

# Waverley 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 across the borough as part of our Waverley parking review 2023. 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 the date given. 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](#).



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## 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

#### Weybourne Road junction with Brook Avenue

Introduce double yellow lines on the junction to maintain road safety, sight lines and access at all times. Please see drawing number 2023-01.

#### Badshot Lea Road and Junction with Low Lane

Introduce double yellow lines on the junction with Low Lane and opposite the junction, to maintain road safety, sight lines and access at all times, especially for vehicles trying to exit Low Lane. This section of Badshot Lea Road is where the carriageway gradually becomes wider towards Aldershot, but parking on this section not only makes exiting Low Lane more difficult, but it also makes it difficult for drivers to pass oncoming traffic, especially when larger vehicles are involved. The proposed double yellow lines are intended to keep this transitional carriageway section clear of parking, whilst allowing it to continue after the carriageway has become wider.

In addition, it is proposed to continue the double yellow lines on Badshot Lea Road from the junction with Low Lane, on the same side of the road as Low Lane, northwards until the county boundary. This is to control any displacement parking moving over to this side instead; to maintain access and sight lines for the entrance to Tice's Meadow; and to prevent parking on the grass verges on this side. Please see drawing number 2023-02.

#### Upper Hale Road junction with Willow Way

Introduce double yellow lines on the junction to maintain road safety, sight lines and access at all times. Please see drawing number 2023-03.

#### Upper Weybourne Lane and junction with Wellington Lane

On the eastern side of Upper Weybourne Lane, from the junction with Farnborough Road, southwards to opposite the junction with Wellington Lane, introduce double yellow lines on all remaining unrestricted sections of road to prevent parking entirely on this side along this specified length. Upper Weybourne Lane is too narrow for parking on both sides and drivers know this, so they park heavily on the footways. As the footways on the eastern side are already narrow, any parking on them greatly inhibits pedestrians and the mobility impaired from being able to pass and prevents it entirely along many parts. On a busy road such as Upper Weybourne Lane this is unacceptable, and in breach of highway obstruction laws. Parking on both sides also makes it difficult for drivers to pass oncoming traffic and drivers will often need to wait to allow vehicles to pass them, which causes hold ups and traffic along this length and wider area. It is therefore proposed to restrict this eastern side to keep all parking on the western side only, which will maintain footway access and two-way traffic flow at all times. In addition, it is proposed to introduce double yellow lines on the junction of Wellington Lane and Upper Weybourne Lane to maintain road safety, sight lines and access at all times, and to control any displacement parking. Please see drawing number 2023-04.

### The Fairway

Outside numbers 1,3 and 5, introduce double yellow lines from the junction with Wellington Road up to number 7 to prevent parking on the inside of the bend and between the junction and the bend on this side, to maintain sight lines, access and road safety at all times. In addition, introduce double yellow lines on the outside of the bend outside number 2A and the flats (114), to prevent parking on

both sides of this narrow bend to maintain turning and access at all times, especially for larger vehicles. Please see drawing number 2023-04.

# 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

### Stoke Hills

Around the large, grassed island located in the centre of the Stoke Hills estate, introduce double yellow lines in between the five constructed parking areas. This is primarily to prevent parking taking place on the grassed areas, as drivers are driving over raised kerbs to access them, which is not only unsightly but also anti-social and damages the landscape over time. As double yellow lines legally apply to adjacent verges and footways, the restrictions will allow any parking on the verges in between the designated parking areas to be enforced through the issuing of Penalty Charge Notices. Please see drawing number 2023-05.

### Crosby Way

Outside number 20 and 22, extend the existing double yellow lines on this south side to leave a two-car unrestricted gap opposite number 29. This is to resolve a longstanding issue of staggered parking on both sides of this section of Crosby Way preventing larger vehicles from being able to pass through. Please see drawing number 2023-06.

### 5 Alfred Road

Revoke the 'at any time' disabled parking bay and replace its same length with the adjacent restriction 'Monday to Friday 8am to 6pm permit holders or 2 hours no return within 1 hour'. The disabled bay is no longer required. The current layout on the ground already reflects these changes so these amendments are for the Traffic Regulation Orders only. Please see drawing number 2023-07.

## **Farnham South**

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

### **Farnham**

#### **Weydon Lane junction with Green Lane**

Introduce double yellow lines on the junction to maintain road safety, sight lines and access at all times. Please see drawing number 2023-08.

#### **Frensham Road junction with Gold Hill (Private)**

Introduce double yellow lines on the junction to maintain road safety, sight lines and access at all times. Please see drawing number 2023-09.

## 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

#### Derby Road

On the south side, opposite the school's existing school keep clear marking, introduce another school keep clear marking (no stopping everyday 8:15 to 9:15am and 2:30 to 4pm). This new marking will be placed along the front of the existing single yellow line restriction (No waiting Monday to Friday 8:30am to 6:30pm) so that parking can continue to be prevented during those times as well. As the existing school keep clear marking is slightly short of a standard specified length for such markings, the new school keep clear marking will be slightly longer, requiring a small extension of the existing single yellow line restriction as well, as shown on the plan. These proposals follow discussions with the school about parking on this section of Derby Road. Whilst the single yellow line was introduced to prevent parking, it does not prevent drivers from stopping, and there continue to be access and sight line issues in the vicinity of the school as a result. However, as the school keep clear marking does prevent stopping, it will significantly help to mitigate these issues. Please see drawing number 2023-10.

#### Three Gates Lane

Outside property 'Broomwood', extend the double yellow lines at each end of the unrestricted gap to reduce it to 11m. This is currently the layout on the ground following a mistake in road marking reinstatement after resurfacing work having taken place. However, as the extensions further clear the bend and the vehicular access for property 'Broomwood' (access not shown on current mapping) these extensions were deemed to be acceptable from a highway point of view. These changes are therefore a requirement for the Traffic Regulations Orders only. Please see drawing number 2023-11.



# 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.

## Wormley

### Brook Road

Outside property 'Tansy', fill in the unrestricted gap with double yellow lines and outside the school entrance, introduce a school keep clear marking (no stopping everyday 8:15 to 9:15am and 2:30 to 4pm). These proposed restrictions aim to further help prevent parking in the vicinity of the school entrance, to help highlight the school entrance to drivers and to help maintain sight lines for both pedestrians and drivers. Whilst additional double yellow lines were installed opposite the school entrance as part of the previous parking review, following further discussions with the school and the parish council, it was clear that there remain concerns and issues over parking in the vicinity of the school entrance during peak times, and these additional changes were put forward as a solution.

In addition, opposite Station Lane, extend the existing double yellow lines across the footpath entrance so that they are also opposite Station Lane, ending in line with the double yellow lines on the south side. Whilst parking opposite Station Lane has been mentioned on and off for the past few years and this will now prevent that from happening, this proposal is primarily being made now to prevent an obstructive staggered parking issue from occurring when drivers park opposite Station Lane but also too close to where the parking begins again on the south side, as drivers sometimes do not leave enough space for traffic to pass. Therefore, this proposal aims to maintain two-way traffic flow whilst also helping to maintain access for the Station Lane entrance. Please see drawing number 2023-12.

## Witley

### Wheeler Lane junction with Petworth Road

Introduce double yellow lines on the junction to maintain road safety, sight lines and access at all times, especially for buses. The double yellow lines will also help prevent footway parking on Petworth Road outside the Public House. Please see drawing number 2023-13.

# 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

### Station Road

On the western side, extend the existing double yellow lines extending from Station Approach, further southwards and revoke a section of the existing restriction (Monday to Saturday 8am to 6pm permit holders only) of the same length. This northernmost section of the parking layby is to be filled in with footway construction to allow a new bus stop to be located here. Therefore, the existing restrictions will be physically superseded, and these restriction changes are proposed to reflect this future construction work. Please see drawing number 2023-14.

### Pound Lane

Outside and opposite 2 to 4 Pound Lane, revoke this section of the Godalming Town Centre Restricted Zone (No waiting Monday to Saturday 8am to 6pm). Due to a lack of signing in this particular part of the restricted zone, Pound Lane residents have been parking here for decades, without realising it is part of the restricted zone and under the above stated waiting restriction. However, as this dead-end section of Pound Lane has no through road purpose, except to lead to the private Pound Close, it has been deemed best to formalise this long-standing parking practice by revoking the restricted zone on this specific part only, as shown on the drawing. Please see drawing number 2023-15.

### Chalk Road

On the north side, in the layby outside numbers 32 to 36, revoke a length of the double yellow lines outside number 34 adjacent the raised kerbs. As part of this proposal, the existing double yellow lines will be re-installed along the back of the layby, except for this unrestricted gap outside number 34. Currently, the double yellow lines run across the front of the layby, despite showing at the back of the layby on our Traffic Regulation Order plans. As double yellow lines already legally apply to all adjacent public highway (the layby in this case) this change on the ground is a road marking layout change only. However, after reviewing all the current parking in the layby, which has taken place for several years, it has been deemed suitable to leave an unrestricted gap outside number 34 where there are raised kerbs. However, the raised kerbs located at each far end of the layby are too short in length for a vehicle to park alongside them without either overhanging driveway dropped kerbs, or overhanging the physical extents of the layby, or both in some cases. Therefore, these two end parts where drivers have been known to park as well are not being left as unrestricted. Please see drawing number 2023-16.

### Catteshall Lane

On the south side between Scizdons Climb and the entrance to the Ambulance Station, introduce double yellow lines to maintain two-way traffic flow on this section of Catteshall Lane, whilst also helping to maintain access and sight lines for the new Electric Close (not shown on current mapping), as well as for the Ambulance Station, Langham Close, Douglas Drive and Belsize Close, all located within close proximity of each other along this same length. These proposed restrictions will also help maintain access for buses and the bus stop. In addition, on the north side of Catteshall Lane, extend the existing double yellow lines outside Douglas Drive, westwards across and partly beyond the entrance to Belsize Close to help maintain access and sight lines for Belsize Close. Please see drawing number 2023-17.

## **Farncombe**

### **73 George Road**

Revoke the existing 'at any time' disabled bay located along the side of number 73 as it is no longer required. Please see drawing number 2023-18.

## **Waverley Eastern Villages division proposals**

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

### **Bramley**

#### **Barton Road junction with Firs Avenue (Private)**

Introduce double yellow lines on the junction to maintain road safety, sight lines and access at all times. Please see drawing number 2023-19.

## **Cranleigh and Ewhurst division proposals**

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

### **Cranleigh**

#### **Elmbridge Road junction with Elm Park**

Introduce double yellow lines on the junction to maintain road safety, sight lines and access at all times. Please see drawing number 2023-20.

#### **Elmbridge Road junction with Westdene Meadows**

Introduce double yellow lines on the junction to maintain road safety, sight lines and access at all times. Please see drawing number 2023-20.

#### **Horsham Road junction with Mount Road**

Introduce double yellow lines on the junction to maintain road safety, sight lines and access at all times. Please see drawing number 2023-21.

# 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 Surrey County Council via its contract with NSL.

## 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:** [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, 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).