advisory only at the moment**. This means no change to the existing parking restrictions will be made to prioritise Electric Vehicle access at this time.

## Goldsworth Park

### Sythwood

This proposal is shown in drawing GEH 07 in the [Goldsworth East and Horsell combined drawings Part 3](#)

Install double yellow lines on all sides of the junction within Sythwood, south of the Salvation Army Centre.

Now there are parking restrictions on the bend at Sythwood, opposite Salvation Army, cars are parking further back along the road, opposite the dog leg off to Bullbeggars Lane. This

is making it dangerous for cars turning in and out of the dog leg section to see and manoeuvre safely.

## Horsell

### Bury Lane

This proposal is shown in drawing GEH 08 in the [Goldsworth East and Horsell combined drawings Part 3](#)

Install double yellow lines on the southern side of Bury Lane from the boundary of properties 'Elmsthorpe' and 'Little Oak' south westwards, opposite Ormonde Road to join up with the existing double yellow lines.

Install double yellow lines on both sides of the junction of Ormonde Road and Bury Lane.

Vehicles exiting Ormonde Road have their sightlines obstructed by vehicles parking on the junction. Vehicles have to inch forward in the middle of Ormonde Road to see and protrude out into Bury Lane. Vehicles parking opposite the junction reduce the width of this already narrow section of Bury Lane further, obstructing passing traffic.

### High Street, Horsell

This proposal is shown in drawing GEH 09 in the [Goldsworth East and Horsell combined drawings Part 3](#)

**Electric Vehicle Recharging Point.** The Electric Vehicle Project Team would like to install electric vehicle recharging equipment for two of the parking spaces the area in front of 'China Garden', 'Deli Class Coffee Shop' and 'Boz Fruit and Veg'. This recharging equipment adjacent to these four bays will operate as **advisory only at the moment**. This means no change to the existing parking restrictions will be made to prioritise Electric Vehicle access at this time.

### Thornash Road

This proposal is shown in drawing GEH 10 in the [Goldsworth East and Horsell combined drawings Part 3](#)

Install an additional length of double yellow lines on the eastern side of Thornash Road from where they currently terminate opposite No:58, to the rear property boundary of No:39 High Street.

Cars continue to park on the southeast corner of Thornash Road opposite the houses, As the road is narrow when vehicles are parked here, residents' opposite cannot manoeuvre vehicles off their drives.

### Nurse Close junction with High Street, Horsell

This proposal is shown in drawing GEH 10 in the [Goldsworth East and Horsell combined drawings Part 3](#).

Install double yellow lines on the junction of Nursery Close and High Street to prevent vehicles parking within 10metres of the junction which obstructs sightlines.



## Horsell Rise

This proposal is shown in drawing GEH 11 in the [Goldsworth East and Horsell combined drawings Part 3](#).

Revoke the Area 4 parking bay entirely outside property 'Chapel Corner' on the east side at the northern end of Horsell Rise. Replace it with a single yellow line operating under the Terms and Conditions of Area 4 of the Controlled Parking Zone (CPZ).

On the western side, at the northern end of Horsell Rise revoke 20 meters of existing single yellow line alongside No.39 Cheapside, directly north of an existing Area 4, 5m long parking bay.

This new combined 25 metre length parking bay is to be derestricted, removing the CPZ Area 4 restrictions and signed with P plates instead allowing unlimited parking at any time for all vehicles.

A petition has been received from properties 29 to 37 Cheapside (a private road), initially asking to be able to buy residents permits to park in Area 4. Private street residents are not permitted to buy permits for a CPZ on the public highway. It is recommended to derestrict this new extended parking bay at the northern end of Horsell Rise to allow any vehicle to park in this underused bay.

# Knaphill and Goldsworth West division proposals

The county councillor for this division is [Saj Hussain](#)

## Goldsworth Park

### Denton Way junction Bishops Wood

This proposal is shown in drawing KGW 01 in the [Knaphill and Goldsworth West combined drawings Part 1.](#)

Install double yellow lines on the junction of Bishops Wood with Denton Way. Vehicles parked on Denton Way either side of the junction with Bishops Wood restrict visibility for vehicles exiting Bishops Wood. Double yellow lines are required keep the junction area clear, improving sight lines.

### Kirkland Avenue junction Watermead

This proposal is shown in drawing KGW 02 in the [Knaphill and Goldsworth West combined drawings Part 1.](#)

Double yellow lines are proposed on the north side of Watermead, extending along the eastern side of Kirkland Avenue. The double yellow lines will replace some white hatching on this junction and extend up to the signalised crossing zigzags. A length of double yellow line will maintain access for through traffic.

Vehicles parking on the eastern side of Kirkland Avenue at this point obstruct sight lines for other vehicles exiting Watermead. With vehicles parking on the western (Beaufort Primary School) side of Kirkland Avenue along this same stretch of road, it creates a pinch point on this bus route especially during school drop off and collection times.

### Kirkland Avenue junction Langmans Way

This proposal is shown in drawing KGW 03 in the [Knaphill and Goldsworth West combined drawings Part 1.](#)

Install double yellow lines on the junction of Langmans Way with Kirkland Avenue. Vehicles parked on Kirkland Avenue either side of the junction with Langmans Way restrict visibility for vehicles exiting Langmans Way. Double yellow lines are required keep the junction area clear, improving sight lines.

## Oakfield

This proposal is shown in drawing KGW 03 in the [Knaphill and Goldsworth West combined drawings Part 1.](#)

Install double yellow lines on the junctions of Oakfield and Kirkland Avenue. Vehicles parked on Kirkland Avenue either side of the junction with Oakfield restrict visibility for vehicles exiting Oakfield. Double yellow lines are required keep the junction area clear, improving sight lines.

Install double yellow lines on two junctions within Oakfield to improve visibility and road safety. Firstly on the junction around No's 5 and 59 on the opposite side. Secondly on the junction around No's 107 and 139 on the opposite side.

## Knaphill

### Robin Hood Road

This proposal is shown in drawing KGW 04 in the [Knaphill and Goldsworth West combined drawings Part 2](#).

Install double yellow lines on the east side of Robin Hood Road from a point 11m north of No: 164, southwards to the boundary of No's 138 and 140.

Install double yellow lines on the west side of Robin Hood Road around the bend from outside No's 91 to 85.

Double yellow lines will maintain access for Ryde Heron properties at all times. Double yellow lines will also maintain access along Robin Hood Road, as they will prevent vehicles parking along the narrowest section of the road, and on the bend.

### Queens Road

This proposal is shown in drawing KGW 05 in the [Knaphill and Goldsworth West combined drawings Part 2](#)

Install double yellow lines outside properties 34, 34a and 34b. Regularly cars are left parked on the dropped kerb and pavement, overhang the junction and residents' driveways, resulting in footway obstruction poor driver visibility.

### Oak Tree Road

This proposal is shown in drawing KGW 06 in the [Knaphill and Goldsworth West combined drawings Part 2](#).

Install double yellow lines on the eastern side of Oak Tree Road from outside No:25 opposite continuing around to the junction with the A322 Bagshot Road. Vehicles constantly parked along here for long period of time inhibit driveway access opposite and can cause vehicles to approach the bend on the wrong side of the road. There are unrestricted parking bays on the western side of Oak Tree Road that are often empty and could be parked in safely instead.

### Sparvell Road

This proposal is shown in drawing KGW 06 in the [Knaphill and Goldsworth West combined drawings Part 2](#).

Install a length of double yellow lines on the southern side of Sparvell Road alongside No:43 to improve roundabout access and safety. Over the last couple of years, the amount of on-street parking on Sparvell Road has made this a congested and potentially dangerous crossroads. Sparvell Road can almost be solidly parked along the southern side, effectively reducing it to a single carriageway for traffic on the roundabout approaches.

## The Byfleets division proposals

The county councillor for this division is [Amanda Boote](#)

### Byfleet

#### Queens Avenue junction Parvis Road

This proposal is shown in drawing TB 01 in [The Byfleets combined drawings Part 1](#)

Install double yellow lines on the junction of Queens Avenue and Parvis Road. Often there are cars parked at the very end of Queens Avenue which can be right up to the junction with Parvis Road. If you are turning into Queens Avenue from Parvis Road, it is blind from the motorway direction and you have to swing out onto the other side of the road in Queens Avenue due to the parked cars. The designated cycle path from West Byfleet runs adjacent to Parvis Road across this junction, parked cars are also blocking cyclists crossing Queens Avenue.

#### Kings Head Lane

These proposals are shown in drawing TB 02 [The Byfleets combined drawings Part 1](#)

Although this is not on the public highway, consent has been given by the land owner to propose the installation of a 31.56m School Keep Clear marking outside Byfleet Primary School.

The no stopping zone is required to provide safer, car free access into school for the children. At the moment cones are put out to try and achieve this.

#### Rectory Lane

These proposals are shown in drawing TB 03 [The Byfleets combined drawings Part 1](#)

It is recommended to install a 22m double yellow line extension on the east side of Rectory Lane just north of the Hart Road junction to improve visibility. Vehicles are parking just beyond where the existing double yellow lines end, creating a blind spot. Vehicles coming out of residential properties cannot see on-coming traffic or cyclists coming along Hart Road.

#### Sanway Road junction Sanway Close

These proposals are shown in drawing TB 04 [The Byfleets combined drawings Part 1](#)

Install double yellow lines at the northern end of Sanway Close, and on the junction with Sanway Road to maintain access at all times into and out of Sanway Close. Residents without driveways park both sides of Sanway Close at the top end, which makes progressing down the close difficult. It also means the dustbin truck, ambulances and fire engine cannot pass. Some occasions they've have to knock on doors finding the car owners.

## **Celtic Road junction Fullerton Road**

This proposal is shown in drawing TB 05 in [The Byfleets combined drawings Part 2](#)

Install double yellow lines on the junction of these two roads to improve road safety and sightlines on the junction at all times, as cars and vans park right up to the junction making turning in and out really dangerous on this bus route.

## **Beech Close.**

This proposal is shown in drawing TB 06 in [The Byfleets combined drawings Part 2](#)

Install double yellow lines on both sides of the northern end of Beech Close to maintain access and keep the footways clear of parked vehicles at all times.

## **Royston Road Car Park (Traffic regulation order amendment)**

This proposal is shown in drawing TB 06 in [The Byfleets combined drawings Part 2](#)

This piece of land is under Surrey County Council ownership and therefore the Traffic Regulation Order needs amending to show the existing parking bays and double yellow lines.

Four Electric Vehicle Recharging Bays operating Monday to Saturday 8.30am to 6pm 2 hours, no return 2 hours have been installed in the southeast corner of the car park.

Next to these bays on the western side, there are six Monday to Saturday 8.30am to 6pm 2 hour, no return 2 hour parking bays for Internal Combustion Engines vehicles.

Next to these bays on the western side, there are two Disabled Badge Holders only At Any Time, no time limit parking bays.

On the eastern boundary of the car park there is a 15m length of double yellow line running up to the Oyster Lane entrance exit point.

On the north side of the car park, extending westwards from the Oyster Lane entrance exit there is a 35m length of double yellow line extending across the frontage of Laurel Grange.

## **High Road**

This proposal is shown in drawing TB 06 in [The Byfleets combined drawings Part 2](#)

Install a length of double yellow line on the southern side of High Road from where the restriction currently ends, westwards as far as the service road. This area is hazardous due to vehicles causing visibility and obstruction issues by parking on the corner and all over the footway, making the cycle racks unusable at times.

## **Ferney Road junction Chertsey Road**

This proposal is shown in drawing TB 07 in [The Byfleets combined drawings Part 2](#)

Install double yellow lines on the junction of Fernery Road and Chertsey Road to improve road safety and sightlines on the junction at all times.

## **High Road junction Grasmere Way**

This proposal is shown in drawing TB 08 in [The Byfleets combined drawings Part 3](#)

Install double yellow lines on both sides of Grasmere Way to maintain access and improve sight lines for all road users at all times.

## **West Byfleet**

### **Hollies Avenue**

This proposal is shown in drawings TB 09 and TB 10 in [The Byfleets combined drawings Part 3](#)

Install a Monday to Friday 11am to 3pm single yellow line along the length of the northern side of Hollies Avenue from where the Controlled Zone ends as far as the boundary of No's 82 and 84. This single yellow line with operational times the same as the Controlled Zone will keep parked vehicle on the southern side of Hollies Avenue only. Maintaining access along the length of Hollies Avenue.

Double yellow lines are proposed to be installed from the boundary of No's 82 and 84 westwards to the junction with Sheerwater Road on the north side to maintain access at all times.

## Woking North division proposals

The county councillor for this division is [Riasat Khan](#)

### Maybury

#### Eve Road

This proposal is shown in drawing WN 01 in the [Woking North combined drawings Part 1](#).

At the western end of Eve Road, a former shop unit has been converted to residential. The demand for short term parking is now not so great. It is therefore recommended to revoke 13m of the existing Monday to Saturday 8.30am to 6pm, 30 minutes no return 1 hour parking bay and allow the space to be used by Area 10 permit holders instead.

#### Grove Road

This proposal is shown in drawing WN 02 in the [Woking North combined drawings Part 1](#).

Convert the northern most 16metres of the parking bay on the western side of Grove Road (alongside No.31 Walton Road) from CPZ Area 2 restrictions to Monday to Saturday 8.30am to 6pm 30 minutes, no return 1-hour Free parking.

This will provide short term parking for customers visiting the shops at the western end of Walton Road.

#### Board School Road

This proposal is shown in drawing WN 03 in the [Woking North combined drawings Part 1](#).

Install a 6.6 metre disabled parking bay without time limit as an application has been received. The disabled bay is to be positioned outside No's 10 to 12. Revoking the CPZ Area 2 Terms and conditions from this existing 4.7 metre parking bay, and also by revoking 1.9 metres of the single yellow line at the eastern end of this existing bay, the 6.6 metres required can be achieved.

#### Windsor Way junction Balmoral Drive

This proposal is shown in drawing WN 04 in the [Woking North combined drawings Part 1](#).

Install double yellow lines on the junction of Windsor Way and Balmoral Drive to improve road safety and sightlines on the junction at all times.

#### Beaufort Road junction Kent Road

This proposal is shown in drawing WN 05 in the [Woking North combined drawings Part 2](#)

Install double yellow lines on the junction of Beaufort Road and Kent Road to improve road safety and sightlines on the junction and prevent vehicles parking on the verges at all times.

#### Maybury Road. No's 130 to 133

This proposal is shown in drawing WN 06 in the [Woking North combined drawings Part 2](#)

Revoke 24.5 metres of Area 2 parking bay outside these four properties and install a single yellow line operating under the terms and conditions of Area 2 instead. Three properties (131 to 133) have dropped kerbs and hard standing to park a vehicle off road, but struggle with access due to the on-street parking bay in front. Removing the on-street parking bay would help the homeowners utilise the space better.

## **Maybury Road. Maybury Mews**

This proposal is shown in drawing 07 in the [Woking North combined drawings Part 2](#)

Revoke 10 metres of SE parking bay to the east side of the access to Maybury Mews, Maybury Road.

Install double yellow lines in place of this revoked parking bay and also upgrade the existing single yellow line across the access into Maybury Mews, extending as far as the boundary line of Maybury Mews flats and No: 118 Maybury Road.

Vehicles are parked immediately to the right of Maybury Mews access without regard for people leaving the flats. It's a one-way road, with parking bays on the left of exit which also obstruct view of a bike lane. Currently the safest way to exit Maybury Mews, is by taking a sharp right onto the single yellow line to check mirrors as there is some space there before joining Maybury Road. By removing a length of the existing parking bay and upgrading the existing single yellow line to a double yellow sightlines and road safety will be improved for all road users.

## **Marlborough Road**

This proposal is shown in drawing WN 08 in the [Woking North combined drawings Part 2](#)

Revoke a 6.6 metre Blue Badge Holder only without time limit parking bay outside property 'Ramsey', as it is no longer required. Reinstate Controlled Parking Zone Area 2 restrictions on this parking bay instead.

## **Sheerwater**

### **St Michaels Road**

This proposal is shown in drawing WN 09, WN 10 and WN 11 in the [Woking North combined drawings Part 3](#)

Install double yellow lines on three junctions within St Michaels Road to improve sightlines, access and road safety for all.

Firstly, on both sides of the southern junction, just west of No.52 St Michaels Road.

Secondly, on both sides of the southern junction just west of No: 96 St Michaels Road

Thirdly, on the western side of the southern junction outside No: 98 St Michaels Road.



## Woking South division proposals

The county councillor for this division is [Will Forster](#)

### **Barnsbury**

#### **Old Hill**

This proposal is shown in drawing WS 01 in the [Woking South combined drawings Part 1](#)

Install double yellow lines on both sides of Old Hill to maintain access into and out of this narrow road at all times.

#### **Hillside**

This proposal is shown in drawing WS 02 in the [Woking South combined drawings Part 1](#)

Install a length of double yellow line on the west side of Hillside, filling in an unrestricted gap in the restrictions to maintain access up and down the hill at all times.

### **Acacia Avenue junction Hawthorn Road**

This proposal is shown in drawing WS 03 in the [Woking South combined drawings Part 1](#)

Double yellow lines are required to assist the 81-bus service negotiate the housing estate where roads are narrow and vehicles park close to the junctions.

### **Hawthorn Road. No's 114- 116**

This proposal is shown in drawing WS 03 in the [Woking South combined drawings Part 1](#)

Double yellow lines are required to assist the 81-bus service negotiate the housing estate where roads are narrow and vehicles park close to the junctions.

### **Hawthorn Road junction Ash Road**

This proposal is shown in drawing WS 03 in the [Woking South combined drawings Part 1](#)

Double yellow lines are required to assist the 81-bus service negotiate the housing estate where roads are narrow and vehicles park close to the junctions.

### **Ash Road junction Ash Close**

This proposal is shown in drawing WS 03 in the [Woking South combined drawings Part 1](#)

Double yellow lines are required to assist the 81-bus service negotiate the housing estate where roads are narrow and vehicles park close to the junctions.

### **Ash Road junction Laburnum Road**

This proposal is shown in drawing WS 03 in the [Woking South combined drawings Part 1](#)

Double yellow lines are required to assist the 81-bus service negotiate the housing estate where roads are narrow and vehicles park close to the junctions.

### **Laburnum Road junction Hawthorn Road**

This proposal is shown in drawing WS 03 in the [Woking South combined drawings Part 1](#)

Double yellow lines are required to assist the 81-bus service negotiate the housing estate where roads are narrow and vehicles park close to the junctions.

## Kingfield

### Kingfield Gardens

This proposal is shown in drawing WS 04 in the [Woking South combined drawings Part 1](#).

Introduce double yellow lines on the T-junction within Kingfield Gardens to maintain access to all of the road for all vehicles at all times. Introduce double yellow lines around the turning head at the western end of Kingfield Gardens to maintain this space for its intended use rather than as an overflow parking area.

### Elmbridge Lane

This proposal is shown in drawing WS 05 in the [Woking South combined drawings Part 1](#)

Install a length of double yellow line on the north side of Elmbridge Lane alongside No 2 Queen Elizabeth Way and in front of No 21 Elmbridge Lane to improve traffic flow. Vehicles parking in this unrestricted gap cause a pinch point along Elmbridge Lane for through traffic on this bus route.

## Westfield

### Westfield Road outside Morrisons Daily

This proposal is shown in drawing WS 06 in the [Woking South combined drawings Part 2](#)

Introduce a 20 minute no return 1 hour time limit between the hours of 8.30am and 10pm to the parking bays on the forecourt outside the Morrisons Daily store on Westfield Road. This restriction will prevent the spaces being occupied by long stay vehicles and encourage a turn over of vehicles.

### Westfield Road

This proposal is shown in drawing WS 07 in the [Woking South combined drawings Part 2](#)

Extend the double yellow lines eastwards from where they currently end outside No.1 Westfield Dental Practice as far as Westfield Close. Vehicle parking along the road side obstruct visibility for residents leaving their properties and they are unable to see on coming traffic along the B380

### Granville Road.

This proposal is shown in drawing WS 07 in the [Woking South combined drawings Part 2](#)

It is recommended to remove the Blue Badge Holders only without time limit disabled bay from outside No.8 Granville Road as it is no longer required and return this space to unrestricted parking.

It is recommended to install a Blue Badge Holders only without time limit disabled bay outside No's 4 and 6 Granville Road for a disabled resident who requires a bay.

## Mayford

### Greenmeads

This proposal is shown in drawing WS 08 in the [Woking South combined drawings Part 2](#)

It is recommended to install double yellow lines on both sides of Greenmeads at the junction with Westfield Road to prevent vehicles parking close to the junction reducing the road width and obstructing sightlines.

## Woking

### Langley Walk

This proposal is shown in drawing WS 09 in the [Woking South combined drawings Part 2](#)

As this road is public highway and within Area 5 of the Controlled Parking Zone, it is recommended to install a single yellow line operating under Area 5 Terms and Conditions around the perimeter of Langley Walk to ensure the street's parking is compliant.

### Midhope Road

This proposal is shown in drawings WS 09 and WS 10 in the [Woking South combined drawings Part 2](#).

Requests have been received for more on street parking bays to be installed in this Controlled Parking Zone Area 5 residential street. The following locations in Midhope Road have been measured out and are recommended as suitable for extending existing or installing new on-street parking bays. All new parking bays will result in the revocation of existing single yellow lines of the same length in each location.

- At the northern end of Midhope Road on the eastern side extend an existing parking bay alongside No's 13 – 24 Wooton Grange to a total of 10 metres.
- At the northern end of Midhope Road on the western side in front of Hanover Court join two existing Area 5 parking bays together with an additional 22.5 metres of parking bay. Extend the northern most existing parking bay 2.5 northwards.
- Halfway down Midhope Road on the western side, outside Midhope Gardens add an existing Area 5 parking bay to the Traffic Regulation Order.
- Extend an existing Area 5 parking bay southwards by 6.5 metres outside No.1 Midhope Gardens
- At the southern end of Midhope Road on the eastern side extend the parking bay opposite Midhope Villas by 10 metres. This bay will operate under the Terms and Conditions of Area 5 of the Controlled Parking Zone.

# Woking South East division proposals

The county councillor for this division is [Liz Bowes](#)

## Old Woking

### St Peters Close

This proposal is shown in drawing WSE 01 in the [Woking South East combined drawings](#).

Install double yellow lines along the length of the east side of St Peters Close, stopping 5 metre short of the end of the road. Double yellow lines along one side of St Peters Close will maintain access at all times along the length of the close for all vehicles.

Install double yellow lines around the turning area outside No's 5 and 6 St Peters Close to keep the space free of parked vehicles and enable it to be used for its intended purpose.

## Woking

### Westerfolds Close

This proposal is shown in drawings WSE 02 and WSE 03 in the [Woking South East combined drawings](#).

It is recommended to install double yellow lines along the entire eastern side of Westerfolds Close to prevent double parking along the close. This restriction will maintain access for all vehicles at all times. It will also prevent the footway being obstructed by parking vehicles.

It is recommended to install double yellow lines around the turning circle at the end of Westerfolds Close to prevent this space being parked in and therefore not available for its intended purpose.

It is recommended to install double yellow lines on the corner of Westerfolds Close and East Hill Service Road outside No.16 to prevent vehicles parking on the junction and obstructing site lines.

## Pyrford

### Engliff Lane

This proposal is shown in drawing WSE 04 in the [Woking South East combined drawings](#).

It is recommended to extend the double yellow lines on both sides of Engliff Lane by 25 metres eastwards from where they currently end. Cars and vans parking close to where the existing yellow lines end obscure the sight lines for pedestrians crossing at the dropped curve rendering it dangerous to do so.

### Coldharbour Road.

This proposal is shown in drawing WSE 05 in the [Woking South East combined drawings](#).

Straddling the boundary of 'The Byfleets' and 'Woking South East' County Councillor divisions. It is recommended to install a length of double yellow line on the southern side of Coldharbour Lane from the boundary of properties 'Rolias' and 'Fairstow' south eastwards around the corner to a point in line with the southern boundary of the central triangle of verge. This will prevent vehicles parking around the corner at all times, which block sightlines and force passing vehicles onto the wrong side of the carriageway.

## Woking South West division proposals

The county councillor for this division is [Ayesha Azad](#)

### Woking

#### Triggs Lane junction Cavendish Road

These proposals are shown in drawing WSW 01 in the [Woking South West combined drawings](#).

Install 12 metres of double yellow lines on both sides of Cavendish Road at the Triggs Lane end to maintain access and sightlines for all vehicles at all times. Poor parking pushes vehicles into the middle of the road and this makes it very dangerous for cars turning into the road.

#### Wych Hill

These proposals are shown in drawing WSW 02 in the [Woking South West combined drawings](#).

It is recommended to install double yellow lines on the north side of Wych Hill from where they currently end, 10 metres south of (private) West Acre eastwards to the Give Way markings at the roundabout with Triggs Lane. Current ending of double yellow lines allows vehicles to park too close to the junction of the private lane. This makes it either very difficult or impossible to see oncoming traffic when exiting the private lane. This has resulted in at least one serious accident in the past few months which has required the police to attend.

#### Blackbridge Road

These proposals are shown in drawing WSW 02 in the [Woking South West combined drawings](#).

It is recommended to install double yellow lines around the cul-de-sac section of Blackbridge Road off Wych Hill. Parking by non-residents frequently blocks access to the driveways of the three properties on this cul-de-sac road, as people park with no regard to the fact that there is insufficient clearance for vehicles to park on both sides of the road and allow access.

### St Johns

#### Robin Hood Road

These proposals are shown in drawing WSW 03 in the [Woking South West combined drawings](#).

It is recommended to install a length of double yellow line outside No's 7 and 15 opposite Copse Close to prevent parking opposite the junction in line with the Highway Code. These restrictions will improve sightlines and road safety for all road users.

## St Johns Rise

These proposals are shown in drawing WSW 04 in the [Woking South West combined drawings](#).

Install double yellow lines on both sides of the bend within St Johns Rise. Outside No's 4 and 6 on the north side and from Beacon Hill to No.5 on the southern side.

Install a length of double yellow line on the north side of St Johns Rise outside No's 32 to 38.

Parking has become more of a problem throughout St. John's Rise with cars being parked on both sides and on both bends. On several occasions recently the refuse lorries have been unable to drive up the road. It can be dangerous coming into St Johns Rise as there is no clear line of sight on the first bend and cars parked along the left hand side.

## Hermitage

### Inkerman Way

This proposal is shown in drawing WSW 06 in the [Woking South West combined drawings](#).

**Electric Vehicle Charging Point.** The EV Project Team would like to install electric vehicle recharging equipment for four vehicles in Inkerman Way, opposite Moyne Court. It is yet to be determined if the adjacent parking bays will need to have the current restrictions amended as a result. This recharging equipment adjacent to these four bays will operate as **advisory only at the moment**. This means no change to the existing parking arrangements will be made to prioritise Electric Vehicle access at this time.

## Annex 1 – Explanation of restriction types

### No waiting at any time

This means that parking is not allowed at any time. This restriction is nearly always indicated by double yellow lines marked on the ground; no signs are needed (or indeed permitted) in this case. The only exception to this would be a restriction that applied within a 'restricted parking zone', or 'pedestrian / pedestrian or cycle zone', in which no road markings are needed but upright signs are required.

There are standard exemptions for loading and unloading, picking up and dropping off of passengers, and parking by blue badge holders for up to three hours (provided it's safe).

### No waiting (at a time non-continuous throughout the year)

An example may be 'No waiting Monday – Friday 8am – 6pm'. These restrictions are the same as those above, with the same exemptions, the only difference is the times at which they operate. This restriction is usually indicated by a single yellow line marked on the road, which must be accompanied by upright signing showing the times of operation. The only exemption to this would be within a controlled parking zone (see below).

### No loading

A loading restriction is indicated through small yellow marks on the kerb at right angles to the road and repeated approximately every 3 metres. A single kerb blip means that loading is prohibited at specific times/days, a double kerb blip means loading is prohibited at any time. They are always accompanied by an upright sign showing the times of operation.

Loading restrictions would always be in addition to waiting restrictions. Stopping to allow passengers to board and alight is allowed even where loading restrictions apply. There are no exemptions for parking by blue badge holders.

'Loading / unloading' generally refers to items too large or bulky to be easily moved very far, such as a refrigerator.

### Controlled Parking Zone

This is simply an alternative way of signing waiting restrictions. In a controlled parking zone, the times at which the single yellow lines are in operation (i.e., when parking is prohibited), are displayed on zone entry signs (unless signed otherwise locally). The main benefit of a controlled parking zone is to reduce sign clutter within the zone. Any type of parking bays – signed and marked in the normal way - may or may not be provided within the zone.

Further information about [controlled parking zones is available on our website](#).

### Restricted Parking Zone

This is where waiting restrictions (and loading restrictions if applicable) are indicated on zone entry signs, and on frequent upright repeater signs within the zone. There are no road markings to indicate the restriction. Any type of parking bays may be provided within the zone, which would need to be individually marked and signed.

## Permit parking schemes

Permit parking may be provided as 'normal' marked parking bays with accompanying upright signing. These may or may not comprise part of a controlled parking zone or a restricted parking zone.

Permit parking areas are schemes where there are no road markings to indicate the parking controls, only signs which read, "Permit holders only past this point", at the entry points to the area. Repeater signs are provided within the area. Waiting restrictions (single or double yellow lines) can be included within a permit parking area.

Further information about [permit parking schemes](#) is available on our website.

## Traffic signs and road markings

Further background information on common road markings and traffic signs may be found on the Department for Transport webpage [Know your traffic signs](#).

## On-street electric vehicle charge points

Further information on the introduction of electric vehicle charge points in Surrey can be found on our [webpage](#).



## Annex 2 – Legal and policy information

### Policy and Strategy

There is a framework of policies and strategies which help steer our decisions around parking schemes.

#### Surrey Transport Plan

The [Surrey Transport Plan](#) is a statutory document that sets out our strategy to help people to meet their transport and travel needs effectively, reliably, safely and sustainably within Surrey, in order to promote economic vibrancy, protect and enhance the environment, improve the quality of life, and reduce carbon emissions.

Based on this vision there are four objectives for the Surrey Transport Plan:

- **Effective transport** - to facilitate end-to-end journeys for residents, business and visitors by maintaining the road network, delivering public transport services and, where appropriate, providing enhancements.
- **Reliable transport** - to improve the journey time reliability of travel in Surrey.
- **Safe transport** - to improve road safety and the security of the travelling public in Surrey.
- **Sustainable transport** - to provide an integrated transport system that protects the environment, keeps people healthy and provides for lower carbon transport choices.

There are 13 strategies that form the Surrey Transport Plan, one of which is the Parking Strategy.

#### Parking Strategy

The [Parking Strategy](#) is designed to help shape, manage and deliver the county council's vision for parking, "Provide parking where appropriate, control parking where necessary".

The objectives of the Parking Strategy are:

- Reduce congestion caused by parked vehicles
- Help enable greener and more sustainable travel choices
- Make best use of the parking space available
- Enforce parking regulations fairly and efficiently
- Provide appropriate parking where needed

To achieve these objectives and realise the vision for parking, work will be channelled through three main areas:

- Manage on street parking space to ensure optimum use through our parking review process.
- Operation of civil parking enforcement – fair and cost effective with greater use of technology to achieve compliance.
- Promotion of parking controls that can help improve sustainable and greener transport and communities. At the same time, the policies are intended to help achieve other objectives of the council, such as improving journey times, sustaining and enhancing the vitality of town centres and contributing to a reduction in carbon emissions.

## Parking Reviews

We receive hundreds of requests for new parking restrictions within our boroughs and districts every year. We use the [parking review process](#) to efficiently prioritise requests and manage the implementation of those requests following prioritisation and approval.

Engineers consider a number of factors when assessing those requests, including, but not limited to:

- road safety
- accessibility
- congestion
- the possibility of just displacing a problem, and
- how many people support the request.

## Legislation

The list below provides the most relevant pieces of legislation to our work around parking restrictions and controls. It is not an exhaustive list.

- [Highways Act 1980](#) - this is the primary legislation that governs local authorities' powers and duties relating to the public highway.
- [Road Traffic Regulation Act 1984](#) – this is the legislation that provides the power for local authorities to regulate or restrict traffic on the public highway.
- [The Local Authorities' Traffic Orders \(Procedure\) \(England and Wales\) Regulations 1996](#) – this dictates the procedures which authorities must follow in order to lawfully make a traffic regulation order.
- [Traffic Management Act 2004](#) – this legislation provides powers and duties in relation to managing traffic on the public highway network, and provides the power for enforcement of a number of parking related contraventions.
- [The Traffic Signs Regulations and General Directions 2016](#) – this is a Statutory Instrument that provides instruction to authorities as to the road markings and traffic signs that may / must be installed on the public highway.

As defined by the Road Traffic Regulation Act 1984, the reasons for which authorities may introduce a traffic order for waiting, loading and stopping restrictions are:

- Avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising.
- Preventing damage to the road or to any building on or near the road.
- Facilitating the passage on the road or any other road of any class of traffic (including pedestrians).
- Preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property.
- Preserving the character of the road in a case where it is especially suitable for use by persons on horseback or on foot.
- Preserving or improving the amenities of the area through which the road runs.
- Any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995, relating to air quality.

No such explicit list exists for the creation of parking controls, e.g., parking bays, permit schemes etc.

## **Annex 3 – General enquiries**

This annex contains information about topics that are quite often raised by people when making comments in response to parking proposals but are generally things that are not considered within a parking review, or not possible to consider at that time.

### **Speed limits, traffic calming, and speed enforcement**

Speed limits are introduced by the county council provided Surrey Police agree with the limit proposed. Further information about speed limits can be found on our website at:

[Speed limits](#)

Speed limits and traffic calming measures are considered by our local area highway team, and you can raise queries regarding these subjects using the contact details below on the next page. The police are the only authority with powers to enforce speed limits.

### **Road safety and sustainable travel for schools**

Surrey County Council provides a range of services to help schools on this matter, more information can be found at:

[Road safety and sustainable travel for schools](#)

### **Creation of additional parking space on verges or grassed areas**

This is not something that is considered by the parking team or within a parking review. Unfortunately, the council has little to no funding to carry out this type of work at the current time, but any requests for these types of schemes would need to be considered by the local area highway team, who can be reached via the contact details on the next page.

### **Requests for permit parking schemes**

We can consider introducing permit parking schemes under appropriate circumstances. However, such significant changes cannot be considered based on only one or two requests. Anyone wanting to find out more about permit parking should first look at our webpage which explains where, why, and how a scheme could be introduced, and how they work, at:

[Permit parking schemes](#)

Having read that information, any customers interested in pursuing the idea of permit parking further, should consider raising a parking scheme request form (petition), as explained online at:

[The parking review process](#)

### **Requests for additional parking controls**

Due to the legal processes involved, we cannot generally consider further parking restrictions over and above those already 'advertised'. The best way to put forward any ideas for new parking controls is to raise them to be considered as part of the next parking review in the area. Information about parking reviews, including how and why we do them, and how to raise any further requests, is available on our website at:

[The parking review process](#)

## Enforcement

Parking controls on street in Woking Borough are administered by Surrey County Council and enforced by NSL on our behalf. If you have any queries about this, you may reach the County Council by visiting this [website](#).

## General enquiries

Any other enquiries regarding highways can be raised via the electronic forms on our website:

[Contact our roads and transport service](#)

Or using the contact details below:

- **Telephone:** 0300 200 1003 (9am to 5pm, Monday to Friday, excluding bank holidays. Emergencies only at all other times)
- **Email:** [contactcentre@surreycc.gov.uk](mailto:contactcentre@surreycc.gov.uk)
- Textphone (via Text Relay): 18001 0300 200 1003
- **SMS:** 07860 053 465
- **Fax:** 020 8541 9575
- **Address:** Contact Centre, 1st Floor, Dakota, De Havilland Drive, Weybridge, Surrey, KT13 0YP