

Elmbridge parking review 2024: Statement of reasons

A document explaining our parking proposals and reasons for introducing them

This document sets out our proposals for new parking controls across the borough as part of our Elmbridge parking review 2024. The proposals are listed in electoral county division, then by town and then by drawing number.

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

Once the proposals have been advertised, we can introduce them 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, object, or support the proposals you must do so either online or in writing by the date given. This information is available on our [Parking news and updates in Elmbridge](#) webpage.

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

[Annex 2 – Further 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.

[Annex 4 – Objections to Traffic Orders](#) explains how to make a valid objection to the proposals.

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



SURREY
COUNTY COUNCIL

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Cobham division proposals

The county councillor for this division is [David Lewis](#). We have made [drawings available on our website](#) to accompany the written description below.

Cobham

Mossfield – refer to drawing J28

Introduce 'No waiting at any time' (double yellow line) on Mossfield at the junction with itself (leading to 5-19 Mossfield), and alongside the section of road adjacent to the side of number 17. To improve sightlines, safety and access at the junction, and to remove obstructive parking on the footway.

Anvil Lane – refer to drawing J30

Extend existing 'No waiting at any time' (double yellow line) on both sides of the Anvil Lane up to the point where it becomes private, a distance of around 7.3 metres. To improve access to Painshill Park and safety.

Portsmouth Road (spur) – refer to drawing K29

Amend traffic order to reflect existing restrictions on site. Introduce 'No waiting at any time' (double yellow line) along the entire northern side of the spur in place of 'No Waiting Every-day 8am-Midnight', a distance of approximately 117 metres. To ensure our traffic orders are accurate and enforceable, and to prevent obstructive parking on the northern side of the road.

Spencer Road – refer to drawing K32

Revoke 6.6m length of 'Parking Mon-Sat 8am-6pm Permit Holders (Cobham CPZ) Only' parking bay in front of number 11 Spencer Road and replace with 'Parking Disabled badge holders only At any time'. In order to improve parking availability for resident blue badge holder.

St Andrew's Walk – refer to drawing K32

Revoke entirety of existing 'No Waiting Mon-Sat 9am-11am' (single yellow line) on the eastern side of the road – a length of around 109 metres. Replace with around 30 metres 'No waiting at any time' (double yellow line) around the turning head, and the remainder with 'No Waiting Mon-Sat 10am-Noon and 4pm-6pm' (single yellow line).

These changes are proposed in order to improve safety and access at the turning head, and to provide greater turnover of parking on the remaining section of single yellow line.

Fairmile Lane – refer to drawing N33

Introduce 'No waiting at any time' (double yellow line) on both sides of the road from the junction with Stoke Road for a distance of approximately 25 metres, to maintain sightlines and safety at the junction.

Sandy Lane – refer to drawing Q27

Revoke existing section of 'No waiting at any time' (double yellow line) on both sides of the road from the junction with Roundhill Way, east, for a distance of around 252 metres. To update traffic order to reflect existing restrictions on the ground, and to ensure traffic orders are accurate and enforceable.

Stoke D'Abernon

Blundel Lane and Station Road – refer to drawing N34

Introduce 'No waiting at any time' (double yellow line) on both sides of Blundel Lane at the junction with Stoke Road for a distance of approximately 35 metres. To improve safety and access at the junction.

Revoke existing 'No Waiting Mon-Fri 8am-9.30am' (single yellow line) on both sides of Station Road near the junction with Stoke Road over a distance of approximately 12 metres, and replace with 'No waiting at any time' (double yellow line). To improve safety and access at the junction.

East Molesey and Esher division proposals

The county councillor for this division is [Steve Bax](#). We have made [drawings available on our website](#) to accompany the written description below.

East Molesey

Bridge Road – no drawing required

Change the traffic order to remove the addresses 15, 15A and 19 Bridge Road from being eligible for permits in the area 'EM' permit scheme (formerly the East Molesey controlled parking zone) and add them to the list of addresses eligible for permits in the area 'G' permit scheme (covering Feltham Avenue and Riverbank). These properties may only be accessed from Feltham Avenue, so it makes sense for them to be included in area G.

Seymour Road – refer to drawing R05

Revoke without replacement existing parking bay 'Parking Mon-Sat 8.30am-6.30pm 1hr No Return 1hr' outside number 4. Recent vehicle crossover means there is insufficient room to retain the space.

Hansler Grove – refer to drawing S05

Introduce 'No stopping Monday – Friday 8am-5pm School Keep Clear' (yellow zig-zag) at the pedestrian access to The Orchard Infant School in order to improve sightlines and safety around the school, over a distance of approximately 25.6 metres. Note: the zig-zag already exists on the road, however as there is no traffic order for it, it is not enforceable by civil enforcement.

Revoke existing 'No Waiting Mon-Sat 8.30am-6.30pm' (single yellow lines) and 'No waiting at any time' (double yellow lines) over the same length as the above. Note: these currently exist on the traffic order, but are not marked on the road.

Esher

West End Lane – refer to drawing O18

Introduce 'No waiting at any time' (double yellow lines) for a distance of approximately 18 meters at the bend outside the Prince of Wales public house, to improve sightlines and safety. Per se

Hersham division proposals

The county councillor for this division is [John O'Reilly](#). We have made [drawings available on our website](#) to accompany the written description below.

Hersham

Mayfield Road – refer to drawing J15

Revoke existing 'no waiting Monday – Friday 8am – 12noon' (single yellow line) and replace with 'no waiting at any time' (double yellow lines) on the northern side of the road outside the access to In View Court; a length of approximately 34 metres. To prevent obstructive parking near the access, to improve sightlines, access, and safety along Mayfield Road. This may also provide additional space for boarding and alighting at the station during the evening peak.

Vaux Crescent – refer to drawing K19

Extend existing 'no waiting at any time' (double yellow lines) on the western side of the road near the junction with Burwood Road by approximately 24 metres, to prevent parking which causes environmental damage to the verges.

Burwood Road – refer to drawing K19

Introduce 'no waiting at any time' (double yellow lines) on both sides and both ends of Burwood Road (crescent) for a distance of approximately 10 metres, at the junctions with Burwood Road (C152). In order to improve sightlines, safety and access at the junctions.

Falmouth Road – refer to drawing L16

Introduce 'no waiting at any time' (double yellow lines) on the entire eastern side of Falmouth Road for safety and access reasons. The road is approximately 6 metres wide, and with parking taking place on both sides, this leaves only about 2 or 2.2 metres for traffic. Service and emergency vehicles are about 2.4 or 2.5 metres wide, so there's insufficient space for these to access the road with the current arrangement.

Queen's Road – refer to drawing L17

Revoke the three parking bays on Queens Road outside number 13a, opposite Cavendish House, and outside numbers 5 and 7, and replace with 'no waiting at any time' (double yellow lines).

This proposal reverses the changes made within the previous parking review, following complaints from residents that parking here was dangerous and obstructive to sightlines at accesses and for vehicles progressing along Queens Road.

Dallington Close – refer to drawing L19

Extend existing 'no waiting at any time' (double yellow lines) on the south side of the road, west, by approximately 9 metres, to prevent obstructive parking at the kink in the road.

Old Esher Road – refer to drawing M17

Introduce 'no waiting at any time' (double yellow lines) for a length of approximately 12 metres outside 1 Mole Lodge Cottages, to prevent parking at the junction which compromises sightlines and safety for road users, particularly those exiting Old Esher Close.

Hinchley Wood, Claygate and Oxshott division proposals

We have made [drawings available on our website](#) to accompany the written description below.

Claygate

The Avenue - refer to drawing T18

Introduce 'No Waiting Mon-Fri 10am-11am' (single yellow line) on the northern side of the road from the end of the existing restrictions near the junction with Hare Lane, east, to just past the driveway of number 7; a distance of approximately 56 metres. To prevent all day parking on this part of the road which causes obstruction to vehicles proceeding along it, and damage to the verge and kerbstones.

The Causeway, Common Road, Hurstbourne, Glenavon Close, Claygate - refer to drawing V20

Introduce 'No waiting at any time' (double yellow line) on:

- The western side of Common Road, from just south of the driveway to number 72, south into The Causeway and round extending 10 metres into Hurstbourne
- The western side of Hurstbourne, from a point just north of the driveway to number 1, south and round extending 10 metres into The Causeway.
- The eastern side of The Causeway from a point opposite the projection of the back of the footway of Hurstbourne, east, and round into Common Road for a total distance of around 32.3 metres.
- The eastern side of Common Road from a point opposite the termination point of the length described above, north and then east extending 12 metres into Glenavon Close.
- The northern side of Glenavon Close from a point opposite the termination point of the length described above west and then north along Common Road terminating at a point in line with the common boundary of 37 and 39.

This proposal is made to improve sightlines and safety at the junctions and improve traffic flow along this bus route.

Esher

Couchmore Avenue, Macaulay Avenue - refer to drawing T12

Introduce 'No waiting at any time' (double yellow line) at the junction for approximately 10 metres in each direction, other than the southern arm which is to extend to approximately 12 metres to cover the driveway of number 5 Couchmore Avenue. In order to improve sightlines, safety and access at the junction.

Oxshott

Steel's Lane - refer to drawing Q30

Introduce 'No waiting at any time' (double yellow line) on the northern side of Steel's Lane at the junction with Clock House Mead. To improve sightlines and safety at the junction.

The Warren, The Gables - refer to drawing R28

Introduce 'No waiting at any time' (double yellow line) on both sides of The Warren, from the junction with Fair Oak Lane, down to and including the junction with The Gables. To improve sightlines and safety at the junctions and along The Gables.

Holtwood Road - refer to drawing R29

Introduce 'No Stopping Mon-Fri 8am-5pm School Keep Clear' on the south side of the road from the eastern end of the existing double yellow lines at the bend, east, for a distance or approximately 31.5 metres to finish at the driveway of number 17.

To prevent school time parking near the pedestrian entrance of the school, to improve safety.

The Dittons division proposals

The county councillor for this division is [Nick Darby](#). We have made [drawings available on our website](#) to accompany the written description below.

Thames Ditton

Ember Lane – refer to drawing S11

Introduce 'No waiting at any time' (double yellow line) on the western side of the road, for a length of approximately 14 metres centred on the access to Pound Farm Close. To improve sightlines and safety at the access.

Speer Road – refer to drawing U07

Introduce 'No waiting at any time' (double yellow line) on the western side of the road outside number 111, for a length of approximately 13.4 metres across the front of the access road leading to the rear of the properties here.

Introduce 'No waiting Every-day 7am-7pm' on the western side of the road, from the boundary of 91 and 93, and 95 and 97, south, for a distance of 20 metres.

This proposal is made to allow space for traffic to pass along the road, as this is a bus route and is regularly used by larger vehicles. This part of the road does not provide sufficient 'natural' passing places due to the lack of dropped kerbs.

Church Lane – refer to drawing V08

Introduce 'No waiting at any time' (double yellow line) on the western side of the road opposite Little Mead and Little Holme, a length of approximately 19.5 metres. This proposal is made to ensure there is space for vehicles – which conventionally park perpendicular to the road outside Little Mead and Little Holme – to manoeuvre in and out of those spaces, and also to ensure that access to the fire hydrant is unobstructed.

Sugden Road – refer to drawing V11

Extend existing 'No waiting at any time' (double yellow line) on the southern side of the road just east of the Orchard Road junction, east to the existing bus stop, a distance of approximately 21.3 metres. This proposal is made to prevent parking which forces westbound traffic into the centre of the road, leading to potential conflict with traffic leaving the Angel Road junction as well as oncoming traffic along Sugden Road. To improve safety.

Winters Road – refer to drawing W08

Revoke existing 'No waiting at any time' (double yellow line) on the western side of the road outside the recently built 4a (not shown on the plan) which sits between numbers 4 and 6. Replace with a parking bay, 'Parking Mon-Fri 10am-4pm Permit Holders (E) Only'. The vehicle crossover that existed here has been lost as part of the redevelopment, and it therefore makes sense to remove this and provide additional parking capacity.

Thorkill Road, Ewell Road – refer to drawing W08

Introduce 'No waiting at any time' (double yellow line) on the western side of Thorkill Road from the boundary of 46a and 46b, south, to the boundary of 60 and 62, and on the eastern side of the road, from 3 metres north of the projection of the boundary of 60 and 62, north and then east into Ewell Road for a total length of 30 metres.

This proposal is made in order to improve sightlines, access, and safety at the junction on Thorkill Road and Ewell Road, and at the accesses of Mount Holme and Rythe Bank Close.

Thorkill Road, Rushett Road, Southville Road, Rushett Close – refer to drawing W10

Introduce 'No waiting at any time' (double yellow line) on:

- Thorkill Road, from the boundary of 94 and 92, south and then west, extending 8 metres into Southville Road.
- Southville Road, from a point opposite the termination point mentioned above, east and then south along Thorkill Road to the boundary of 98 and 96.
- Thorkill Road, a point opposite the termination point mentioned above, north and then east into Rushett Close for a distance of approximately 33.3 metres.
- Rushett Close, from a point opposite the termination point mentioned above, north and then east extending along Rushett Road for a distance of 10 metres from the junction.
- On the northern side of Rushett Road, from a point in line with the rear building line of 93 Thorkill Road, west and then north along Thorkill Road finishing at the start/end of the grass verge outside 93 Thorkill Road.
- the western side of Thorkill Road from the boundary of 46a and 46b, south, to the boundary of 60 and 62, and on the eastern side of the road, from 3 metres north of the projection of the boundary of 60 and 62, north and then east into Ewell Road for a total length of 30 metres.

This proposal is made in order to improve sightlines, access, and safety at the junctions.

Walton division proposals

The county councillor for this division is [Rachael Lake](#). We have made [drawings available on our website](#) to accompany the written description below.

Walton

Permit scheme area H – no drawing required

Amend the traffic regulation order to allow resident of 24 Bridge Street (whose access is off Thames Street) to become eligible to apply for all permits within this scheme. To make it easier for resident to find parking locally.

Note: area H permit scheme covers part of Thames Street, plus Dale Road and Harvey Road.

Church Street (access to St Mary's Church Hall)– refer to drawing I10

Revoke from the traffic regulation order all existing 'No waiting at any time' (double yellow line) within this road, as it is a private road and not public highway.

Mayo Road – refer to drawing I10

Remove existing 'No waiting at any time' (double yellow line) which is marked on the carriageway adjacent to the layby type area which runs along the front of 2, 2a, 2b and 2c Mayo Road.

Retain / introduce 'No waiting at any time' (double yellow line) on the eastern side of the road from the boundary of 6 and 4, south for a distance of approximately 11.9 metres.

Introduce 'No waiting at any time' (double yellow line) on the eastern side of the road from north of the driveway of number 2, south to join the existing lines on the main part of the carriageway of Mayo Road.

This proposal is made to correct the inaccurate traffic regulation order for this area, to allow parking in the layby, but prevent parking at each end of it where it would be obstructive.

Thamesmead – refer to drawing J09

Introduce 'No waiting at any time' (double yellow line) on the western side of the road, opposite northern end of the off-highway parallel parking south and extending around the radius of the junction with Thamesmead. Introduce 'No waiting at any time' (double yellow line) on the eastern side of the road from the access to numbers 1-34, north and then west to finish in line with the end of the restrictions described above.

In order to prevent parking which would prevent access to the off street parking area mentioned above.

Cottimore Lane – refer to drawing K11

Extend existing 'No waiting at any time' (double yellow line) at the junction with Stuart Avenue, east by approximately 11.7 metres. To improve sightlines and safety for road users leaving Stuart Avenue to join Cottimore Lane.

Ambleside Avenue – refer to drawing L11

Introduce 'No waiting at any time' (double yellow line) at the junction with Scholars Place, extending 10 metres across the frontage of number 9 and 7 Langdale Terrace, and up to the existing school

keep clear marking outside 1 Windermere Terrace, in order to improve sightlines and safety at the junction.

King George Avenue and Normanhurst Road – refer to drawing M12

Introduce 'No waiting at any time' (double yellow line) extending 10 metres into Normanhurst Road (southern junction) from Rydens Road.

Introduce 'No waiting at any time' (double yellow line) extending 18 metres into King George Avenue from Rydens Road, to cover existing white hatching on the junction.

These proposals are made in order to improve sightlines and safety at the junctions.

Note: Devoke Way falls within the Walton South and Oatlands Division.

Homefield Road and Fieldcommon Lane – refer to drawing O10

Introduce 'No waiting at any time' (double yellow line) on the northern side of Fieldcommon Lane from just west of the driveway to the Annex of Dene Bungalow, east and then north extending into Homefield Road for a total distance of approximately 22.6 metres. Introduce 'No waiting at any time' from a point perpendicular to the end point described above, south and then east into Fieldcommon Lane, finishing at the boundary of 81 and 83,

This proposal is made in order to improve sightlines and safety at the junction.

Walton South and Oatlands division proposals

The county councillor for this division is [Ashley Tilling](#). We have made [drawings available on our website](#) to accompany the written description below.

Walton

Station Avenue – refer to drawing I15

Revoke two lengths of parking bay 'Mon-Fri 8am-9.30am Permit Holders (Walton CPZ) Only and 9.30am-Noon Permit Holders (Walton CPZ) or 2hrs No Return 1hr', in front of 31 and 29 Station Avenue, of approximately 4.9 and 6 metres in length respectively, and replace with 'No Waiting Mon-Fri 8am-Noon' (single yellow line).

This proposal is made so that vehicles will be able to access the two new vehicle crossovers that are being introduced here.

Hersham Road – refer to drawing J11

Extend by a further 5 metres, the existing 'No waiting at any time' (double yellow line) on the eastern side of the road which runs north from the egress of Elm Grove. In order to improve sightlines and safety at the access.

Ashley Road – refer to drawing J11

Introduce a 'No stopping Monday - Friday 8am to 5pm' (school keep clear yellow zig-zag) at the access to Ashley C of E School, from just north of the existing bus stop clearway marking, north for 43.56 metres.

Introduce a 'No stopping Monday - Friday 8am to 5pm' (school keep clear yellow zig-zag) near the access to Ashley C of E School, from just south of the existing bus stop clearway marking, south for 25.56 metres.

To prevent vehicles stopping here during school pick up and drop off, raise awareness of the presence of the school, and improve safety.

Note: we are aware the background mapping is not up to date and that the bus stop layby has now been removed, with the shelter repositioned slightly north of that shown.

Hurley Close – refer to drawing J13

Introduce 'No waiting at any time' (double yellow line) on the inside of the bend outside number 4, from the start of the radius outside number 4, west for a distance of 10 metres. This is to prevent parking on the bend which blocks sightlines and causes a road safety concern.

Ashley Park Road, Priory Close, Wynton Grove – refer to drawing J14

Revoke all existing parking bays 'Mon-Fri 8am-9.30am Permit Holders (Walton CPZ) Only and 9.30am-Noon Permit Holders (Walton CPZ) or 2hrs No Return 1hr', within these roads, and replace with 'Parking Mon-Fri 8am-Noon Permit Holders (Walton CPZ) only'. This change is designed to make it easier for residents to park, and follows complaints that the bays are often occupied all day after 10 am by non-permit holders.

Hersham Road – refer to drawing K11

Revoke 6.6 metre section of existing parking bay 'Parking Monday - Saturday 9am - 6pm 1 hour no return within 1 hour' and replace with 'Parking At any time Disabled badge holders only, 3 hours no return within 1 hour'. To improve parking availability for blue badge holders, positioned in this location so as to be convenient to the nearby pharmacy.

Cleveland Close – refer to drawing K15

Revoke all existing restrictions within Cleveland Close, changing:

- all existing 'No Waiting Mon-Fri 9am-6pm' (single yellow line) for 'No waiting at any time' (double yellow line).
- all existing parking bays 'Parking Mon-Fri 9am-6pm Permit Holders (Halfway) Only' for 'Parking Monday – Friday 8am – 6pm Permit Holders (Halfway) Only'.
- existing parking bay 'Parking Mon-Fri 9am-6pm 2hrs No Return 2hrs' for 'Parking Monday – Friday 8am – 6pm 2 hours no return within 2 hours'.

The change will also change the type of parking scheme from a controlled parking zone, to a traditionally signed parking scheme. This will enable us to remove the zone entry signs, which are frequently damaged owing to their necessary position. No additional signs will be needed, but the existing parking bay signs will have to be replaced or updated as necessary.

The changes to operational hours of the parking bays will align better with other nearby restrictions.

Devoke Way and Normanhurst Road – refer to drawing M12

Introduce 'No waiting at any time' (double yellow line) extending 10 metres into Normanhurst Road (southern junction) from Rydens Road.

Introduce 'No waiting at any time' (double yellow line) extending 10 metres into Devoke Way from Rydens Road.

These proposals are made in order to improve sightlines and safety at the junctions.

Note: King George Avenue falls within the Walton.

Weybridge

Victoria Road and Victoria Close– refer to drawing G15

Introduce 'No waiting at any time' (double yellow line) at the junction, to prevent vehicles parking on the footway, causing obstruction to the footway and obstruction of sightlines for people exiting Victoria Close. To improve safety.

West Molesey division proposals

The county councillor for this division is [Ernest Mallett MBE](#). We have made [drawings available on our website](#) to accompany the written description below.

West Molesey

Cherry Orchard Road – refer to drawing O02

Introduce ‘No waiting at any time’ (double yellow line) at the northern end of the road, on the western side, for a distance of approximately 15.3 metres. This proposal is made in order to ensure access to the tow-path, and comes from the police and borough council.

Molesey Avenue, Central Avenue – refer to drawing O05

These proposals are in part owing to the redevelopment of a site on Molesey Industrial Estate, planning reference 2023/2340, about which further information is available on [Elmbridge Borough Council’s website](#).

Introduce ‘No waiting at any time’ (double yellow line), on:

- the northern side of Molesey Avenue at the access to Minster Gardens (private), extending approximately 22.7 metres in the easterly direction around the new pedestrian crossing buildout, and 27 metres in the westerly direction up to the driveway of 1A Minster Gardens.
- the southern side of Molesey Avenue at the access to Armfield Close (private), extending approximately 21.4 metres in the easterly direction, wrapping into the new access, and 17 metres in the westerly direction.
- the junction of Molesey Avenue and Central Avenue, extending 15 metres in each direction along both roads.
- the western side of Central Avenue, extending around 8 metres south from the proposed access up to the proposed bus stop and cage marking. The starting point of this restriction is roughly in line with the northern edge of the existing access to number 29 Central Avenue, which is to be blocked off.

This proposal is made in order to improve sightlines, safety and access at the junctions.

Introduce ‘No waiting Monday – Friday 7am – 7pm’ (single yellow line), on:

- the southern side of Molesey Avenue, between the restrictions mentioned above.
- the western side of Central Avenue, between the restrictions mentioned above.

These restrictions are proposed to ensure access along the road and to prevent obstructive footway parking.

Faraday Road, Faraday Place – refer to drawing P05

Introduce ‘No waiting at any time’ (double yellow line) at the junction, extending approximately 8 metres into Faraday Place, and up to the boundary of 42 and 40 in the northerly direction and up to the driveway of 48 in the southerly direction along Faraday Road.

This proposal is made in order to improve sightlines and safety at the junction.

High Street – refer to drawing P05

Introduce 'No waiting at any time' (double yellow line) on the eastern side of the road from the driveway of number 95, north up to the layby outside 59 to 65, and on the western side from the northern boundary of 54, south to two metres past the northern boundary wall of number 70.

This proposal is made in order to prevent obstructive parking on the carriageway and footway along this part of the road, at the point where it narrows. To ensure safe access along the road and to the adjacent premises.

Island Farm Road – refer to drawing P06

Introduce 'No waiting at any time' (double yellow line) on the northern side of the road, from a point 10 metres west of the end of the existing parking restriction at the junction with Down Street, west up to the dropped kerb for 81 and 83. Introduce 'No waiting at any time' (double yellow line) on the southern side of the road from the dropped kerb for 188 Fleetside, west to the dropped kerb for number 82.

This proposal is made in order to prevent obstructive parking on the carriageway and verge on the southern side of the road which makes it impossible for large vehicles to enter/exit number D2 House, and for safety reasons to prevent vehicles obstructing access to the cycle island, forcing cyclists to keep right of the island, leading to potential conflict with westbound vehicles.

Introduce a 3.5 metre section of 'No waiting at any time' (double yellow line) on the southern side of the road, aligned to the access to the bin store of Matham Court. Parking on the footway here causes obstruction to access to the bins, leading to missed collections.

Walton Road – refer to drawing R04

Revoke without replacement 20 metres of existing parking bay 'Parking Monday-Saturday 8.30am - 6.30pm 1 hour No Return 1 hour' outside 262 to 268 Walton Road.

Time limited parking is not required on this section of the road as adjacent premises are residential in nature.

Note: time limited parking will remain outside 256 to 260 Walton Road.

Weybridge division proposals

The county councillor for this division is [Tim Oliver OBE](#). We have made [drawings available on our website](#) to accompany the written description below.

Weybridge

Devonshire Road – refer to drawing C15

Extend existing parking bay 'Disabled badge holder only, at any time' by approximately 4.4 metres to correct traffic order so as to match existing length of disabled parking area on site.

Staniland Drive, Dixon Drive, Mays Close, Davis Road, Eyston Drive – refer to drawing C24

Introduce 'No waiting at any time Goods vehicles over 5 tonnes' restriction covering the entirety of these roads. This restriction requires no road markings, but is indicated with zone entry/exit signs which would naturally be positioned at the northern end of Staniland Drive, plus one relatively small reminder sign in each of the other roads.

HGVs parked in this area cause obstructive parking and drivers have been reportedly associated with antisocial behaviours.

Introduce 'No waiting at any time' (double yellow line) on the eastern side of the main section of Staniland Drive, in the two 'gaps' between existing parking restrictions, in order to prevent scope for obstructive parking by simultaneous parking on both sides of the road.

Radnor Road, Glencoe Road, Portmore Park Road – refer to drawing D14

Introduce 'No waiting at any time' (double yellow line):

- at the junction of Glencoe Road and Radnor Road for a distance of approximately 5 metres in each direction,
- at the junction of Glencoe Road and Portmore Park Road, extending approximately 6 metres into the former and 8 metres each way along the latter,
- at the junction of Radnor Road and Portmore Park Road, extending approximately 5 metres into the former and 8 metres each way along the latter.

These proposals are made in order to improve sightlines, safety, and access at the junctions.

High Street – refer to drawing C15

Introduce a 5.5 metre car club parking bay operating at any time, with permit identifier 'CC-305', outside Weybridge Dental Centre on the southern side of High Street, revoking existing parking bay 'Parking Monday - Saturday 9am - 6pm 1 hour no return within 2 hours' over the same length.

This proposal is made in order to comply with a planning condition associated with the construction of Bridge House which required the provision of a car club parking bay nearby. We support the introduction of car club parking bays which reduce vehicle ownership rates and help to support more sustainable transport modes.

For more information about car club bays, please refer to our website at:

[Car clubs - Surrey County Council](#)

Thames Street – refer to drawing D15

Introduce 'No waiting at any time' (double yellow line) on the western side of the part of the road that serves numbers 2 – 34, from the junction with Old Palace Road up to where the road widens out opposite number 12.

At around 4.2 metres wide, the road is not wide enough to allow parking as it becomes obstructive to moving traffic, particularly larger vehicles like refuse services, deliver vehicles, and fire appliances.

Pine Grove – refer to drawing F17

Revoke 20 metre section of existing 'No Waiting Monday - Saturday 8am - 6pm' (single yellow line) on the southern side of the road near the junction with Prince's Road, and replace with 'No waiting at any time' (double yellow line). Please note this change has already taken place on site owing to the realignment of the junction.

Revoke entire length of existing 'No Waiting Monday - Saturday 8am - 6pm' (single yellow line) on the northern side of the road from near Prince's Road, east; a length of approximately 55.5 metres. Replace with a 10 metre length of 'No waiting at any time' at the eastern extent of this section, and a 3 metre length of 'No waiting at any time' at the other end, with 'No Waiting Mon-Fri 9am-10am (single yellow line) in the centre.

This change is proposed in order to improve sightlines at safety at the Prince's Road junction, and to free up additional daytime parking capacity where road width permits. This will also help to slow traffic and reduce risk.

Queens Road – refer to drawing F17

Extend by 5 metres existing 'No waiting at any time' (double yellow line) and 'No Loading Monday - Saturday 8am - 9.30 am and 4.30pm - 6pm' (single kerb blips), on the southern side of the road just east of the Pine Grove junction, revoking existing parking bay 'Parking Monday - Saturday 8am - 6pm 2 hours no return within 2 hours'.

This proposal is made in order to improve sightlines and safety for road users exiting the Pine Grove junction.

Boroughwide proposals

All permit schemes – no drawing

Update our traffic regulation orders so that the cost of a childcare permit is fixed at the rate equivalent to that of a second resident permit (currently £104 per annum), rather than a dynamic cost dependent on how many resident permits are issued to the applicant's household. This is to simplify the application process and administration.

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 upright signing is required (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', wherein no road markings are needed but upright signage is 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. 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.

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 blue badge holders.

'Loading / unloading' generally refers to items too large or bulky to be practicably 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](#).

Annex 2 – Legal and policy information

Policy and Strategy

Our decisions around parking schemes are based on a number of policies and strategies.

Surrey Transport Plan

The [Local 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:

- 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:

1. Avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising.
2. Preventing damage to the road or to any building on or near the road.
3. Facilitating the passage on the road or any other road of any class of traffic (including pedestrians).
4. 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.
5. Preserving the character of the road in a case where it is especially suitable for use by persons on horseback or on foot.
6. Preserving or improving the amenities of the area through which the road runs.
7. 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 highway engagement team, and you can raise queries regarding these subjects using the contact details 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. The council has essentially 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 highway engagement team, who can be reached via the contact details on the next page. Note, it is not aligned to our policies around climate change to remove green space to provide additional parking for vehicles, and therefore officers would rarely recommend such action.

Requests for permit parking schemes

We can consider introducing permit parking schemes under appropriate circumstances. However, such significant changes can't be considered based on only one or two comments. 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 Elmbridge are administered and enforced by Surrey County Council via its contract with NSL. If you have any queries about this, you may email them via the following address:

SurreyParkingEnforcement@nslservices.co.uk

Elmbridge Borough Council own and enforce public off street car parks. If you have any queries about this, you may reach them on:

- **Telephone:** 01372 474474 (Monday to Friday 8.45am - 4.30pm)
- **[Online](#)**

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:** contact.centre@surreycc.gov.uk
- Textphone (via Text Relay): 18001 0300 200 1003
- **SMS:** 07860 053 465
- **Fax:** 020 8541 9575
- **Address:** Contact Centre, First Floor, Dakota, De Havilland Drive, Weybridge, Surrey KT13 0YP

Annex 4 – Objections to Traffic Orders

Any valid objections received during the stated objection period will be considered.

Objections will be accepted up to 3 days after the end of the objection period to allow for postal delays, provided they are dated and posted within the objection period. If an objection letter is undated or dated after the end of the objection period, it will not be accepted as a formal objection.

If objectors wish to write further or submit further evidence, they may do so provided that they:

- a. Write and object to the proposals during the objection period, and:
- b. In their correspondence clearly state that they will be submitting further representations and the type of representation that they will be submitting. If an objector requests permission to submit a letter and then produces a petition this will not be accepted.

If objectors wish to submit a petition, they may do so at any time during the objection period. If they wish to submit a petition outside the objection period, they must indicate in writing during the objection period and state that their petition will be submitted outside the objection period.

County Council officers may, if they consider it necessary, impose a further deadline by which additional representations or petitions must be sent to the County Council.

Objectors may withdraw their objections at any time by written instruction. However, once an objector has withdrawn the objection by written instruction that objection may not be revived at a later date.

All objectors must state the grounds for their objection for it to be accepted.

All objections, petitions and supporting evidence received in accordance with these guidelines will be treated as valid objections and will be considered by the relevant decision making individual, group or Committee.

Objections must refer directly to the advertised proposals. Comments about other highway issues, or wider issues, will not be considered. Please see [Annex 3 – General enquiries](#) for advice.