

Waverley parking review 2021: 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 Waverley parking review 2021. The proposals are listed in electoral county division and then by town where appropriate.

At this stage, we are intending to introduce the restrictions and controls described in this document and associated drawings, but are inviting representations to be made by the public before doing so to help decide whether they should definitely go ahead.

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 on, object to or support any of the proposals you must do so either online or in writing by **10 June 2022**. More information about how to do this is available on our [Parking news and updates in Waverley](#) 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](#).



Contents

Waverley parking review 2021: Statement of reasons	0
Farnham North division proposals	2
Farnham.....	2
Farnham Central division proposals	3
Farnham.....	3
Waverley Western Villages division proposals	5
Frensham.....	5
Rushmoor	5
Churt	5
Hindhead.....	6
Haslemere division proposals.....	7
Haslemere.....	7
Godalming South, Milford and Witley division proposals	8
Godalming.....	8
Godalming North division proposals	9
Godalming.....	9
Annex 1 – Explanation of restriction types.....	10
No waiting at any time.....	10
No waiting (at a time non-continuous throughout the year).....	10
No loading.....	10
Controlled Parking Zone	10
Restricted Parking Zone.....	10
Permit parking schemes.....	10
Traffic signs and road markings	11
Annex 2 – Legal and policy information	12
Policy and Strategy	12
Legislation.....	13
Annex 3 – General enquiries	14
Speed limits, traffic calming, and speed enforcement.....	14
Road safety and sustainable travel for schools.....	14
Creation of additional parking space on verges or grassed areas	14
Requests for permit parking schemes.....	14
Requests for additional parking controls	14
Enforcement.....	15
General enquiries.....	15

Farnham North division proposals

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

Farnham

Upper Hale Road / Alma Lane / Bishops Road / Hope Lane

Convert all existing 'No waiting Monday to Friday 8am to 6pm' restrictions in the vicinity of this junction area to double yellow lines, with extensions further into Bishops Road up to the junction with Gravel Road and covering the junction with Hope Lane. This will ensure that access, sight lines and road safety are maintained at all times in this area, including all its junctions and the approaches to those junctions.

In addition, revoke the school keep clear marking in the Alma Lane layby by the junction with Upper Hale Road, which has been signed but not marked on the ground for many years. The single yellow line on the ground here will be converted to double yellow lines and extended slightly further to prevent parking in this part of the layby to allow pick up and drop offs and loading and unloading to take place. The remaining section of the layby will be unrestricted to allow parking to take place for 3 cars, before the dropped kerb for number 112.

In addition, on Upper Hale Road, the layby outside Tesco Express will be double yellow lined (lines running along the back of the layby) to allow buses to pull into the layby up to the bus stop, and to also keep the layby clear for any pick ups and drop offs, or loading and unloading, including refuse collection. The restrictions will also help maintain access and sight lines for the Tesco Express car park.

In addition, on Upper Hale Road, add the double yellow lines currently installed along the back of the School Keep Clear marking to our traffic orders, to prevent parking and maintain access and sight lines for the school entrance at all times and not just school peak times.

Finally, add a small additional length of double yellow lines outside number 121a Upper Hale Road to our traffic orders, to reflect the current layout on the ground. Please see drawing number 2021-1.

Farnborough Road

Outside numbers 99 to 105, introduce double yellow lines to the western side of the island to match the current layout on the ground and to prevent parking on and around the island, except in the marked parking bay. Please see drawing number 2021-2.

The Fairway

By the junction with Wellington Lane, reduce both sides of double yellow lines to reflect the current layout on the ground. Please see drawing number 2021-2.

Woodbourne

Extend the existing double yellow lines by the junction with Weybourne Road up to the dropped kerb for number 1 on the south side and up to the dropped kerb for number 4 on the north side. This will prevent parking on this 'S' bend to maintain sight lines, traffic flow and road safety, especially at school peak times. Please see drawing number 2021-3.

Farnham Central division proposals

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

Farnham

Hale Road

Outside numbers 22, 24 and partly outside 26, introduce two 'electric vehicles recharging only' bays applying Monday to Saturday 8am to 6pm max stay 4 hours. Outside 26 to 32, revoke the previously advertised bays of the same type. This is to reflect the final installed electric vehicles parking arrangement at this location and follows subsequent consultation with some residents and scanning of underground cables. This has resulted in only two spaces being finalised at this location instead of the previously advertised four spaces, and one kerb build-out instead of two. Please see drawing number 2021-4.

Upper South View

Outside numbers 3 to 9, convert the existing 'Monday to Saturday 8am to 6pm permit holders or 2 hours no return within 1 hour' bays to 'permit holders only' for the same period. This follows requests from residents of this street for permit holder only spaces to be introduced, following a struggle by permit holders to find spaces near to where they live, as the free 2 hour period is popular with non-residents, especially those visiting the park located at the end of this street. Please see drawing number 2021-5.

St Cross Road

Reduce the 'Monday to Saturday 8am to 6pm permit holders or 2 hours no return within 1 hour' bay by the junction with East Street from two cars lengths to one car length and extend the existing double yellow lines from the junction up to this reduced bay. This is to accommodate a new vehicular access for 74-84 East Street following a planned redevelopment of this building. Please see drawing number 2021-5.

Cherry Tree Close

Introduce a second disabled parking bay (no time limit) in this street, next to the existing disabled bay (replacing a Monday to Saturday 8am to 6pm permit holders only' bay). This follows a request from another blue badge holding resident of this street. In addition, convert the existing 'Monday to Saturday 8am to 6pm permit holders or 2 hours no return within 1 hour' bay on the side adjacent to numbers 5 to 8 Cherry Tree Close to 'permit holders only' for the same period. This is to help permit holding residents (including visitors with visitor permits) to find space in Cherry Tree Close, and to also make up for the loss of permit space as a result of the proposed additional disabled bay. The remaining bay on the opposite side will stay unchanged, to provide some free space for visitors to the street with the existing free 2 hour restriction, which is understood to require better enforcement following reported abuse by non-residents exceeding the 2 hour limit. Overall, it is believed that these changes in their entirety, along with better enforcement, will address long standing parking issues in this street and will address the current demand for both permit space and blue badge space. Please see drawing number 2021-5.

Long Garden Walk West

Outside number 7, revoke the 'Monday to Saturday 8am to 6pm permit holders only' bay and replace with double yellow lines of the same length, to match the current layout on the ground. This is a revocation of a previous proposal to introduce an additional permit bay in this street, which was not installed on the ground following subsequent upheld objections relating to driveway access on the opposite side for properties located on Long Garden Walk East. As an oversight, these

residents were not notified during the advertisement process and therefore their opinions on the proposed bay were not received until after the proposal was spray marked on the ground in preparation for installation. As it was accepted that the bay would cause issues for the driveways opposite, it was agreed not to proceed with the bay and for the existing layout to remain unchanged. As the traffic orders from the previous review have been made, the bay needs to be revoked as part of this review. Please see drawing number 2021-6.

West Street

Outside Old Town Mews, convert a section of 'no waiting Monday to Saturday 8am to 6pm' restriction to double yellow lines, extending from the parking bay by the electricity substation to partly beyond the entrance to Old Town Mews. This is to help maintain sight lines and access to Old Town Mews at all times, and also maintain access to the electricity substation. Please see drawing number 2021-7.

Abbey Street

Outside numbers 28 and 30, reduce the 2 car length 'Monday to Saturday 8am to 6pm permit holders or 2 hours no return within 1 hour' bay to one car length and extend the existing 'no waiting Monday to Saturday 8am to 6pm' restriction up to this reduced bay. This is to accommodate a new vehicular access for number 28. Please see drawing number 2021-8.

Broomleaf Road

Outside numbers 20 and 22, reduce the existing 'Monday to Friday 8am to 6pm 4 hours no return within 1 hour' bay (from its western end) to one vehicle length and extend the existing 'no waiting Monday to Friday 1pm to 2pm' restriction up to the reduced bay. Currently this bay is at an odd length, and two vehicles often try to park within it but with many overhanging the ends. This will ensure the bay is clearly only suitable for one vehicle only and will help reduce instances of abuse and driveway dropped kerb obstructions. Please see drawing number 2021-9.

Ridgway Road

Outside number 21, extend the existing double yellow lines and 'no loading Monday to Saturday 8am to 9:30am and 3pm to 6:30pm' restriction up to the extended vehicular access for number 21. This will eradicate an odd unrestricted length of carriageway remaining between the end of the extended access and the end of the existing restrictions, to ensure a vehicle does not overhang either of them. Please see drawing number 2021-10.

The Hart

Change the wording from 'coaches' to 'buses' for the existing 'Monday to Saturday 8am to 6pm 4 hours no return within 1 hour' (coaches only) restriction, both on the ground and in the traffic regulation orders. This is to reflect current traffic signs regulations which no longer refer to coaches. There is no drawing for this proposal.

Waverley Western Villages division proposals

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

Frensham

Priory Lane / A287 / The Street / Bacon Lane / Pond Lane

As shown on the 3 plans, and as currently installed on the ground (with the possible exception of Priory Lane which may still be due for installation), it is proposed to make all of these double yellow lines permanent, following their initial installation as part of a temporary 18 month traffic regulation order, which is due to expire in 2022. This vast extent of double yellow lines is necessary to maintain traffic flow, sight lines, road safety and access along the streets listed above, which are in the vicinity of Frensham Ponds and St Mary's school. They also help to manage visitor parking to the area by ensuring it takes place in designated laybys and other unrestricted areas only. These restrictions aimed to address a long-standing issue of significant visitor parking to this area, primarily those visiting Frensham Ponds. The installed restrictions have drastically reduced the number of complaints regarding parking in this area and have allowed the streets to be enforced by Civil Enforcement Officers as part of their routine patrols across Waverley. It is believed that the restrictions should be made permanent to ensure these benefits can continue long term. Whilst it is understood that the restrictions have increased pressure on visitor parking for St Mary's school, the parking team have met with the school and remain in contact with them regarding their issues. Some options are being considered to try to mitigate these issues in the immediate vicinity of the school, which are subject to further discussion. Finally, it is proposed to **revoke the Bacon Lane rural clearway** (no stopping 24/7 excluding laybys) which extends from the A287 to the junction with Pond Lane and has already been temporarily revoked to allow the double yellow lines to be introduced as a replacement for the clearway. It is proposed to make this permanent as required to ensure the double yellow lines can remain in place. Please see drawing numbers 2021-11, 2021-12 and 2021-13.

Rushmoor

Sandy Lane junction with Tilford Road

Introduce double yellow lines on the junction and extending for around 50m into Sandy Lane on both sides. This will help maintain access and sight lines on the junction and will help maintain two-way traffic flow on approach to the junction. Please see drawing number 2021-14.

Churt

Jumps Road

Introduce double yellow lines opposite the Sculpture Park's car park (between the junction with Tilford Road and the Bel and Dragon Car Park) and between the Sculpture Park's car park and the entrance to the Sculpture Park. This will maintain access, sight lines and two-way traffic flow in this part of Jumps Road. In addition, introduce double yellow lines on the north side of Jumps Road, from the western end of the fence for the Sculpture Park to partly beyond the entrance to 'Stony Cottage'. This will allow eastbound traffic to stay in lane on approach to, and around the bend. It will also allow unrestricted parking to continue on the outside of the bend and outside the Sculpture Park where it does not encroach onto the carriageway or impact on passing traffic. Where that does start to happen, is where double yellow lines have been determined necessary to begin. On the south side of Jumps Road, extend the existing double yellow lines further westwards to partly beyond the entrance to 'Bookhams Lodge'. This will help keep parking on the north side only in this part of Jumps Road. Finally, on the north side of Jumps Road, introduce a length of double yellow

lines across and partly beyond the entrance to 'Kanimbla', also covering opposite the entrance to 'Bookhams Lodge' by default. This will ensure the additional double yellow lines terminate in the same place and will help keep parking within the unrestricted straight section of road located between the entrances to 'Kanimbla' and Stony Cottage'. Parking on this section partly onto the soft flat verge leaves enough room for two-way traffic flow (around 5m).

Prior to the parking review, residents submitted to the parking team a further report from the consultant company iTransport, which was supported by Churt Parish Council. The report was taken into consideration as part of this review of Jumps Road for additional restrictions. The report primarily recommended a few options to be considered, including verge parking bans, verge-based bollards or posts, and double yellow lines on both sides. The report also recommended a further review of the area incorporating all interested councils, businesses, and attractions.

Not all parking on Jumps Road is obstructive to traffic, and the proposed additional double yellow lines described above address the most problematic and most popular sections of Jumps Road with regards to visitor parking. It remains a location far from ideal for installing yellow lines, and these additional lengths will require increased efforts to install and maintain.

Preventing all parking on Jumps Road with double yellow lines on both sides is not justifiable from a public highway perspective. The Sculpture Park's visitors have an interest in this location too, and their desire to park on Jumps Road conflicts with the residents' desire for them not to. Therefore, it was necessary for the parking team to carry out an unbiased assessment of this road as part of this review, with regards to additional restrictions being considered.

Regarding bollards, posts or verge parking prohibitions, these can be avoided by drivers simply parking entirely on the carriageway, ultimately causing a far greater impact on passing traffic. As double yellow lines apply to all adjacent footways and verges, as well as on the carriageway, they remain the most effective and suitable parking prevention measure. Please see drawing number 2021-15.

Hindhead

Tower Road

From the junction with Tilford Road, on the south side, extend the existing double yellow lines westwards and then southwards, continuing around the inside of the bend by 'Rockfort' and around the inside of the bend opposite Pine Bank, to beyond the access to 'Hatherleigh' and the bus stop pole. In addition, extend the existing double yellow lines on Tower Road from the north side of the Pine Bank junction, around the outside of the bend to party beyond the entrance to Tower Close. These extensive additional lengths of double yellow lines will help maintain parking on the north side of Tower Road only, between Tower Close and the junction with Tilford Road, and will ensure that traffic flow and access is maintained at all times, especially for buses. The restrictions will also ensure that the bus stop is kept clear of parking, to allow buses to pull up to it unhindered. The south side of this northernmost section of Tower Road is the most suitable side to prevent parking, as it is the side with two insides of bends as described above, and the insides of bends (the shortest curves) are the most obstructive to sight lines. Finally, extend the existing double yellow lines south of the Glenville Gardens junction, up to beyond the bus stop pole. This will ensure that the bus stop is kept clear of parking, to allow buses to pull up to it unhindered. Please see drawing numbers 2021-16 and 2021-17.

Haslemere division proposals

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

Haslemere

Lion Lane

Introduce a length of double yellow lines across and in between the dropped kerbed accesses to numbers 1 and 3. This part of Lion Lane is the apex of a bend, and the double yellow lines are intended to act as a passing place, to allow northbound vehicles to pull in to allow oncoming traffic to pass. As there is often a continuous row of parked vehicles on this side of the road, the carriageway is effectively reduced to a single lane and on a bend. This creates a hazardous and difficult situation for drivers as their sight lines will be obstructed as well, and even more so because the parking takes place on the inside of the bend which has the greatest impact on sight lines. It is also far more difficult for drivers to judge the available width of a carriageway when on a bend, with many drivers preferring to wait or to pull in rather than to attempt to pass. These issues are exacerbated during school peak times when visitor vehicles are parked heavily on the footway on the opposite side, reducing the carriageway width even further. The proposal aims to be a compromise between the needs of residents and the needs of visitors to park on street, and the need to maintain a safe and passable carriageway. As the proposal incorporates two dropped kerbs and the space in-between, the total loss of space is two vehicles. As the parking on this bend is persistent and problematic at all times, the restriction should therefore apply at all times to allow this part of Lion Lane to act as a passing place whenever it is needed by drivers.

In addition, following the installation of a pedestrian zebra crossing outside the Shottermill Infant School around 2017, it is proposed to revoke the double yellow lines and school keep clear restriction from our traffic orders, which have been superseded by this crossing and its associated white zigzag markings indicating no stopping. Please see drawing number 2021-18.

Lion Mead

Following the new development 'Kathleen House', and as already installed on the ground, break up the existing 'Monday to Saturday 8:30am to 5:30pm 2 hours no return within 1 hour' parking bay to allow for double yellow lines to be introduced across the new vehicular access to 'Kathleen House'. In addition, extend the existing same parking bay southwards, opposite the junction with Meadway, and revoke the double yellow lines of the same length. This is to mitigate the loss of parking space as a result of the new access, and to match the layout currently installed on the ground. Please see drawing number 2021-19.

St Christopher's Green

Outside numbers 3 to 6 and partly outside 1 and 2, introduce an 'electric vehicles recharging only' bay applying Monday to Saturday 8am to 6pm max stay 4 hours. The bay will be undivided and for four cars. Outside 1 and 2, revoke the previously advertised bay of the same type. In addition, partly outside 5 and 6, revoke a short section of double yellow lines superseded by the new electric vehicle bay. All these changes are to reflect the final installed electric vehicle chargers and parking bay arrangement at this location, which were also installed without requiring kerb build-outs, as previously shown on advertised drawings. Please see drawing number 2021-20.

Godalming South, Milford and Witley division proposals

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

Godalming

Shackstead Lane

Outside number 53 to partly outside number 63, introduce a length of double yellow lines to act as a passing place. The restriction will break up the continuous line of parked cars, which prevents two-way traffic flow from being possible, and is particularly problematic when larger vehicles such as buses are travelling along the lane. The proposed double yellow line passing place, which has been specifically and carefully located where the road begins to narrow, will allow southbound vehicles, including buses, to pull into the long passing place to allow oncoming traffic to pass. This is expected to make a significant improvement in the ability for traffic to pass at this location and is located where it is deemed to be most beneficial for this to take place. Whilst some residents will not want to see any loss of space, this passing place has been deemed to be crucial to maintaining traffic flow on the lane and will resolve many complaints received regarding the lane becoming blocked due to meeting vehicles having nowhere to go. Please see drawing number 2021-21.

Godalming North division proposals

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

Godalming

Catteshall Road junction with Catteshall Lane (Lawnwood Cottages)

Introduce double yellow lines on all parts of the junction, which is technically a bend with an adjoining junction. When vehicles are parked in this area, it creates a significant obstruction for turning and sight lines. Drivers are forced to drive partly onto the wrong side of the road travelling around the bend and larger vehicles such as lorries are unable to turn due to the sharpness of the bend and junction. Photographic and video evidence submitted by residents has shown the obstructive implications of vehicles parking in this area upon passing traffic, especially lorries. The proposed restrictions aim to prevent this from happening in future, and to enforce the highway code's rule of not to park within 10m of a bend or a junction, for which this is both. Please see drawing number 2021-22.

Tudor Road junction with Tudor Circle

Introduce double yellow lines on the junction to maintain access, road safety and sight lines at all times. Please see drawing number 2021-23.

Summers Road

Relocate the four 'electric vehicles recharging only' bays applying Monday to Saturday 8am to 6pm max stay 4 hours further southwards to leave a one car unrestricted gap south of the school keep clear marking. This is to reflect the final installed electric vehicles parking arrangement at this location. Please see drawing number 2021-24.

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](#).

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 Waverley are administered and enforced by Guildford Borough Council on our behalf. If you have any queries about this, you may reach them on:

- **Telephone:** 01483 505050
- **Email:** Parking@guildford.gov.uk

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:

- **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, 1st Floor, Fairmount House, Bull Hill, Leatherhead, Surrey, KT22 7AH
- **Telephone:** 0300 200 1003 (9am to 5pm, Monday to Friday, excluding bank holidays. Please note that because of the pressure to our services due to the current Coronavirus challenge, **this number should only be used to report highway emergencies**. Please report all other issues using the online forms).