

# Elmbridge 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 Elmbridge parking review 2023. 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](#).



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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

#### **Bennett Close – refer to drawing I29**

Revoke without replacement existing disabled parking bay ‘Blue badge parking only, at any time, no time limit’, which is no longer needed.

#### **Freelands Road – refer to drawing K31**

Revoke existing “Parking Mon-Sat 8am-6pm 2hrs No Return 2hrs” parking bays on the north side of the road and replace with “Parking Every-day 8am-6pm Electric vehicles recharging only Max stay 2hrs”. The restriction will ensure that the four bays (with two fast chargers each serving two vehicles) are available for use for recharging by EVs.

See also Annex 5 – Information about Electric Vehicle Chargepoint proposals.

#### **Cedar Road – refer to drawing K31**

Revoke all existing unlimited parking bays within the road and replace with “Parking Mon-Sat 8am-6pm Permit Holders (Cobham CPZ) or 2hrs No Return 2hrs”. The parking bays are located - on the north side of the road - outside the properties Stoke Gabriel, Cedar Cottage / Tormore, Sandacre, Ingleside, and White Lodge. There is one parking bay on the south side of the road opposite The Rosary.

These changes are proposed to increase turnover of parking space to improve opportunities for motorists to visit local amenities.

The new bays will operate with the same permit conditions as those already in operation in the zone.

Amend the traffic order so as to extend the northern permit eligibility boundary from being the property referred to as ‘Leighcroft’, to ‘Limes’.

#### **Fairacres – refer to drawing M27**

Introduce ‘No waiting at any time’ (double yellow line) on both sides of the road from the junction with Green Lane, east for a distance of approximately 20 metres, to maintain sightlines and safety at the junction.

#### **Canada Road, Lockhart Road – refer to drawing L29**

Introduce ‘No waiting at any time’ (double yellow line) around and opposite the junction. To improve sightlines, safety, and traffic flow at the junction.

#### **Freelands Road – refer to drawing L30**

Revoke without replacement a 40 metre section of existing ‘No Waiting Mon-Sat 8.30am-6.30pm’ (single yellow line) in front of St Andrew’s House, to increase parking capacity in the area.

**Freelands Road, Four Wents, Haleswood, Tartar Road – refer to drawing L30**

Save for the section mentioned below, revoke existing 'No Waiting Mon-Sat 8.30am-6.30pm' (single yellow line) and replace with 'No waiting at any time' (double yellow line):

- at the junction of Freelands Road and Four Wents, and
- at the junction Four Wents and Haleswood, and
- On the northern side of Freelands Road from its junction with Four Wents, round into Tartar Road.

This change is proposed so as to prevent parking on the existing single yellow line when it is not in effect, to improve safety and access. The proposal will also eliminate upright signage and therefore reduce street clutter.

Revoke without replacement a 14.5 metre section of existing 'No Waiting Mon-Sat 8.30am-6.30pm' (single yellow line) outside number 1 Four Wents, to increase parking capacity in the area.

**Canada Road – refer to drawing L30**

Introduce 'No waiting at any time' (double yellow line) on the northern side of the road from the end of the existing restrictions at the Tartar Roda junction, north to finish approximately 17.5 metres past the apex of the 90 degree bend outside number 7.

This proposal is made to prevent scope for parking on both sides of this section of Canada Road simultaneously, and near to the bend in the road. To improve sightlines, safety, and access.

Formalise existing advisory disabled parking bays opposite number 5, with 'Blue badge holders only, at any time'. To prevent parking by non-blue badge holders in these spaces, and to help local blue badge holding residents park near their homes.

**Tilt Road – refer to drawing L33**

Introduce 'No waiting at any time' (double yellow line) on the eastern / northern side of the road around the bend outside number 50 – 58, a distance of approximately 67 metres. To prevent parking near the bend which obstructs sightlines and forces south / eastbound traffic onto the wrong side of the road. To improve safety.

## **Stoke D'Abernon**

### **Station Road – refer to drawing N34**

Revoke section of existing 'No Waiting Mon-Fri 8am-9.30am' (single yellow line) outside number 1 to 7, and replace with 'No waiting at any time' (double yellow line).

Revoke section of existing 'No Waiting Mon-Fri 8am-6.30pm' (single yellow line) between the Station Road access road, and number 15, and replace with 'No waiting at any time' (double yellow line).

This proposal is made to reduce the scope for parking on both sides of the road simultaneously which can obstruct the footway and the carriageway. To improve traffic flow and safety.

### **Winston Drive – refer to drawing N34**

On the northern side of the road introduce section of 'No waiting at any time' (double yellow line) from the end of the existing restrictions at the Station Road junction, east up to number 5.

To prevent parking near the bend which obstructs sightlines and forces eastbound traffic onto the wrong side of the road. To improve safety.



## 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

#### **St Mary's Road, Bell Road, Molesey Park Road – refer to drawing S06**

Introduce 'no waiting at any time' (double yellow lines) on the western side of St Mary's Road / Bell Road from the southern edge of 22 St Mary's Road, south to meet the existing yellow zig zag, and from the southern end of the zig zag, south and round to a point 10 metres into Molesey Park Road. Introduce 'no waiting at any time' (double yellow lines) from the eastern edge of 26 Bell Road, north and round to a point 10 metres into Molesey Park Road.

The proposals are made to prevent parking on the western side of St Mary's Road and Bell Road, parking on the carriageway would obstruct vehicular traffic making it impossible to get along the road, and parking on the footway causes the same to people trying to use the footway.

To improve sightlines, safety and access at the junction of Bell Road and Molesey Park Road.

#### **Ember Farm Way, Ember Farm Avenue, Esher Road, Hampton Court Avenue – refer to drawing S07**

Introduce 'no waiting at any time' (double yellow lines) at the junctions in order to improve sightlines and safety.

#### **Orchard Lane, Esher Road, Broadfields – refer to drawing S08**

Introduce 'no waiting at any time' (double yellow lines) at the junctions in order to improve sightlines and safety.

#### **East Molesey controlled parking zone – refer to drawing T04**

Revoke the controlled parking zone which covers Creek Road, Hampton Court Parade and parts of Bridge Road, Wolsey Road, Palace Road and replace with a traditionally signed parking scheme. The zone currently has eight entry and exit points all of which require large signs. This creates a lot of street clutter (15 posts and 32 signs), and at the junction with Hampton Court Road in particular motorists may not notice the signs due to the busy nature of the junction. The proposed change will allow us to dispense with the zone entry and exit signs and posts which will reduce street clutter, save on future maintenance costs, and may improve understanding and compliance with the parking controls.

The change will have no material effect on motorists, save for those explained below.

The main purpose of a controlled parking zone is to avoid the need to sign single yellow lines. Therefore, in removing the zone and converting to a traditionally signed scheme, we will have to sign any sections of single yellow lines. There are only a few sections of single yellow line, and nearly all of them exist at vehicle crossovers. We are therefore proposing to revoke those sections of 'No waiting Every-day 8am-6pm' (single yellow line) and replace with double yellow lines 'No waiting at any time' (double yellow line). The sections are in Creek Road,

- At the access to number 33
- At the access to number 25
- At the access to Creek Cottages
- At the (rear) access to 2 to 6 Bridge Road

In Bridge Road - outside the Price of Wales Pub - revoke the existing 'No waiting Every-day 8am-6pm' (single yellow line) and replace with double yellow lines 'No waiting at any time' (double yellow line). The road is too narrow to allow parking at any time at this point. Revoke a two metre section of parking bay 'Parking Every-day 8am-6pm Permit Holders (East Molesey CPZ) or 3hrs No Return 2hrs' outside Ellu Amour Boutique and replace with double yellow lines 'No waiting at any time' (double yellow line) in order to enable the left turn out of the access to the pub. Currently parking very close to the access has made the turn impossible for some vehicles at times.

Revoke existing parking bay 'Parking Every-day 8am-6pm Permit Holders (East Molesey CPZ) or 3hrs No Return 2hrs' outside 25 and 27 Bridge Road and replace with 'Parking Every-day 8am-6pm 30mins No Return 2hrs'. This is in order to improve turnover of parking, allowing people to park for a short period of time to make brief stops.

In Bridge Road the section of 'No Waiting Every-day 8am-6pm' (single yellow line) between numbers 60 and 76 will remain unchanged

## **Esher**

### **Mill Road, Farm Road, Douglas Road – refer to drawing P12**

Introduce 'no waiting at any time' (double yellow lines) at the junctions in order to improve access, sightlines and safety both for motorists and people using the footway and crossing points.

### **Park Road – refer to drawing Q16**

Revoke 6 metre section of 'no waiting at any time' (double yellow lines) outside number 47 and replace with parking bay 'Parking Mon-Sat 9am-7pm Permit Holders (Esher Green CPZ) Only'. This amendment is to make the traffic regulation order match existing on site extents of parking controls.

### **Esher Park Avenue – refer to drawing Q16**

Revoke four existing parking bays 'Parking Mon-Sat 8am-6pm 2hrs No Return 2hrs' at the rear of the Bear Hotel, and replace with 'Parking Every-day 8am-6pm Electric vehicles recharging only Max stay 2hrs'. The restriction will ensure that the four bays (with two fast chargers each serving two vehicles) are available for use for recharging by EVs.

See also Annex 5 – Information about Electric Vehicle Chargepoint proposals.

### **Esher Green controlled parking zone – no drawing**

Amend the traffic regulation order to include Park Square into the roads eligible for all types of permits available for the zone. These residents of these properties have always be able to obtain permits and this proposal is to reflect that in the traffic order.

## 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

#### **Robinsway, Thistlecroft Road – refer to drawing L16**

Introduce 'no waiting at any time' (double yellow lines) at the junction in order to improve sightlines, safety and access.

#### **Hersham Road, Rydens Grove – refer to drawing L16**

Introduce 'no waiting at any time' (double yellow lines) at the junction in order to improve sightlines, safety and access. Introduce a parking bay 'Parking Mon-Sat 8am-6pm 1hr No Return 1hr' for a distance of approximately 10 metres from the end of the proposed double yellow lines on the western side of Rydens Grove to improve access to nearby amenities.

#### **Molesey Road – refer to drawing L17**

Revoke existing 10 metres section of 'No waiting at any time' (double yellow lines) outside number 33 and replace with parking bay 'Parking Mon-Sat 8am-6pm 1hr No Return 1hr'. In order to improve access to local amenities.

#### **Faulkner's Road – refer to drawing L18**

Introduce 'No Waiting At any time Goods Vehicles Over 5 Tons' zone covering the entire road. This scheme requires zone entry and exit signs and a couple of repeater signs within the length of the road; no road markings are required.

This is to prevent long term parking of HGVs in the road which is not of suitable nature to accommodate them.

Introduce 1 metre section of 'no waiting at any time' at the end of the existing length on the western side of the road at its southern end. This is for electrical safety reasons whereby street furniture is required to be a minimum distance from the end of the proposed EV bays.

Introduce "Parking Every-day 8am-6pm Electric vehicles recharging only Max stay 2hrs" for a distance of approximately 25 metres on the western side of the road from the end of the double yellow lines mentioned above.

The restriction will ensure that the four bays (with two fast chargers each serving two vehicles) are available for use for recharging by EVs.

See also Annex 5 – Information about Electric Vehicle Chargepoint proposals.

#### **Molesey Road – refer to drawing M15**

Revoke existing 46.5 metres section of 'no waiting Mon-Fri 8am – Noon' from the end of the parking bay outside number 195, north, and replace with 'no waiting at any time' (double yellow lines). In order to improve sightlines and safety at the access to the recreation ground and keep pedestrian crossing points clear of parked vehicles.

#### **Riverside Road, Southdown Road – refer to drawing M17**

Introduce 'no waiting at any time' (double yellow lines) at both ends of Riverside Road near the junction with Esher Road, including the junction with Southdown Road. In order to improve sightlines, safety and access at the junctions.

### **Molesey Road – refer to drawing N14**

Revoke existing 24 metres section of 'no waiting Mon-Fri 8am – Noon' between the existing double yellow lines and parking bay outside 292 – 286, and replace with 'no waiting at any time' (double yellow lines). In order to prevent parking which prevents southbound traffic when northbound vehicles are waiting in the turning lane to turn into Assher Road. To reduce potential vehicle conflict and safety risk.

## **Hinchley Wood, Claygate and Oxshott division proposals**

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

### **Claygate**

#### **Station Road - refer to drawing T18**

Introduce 'No waiting at any time' (double yellow line) around the inside of the bend near number 9. This proposal is made to improve access along the road and thereby safety.

#### **Foley Road - refer to drawing T20**

Extend existing 'No waiting at any time' (double yellow line) on Foley Road at the junction with Albany Crescent by a further 5 metres, and introduce an 8 metre section around the access to number 79 Foley Road. This proposal is in order to improve sightlines and safety at the junction and bend.

#### **Coverts Road, Foxwarren - refer to drawing U21**

Introduce 'No waiting at any time' (double yellow line) at the two junctions of Coverts Road and Foxwarren. This proposal is in order to improve sightlines and safety at the junctions.

## 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

#### The Broadway – refer to drawing T10

Introduce ‘No waiting at any time’ (double yellow line) outside and opposite number 8 The Broadway, in order to keep crossing points clear and prevent vehicles from parking too close to the narrow section of road.

Introduce “Parking Every-day 8am-6pm Electric vehicles recharging only Max stay 2hrs” for a distance of 25 metres on the western side of the road opposite number 8 and 9. The restriction will ensure that the four bays (with two fast chargers each serving two vehicles) are available for use for recharging by EVs.

See also Annex 5 – Information about Electric Vehicle Chargepoint proposals.

#### Weston Green – refer to drawing T11

Introduce ‘No waiting at any time’ (double yellow line) around the turning head at the northern end of the road to keep the area clear of parked vehicles and therefore allow motorists to turn around.

#### Weston Park and Weston Park Close – refer to drawing T11

Introduce ‘No waiting at any time’ (double yellow line) at the junction, extending approximately six meters into Weston Park Close and eight metres into Weston Park. To improve sightlines, safety and access at the junction.

#### Speer Road – refer to drawing U08

Revoke ‘No waiting at any time’ (double yellow line) from outside number 7 and 9 Speer Road. These lines were introduced as part of previous parking review but never installed on site.

#### Station Road – refer to drawing U09

Introduce two sections of ‘No waiting at any time’ (double yellow line) outside number 47 to 53, and 57 to 63 Station Road, in order to allow space for westbound vehicles to pull in and allow vehicles travelling eastbound past. To improve traffic flow and safety along the road. Current uncontrolled parking in this location sometimes leads to eastbound traffic taking to the footway to get past oncoming traffic, which is dangerous.

#### Giggs Hill Road and Watts Road – refer to drawing V10

Introduce ‘No waiting at any time’ (double yellow line) at the mini roundabout, covering the table crossing point on the southern arm of the junction, approximately to the eastern end of Ditton Cottage on the eastern arm, five metres past the driveway on the eastern side of Watts Road, and approximately 10 metres shorter on the opposite side of the road. To ensure that footways and crossing points are clear of parked cars, and to improve traffic flow, sightlines and safety at the junction.

#### Portsmouth Road – refer to drawing W09

Introduce approximately 33 metres of ‘No waiting at any time’ (double yellow line) in front of Fernbank and Albany Lodge. To improve sightlines and safety at the access to these two blocks of flats.

## **Sugden Road – refer to drawing W11**

Extend existing 'No waiting at any time' (double yellow line) at the access to the Hockey club, east by approximately 32 metres, to cover the access to the new properties under construction here. To improve sightlines and safety at the access. Proposals will also improve traffic flow along the road, particularly for larger vehicles.

## **Rectory Lane, Betts Way – refer to drawing W11**

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

- Around the grass 'island' within Betts Way extending approximately 10 meters round into Rectory Lane at each end.
- From the existing on the south side of Rectory Lane near the junction with Sugden Road, south, and round into Betts Way to finish at the end of the grass outside number 1 Betts Way.
- In front and to the side of 30 Rectory Lane, extending 10 metres each way from the junction.
- From the existing on the north side of Rectory Lane near the junction with Sugden Road, round into the section of Rectory Lane fronting 1-5 Rectory Lane, finishing at the parking area.
- On Rectory Lane (main section), from in line with the boundary of 3 and 4 Rectory Lane north and round into the section of Rectory Lane fronting 1-5 Rectory Lane for a total distance of approximately 18 metres.

To prevent parking near the junctions, to improve sightlines and safety at the junctions. To prevent parking on the grassed areas, causing damage to them.

In the section of Rectory Lane fronting 1-5 Rectory Lane, introduce approximately 24 metres of 'No waiting Every-day 8am-6pm' (single yellow line) to clear space to allow vehicles to deliver to the adjacent shops. Note, blue badge holders will still be permitted to park here with their badge and clock displayed.

## 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

#### Thames Street – refer to drawing I10

Revoke 6.6m length of existing 'Parking Mon-Sat 10am-4pm Permit Holders (H) Only' outside number 9 and replace with 'Parking At any time No time limit Disabled badge holders only'. This proposal is made in order to assist local blue badge holder park near to their home. Note: disabled parking bay markings have already been installed on site and we are proposing to amend the TRO to match.

#### Dudley Road – refer to drawing J09

Introduce a parking bay of approximately 17 metres in length operating 'Mon-Sat 8am-6pm 1hr No Return 1hr' on the northern side of the road, from the end of the existing double yellow lines adjacent to the side of number 61/63 Terrace Road. This proposal is made in order to provide space for visitor to local amenities and reduce frequency of illegal parking on the double yellow lines.

#### Thamesmead – refer to drawing J09

Introduce approximately 6 metre length of 'No waiting at any time' (double yellow line) on the southern arm of the access to 1 – 34 Thamesmead. At the southern end of the proposed yellow lines, introduce a car club parking bay, operating 'Every-day Permit Holders (CC-304) Only (Car Club)'. The proposed car club bay results from a planning condition at a local development site. The car club – operated by Enterprise - will help to reduce private vehicle ownership. Further information about car clubs and why the council supports them is available on our website at:

[Car clubs - Surrey County Council \(surreycc.gov.uk\)](http://surreycc.gov.uk)

#### Ambleside Avenue, Langport Court – refer to drawing L11

Revoke existing 'No Waiting Mon-Fri 8am-6pm' and – save for a 3 metre section in front of number 4 Coniston Terrace – replace with 'No waiting at any time' (double yellow line). Parking on the road and verges outside of the existing restriction times causes damage to the verge and potentially any services located within the verge, and restricts forward visibility at the bend for motorists driving along the road.

Extend the proposed 'No waiting at any time' (double yellow line) on Ambleside Avenue at the eastern arm of the junction with Langport Court by approximately 8 metres in order to improve sightlines for motorists exiting Langport Court, and thereby improve safety.

Extend the proposed 'No waiting at any time' (double yellow line) from the end of the existing restrictions on the western arm of the junction of Ambleside Avenue and Langport Court, round into Langport Court to finish at the parking area, a distance of approximately 17.5 metres. To prevent scope for parking near the junction which would reduce sightlines, safety and access.



**Ambleside Avenue, Cottimore Lane – refer to drawing L11**

Introduce 'No waiting at any time' (double yellow line) at the junction, in order to improve sightlines and safety.

**Homefield Road, Oakbank Avenue – refer to drawing N09**

Introduce 'No waiting at any time' (double yellow line) around the inside of the bend outside 42 Homefield Road for a total distance of approximately 35 metres, to improve sightlines and safety at the bend.

Introduce 'No waiting at any time' (double yellow line) at the junction of Homefield Road and Oakbank Avenue, 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

### Ashley Close – refer to drawing H11

Introduce 'No waiting Every-day 8am-6pm' (single yellow line):

- On the western side of the road from the end of the existing restrictions at the Oatlands Drive junction, south and round into Ashley Close (spur), extending approximately 10 metres into the spur.
- Within the spur, on the northern side of the road from a point in line with the boundary of numbers 18 and 20, west, round the turn head and then east along the southern side of the spur, and extending approximately 10 metres into the main part of Ashley Close outside number 26,
- On the eastern side of Ashley Road from the northern boundary of number 11, south up to a point approximately half way across number 19.

This proposal is made to prevent scope for parking along both sides of the road simultaneously, to thereby improve access along the road and to improve safety.

### Ashley Park Avenue – refer to drawing I11

Revoke the final 3 metres of the existing 'No waiting at any time' (double yellow line) which extends south from the former Homebase site access, along with approximately 3 metres of the adjacent 'Parking Every-day 8am-6pm 1hr No Return 1hr' parking bay, and replace with 'Parking Every-day Permit Holders (CC-305) Only (Car Club)'. The proposed car club bay – from which will operate an EV – results from a planning condition of the adjacent redevelopment. The car club – operated by Enterprise – will help to reduce private vehicle ownership. Further information about car clubs and why the council supports them is available on our website at:

[Car clubs - Surrey County Council \(surreycc.gov.uk\)](http://surreycc.gov.uk)

Revoke another 18 metre section of the 'Parking Every-day 8am-6pm 1hr No Return 1hr' parking bay mentioned above, and replace with 'Parking Every-day 8am-6pm Electric vehicles recharging only Max stay 2hrs'. The restriction will ensure that the three bays (with two fast chargers each serving two vehicles including the car club bay mentioned above) are available for use for recharging by EVs.

See also Annex 5 – Information about Electric Vehicle Chargepoint proposals.

Revoke the entire section of 'No waiting at any time' (double yellow line) opposite the Ashley Park Crescent junction and replace with 'Parking Every-day 8am-6pm 1hr No Return 1hr'. We do not believe the double yellow lines are necessary for traffic flow or safety reasons and therefore the area would be better served if additional parking capacity can be provided here instead.

Please note, the former Homebase site is being redeveloped and the layout of the exit from the site is being adjusted to a more standard layout, with the road narrowing being removed and acute angle of the junction changed to a more standard radius.

**Ashley Road and Hersham Road – refer to drawing J11**

On Ashley Road, revoke existing 'Parking Every-day 8am-6pm 1hr No Return 1hr' parking bay in the layby in front of Rylton House and replace with 'Parking Every-day 8am-6pm Electric vehicles recharging only Max stay 2hrs'. The restriction will ensure that the four bays (with two fast chargers each serving two vehicles including the car club bay mentioned above) are available for use for recharging by EVs.

On Hersham Road, in front of Elm Grove, introduce 'Parking Every-day 8am-6pm 1hr No Return 1hr' parking bay in the 'gap' between the existing double yellow lines (a distance of approximately 30 metres). This is to offset the loss of general use short term parking on Ashley Road resulting from the proposal above.

See also Annex 5 – Information about Electric Vehicle Chargepoint proposals.

**Oakfields – refer to drawing J11**

Extend existing 'No waiting at any time' (double yellow line) on the southern side of Oakfields from the existing double yellow lines at the junction, east, to the western boundary of number 2. This is to prevent scope for parking on both sides of the road simultaneously which narrows the road to an unacceptable level, causing access and safety concerns.

**Station Avenue – refer to drawing J15**

Revoke one space within existing 'Parking Mon-Fri 8am-Noon Paid for parking Max stay 4hr' at the access to the Network Rail land and replace with 'No waiting at any time' (double yellow line) in order to ensure access to the site can be achieved.

**Kings Close – refer to drawing K11**

Introduce two short sections of 'No waiting at any time' (double yellow line) from the junction with Kings Close (private). The improve sightlines and safety at the junction / bend.

**Weybridge****Vale Road – refer to drawing F14**

Introduce 'No waiting at any time' (double yellow line) on the eastern side of the road from the access to Farington Acres, south, to the point at which the road becomes privately maintained, a distance of approximately 119 metres. The road is only wide enough for parking on one side, and parking on the eastern side of the road is achieved by obstructing the footway and narrowing the remaining carriageway. This proposal is made for safety and accessibility reasons.

**St Mary's Road – refer to drawing G16**

Introduce 'No waiting at any time' (double yellow line) near at junction with Pantile Road and at the junction to Copse Mews, to improve sightlines, safety and access at the junctions, which are located opposite Oatlands School.

## 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

#### Molesey Road – refer to drawing N07

Introduce 'No waiting at any time' (double yellow line) around the junction with Knights Close, extending approximately 24.5 metres in the northern direction and 38 metres in the southern direction. This proposal is made in order to improve sightlines and safety at the junction.

#### Hurst Road – refer to drawing P03

Introduce 'No waiting at any time' (double yellow line) around the access to the allotment gardens and cemetery, extending approximately 12 metres in each direction. This proposal is made in order to improve sightlines and safety at the access.

#### Beauchamp Road, Ray Road, Priory Lane, Grange Road, Glebelands, Green Lane – refer to drawing Q05

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

- Beauchamp Road and Ray Road and Priory Lane
- Beauchamp Road and Grange Road
- Beauchamp Road and Glebelands
- Beauchamp Road and Green Lane.

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

## Weybridge division proposals

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

### Weybridge

#### Portmore Park Road – refer to drawing C15

Introduce 'No waiting at any time' (double yellow line) for a distance of approximately 8.5 metres to the south of the access to Oakdene Court, and to the north side of the access up to the existing double yellow lines. This proposal is made to improve sightlines and safety for motorists at the access, prevent parking partially on the footway, and prevent parking near the raised table crossing point which will improve sightlines and safety at the crossing.

#### Portmore Way – refer to drawing C15

Introduce 'No waiting at any time' (double yellow line) on the west side of the road from the existing double yellow lines, south, for a distance of approximately 16.5 metres to finish the far side of the dropped kerb there. This is to improve traffic flow and safety particularly at 'school times'.

On the eastern side of the road, extend the existing yellow zig-zag 'No Stopping Mon-Fri 8.15am-9.15am and 2.30pm-4pm SCHOOL KEEP CLEAR' south for a distance of approximately 2.9 metres in order to make the marking compliant with the regulations.

#### Bridge Road – refer to drawing C16

Revoke the existing parking bay operating 'Mon-Sat 9am-6pm 1hr No Return 2hrs' and approximately 0.8 metres of 'No waiting at any time' (double yellow line) on the northern side of Bridge Road outside 92 and 90 Church Street. Replace with parking bay 'Parking Every-day 8am-6pm Electric vehicles recharging only Max stay 2hrs'. The restriction will ensure that the four bays are available for use for recharging by EVs.

See also Annex 5 – Information about Electric Vehicle Chargepoint proposals.

## **Staniland Drive, Dixon Drive – refer to drawing C24**

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

- on the west side of Staniland Drive:
  - from the junction with Wellington Way, south, for a distance of approximately 34.5m
  - for a distance of 12 metres across the dropped kerb in front of number 6
  - for a distance of 12 metres across the dropped kerb in front of numbers 10 and 12
- on the eastern side of Staniland Drive:
  - from the junction with Wellington Way, south, for a distance of approximately 36m
  - on both sides of the junction with itself, for a distance of 15-17 metres each way
  - from a point opposite the projection of the southern kerb line of Dixon Drive, south for a distance of approximately 40 metres
- on the northern side of Dixon Drive from the eastern property line of number 2, round into Staniland Drive for a total length of approximately 22.7 metres
- on the southern side of Dixon Drive from 1.5 meters east of the eastern property line of number 2, round into Staniland Drive for a total length of approximately 53.8 metres.

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

## **Thames Street – refer to drawing D13**

Introduce 'No waiting at any time' (double yellow line) on the eastern side of the road in between the existing double yellow lines outside number 85, and the existing school keep clear – a distance of approximately 78.4 metres.

The road is too narrow to park vehicles on both sides at this location, people park just north of the school keep clear marking – often partly on the footway. This causes an obstruction and congestion on the carriageway road and reduces the width of the footway which is used by pedestrians, particularly at 'school times'. Driving onto the footway also presents a safety risk. This proposal seeks to improve traffic flow and safety along the road in the vicinity of the school and access to Clifton Close.

## **Thames Street, Grotto Road – refer to drawing D14**

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

- on the northern side of Grotto Road between the existing double yellow lines at the junctions with Thames Street and Grendside Road.
- on both sides of Thames Street and the southern side of Grotto Road at their junction, near number 34 Thames Street.

This proposal is made for safety reasons by improving visibility of pedestrians at the new crossing points.

## **Elmgrove Road – refer to drawing D15**

Revoke 22 metre section of existing "Mon-Fri 8am-6.30pm 20mins No Return 1hr" parking bays on the north side of the road adjacent to the Post Office building, along with approximately 2 metre section of existing 'No waiting at any time' (double yellow line), and replace with "Parking Every-day 8am-6pm Electric vehicles recharging only Max stay 2hrs". The restriction will ensure that the four bays (with two fast chargers each serving two vehicles) are available for use for recharging by EVs.

See also Annex 5 – Information about Electric Vehicle Chargepoint proposals.

Revoke 9 metre section of existing “Mon-Fri 8am-6.30pm 20mins No Return 1hr” parking bays on the north side of the road across the front of the access to the Post Office site, and replace with ‘No waiting at any time’ (double yellow line). This change is to correct the traffic order so that it reflects existing restrictions on site.

### **High Street – refer to drawing D15**

Revoke 22 metre section of existing “Parking Mon-Sat 9am-6pm 1hr No Return 2hrs” parking bays on the north side of the road outside numbers 44 – 46, and replace with “Parking Every-day 8am-6pm Electric vehicles recharging only Max stay 2hrs”. The restriction will ensure that the four bays (with two fast chargers each serving two vehicles) are available for use for recharging by EVs.

See also Annex 5 – Information about Electric Vehicle Chargepoint proposals.

### **Springfield Lane – refer to drawing D15**

Extend existing double yellow lines (No waiting at any time) on both sides of the road, south, for a distance of approximately 20 metres to where the road narrows, in order to prevent parking in Springfield Lane which obstructs the footway and access to properties off the lane.

### **Springfield Meadows – refer to drawing D16**

Except for the first parking bay (adjacent to 61 – 59 Baker Street) revoke all existing parking bays in the road (signed as ‘Parking Monday – Saturday 9am – 6pm Permit holders or 1 hour no return within 2 hours’) and replace with ‘Parking Monday – Saturday 9am – 6pm Permit holders only’.

This is to ensure that non-permit holders do not park in front of driveways, as the parking bays are marked across driveways in the road.

Revoke approximately 7.8 metres of existing parking bay signed as ‘Parking Monday – Saturday 9am – 6pm Permit holders or 1 hour no return within 2 hours’) in front of number 2, and replace with ‘No Waiting Mon-Sat 9am-6pm’, in order to enable access to dopped kerb at the property.

### **Grotto Road, Greenlands Road, Palace Road – refer to drawing E14**

Introduce ‘No waiting at any time’ (double yellow line) for a distance of 10 metres in each direction on Grotto Road and Greenlands Road at their intersection, and the same on Grotto Road and Palace Road at their intersection. This proposal is made in order to improve sightlines and safety at the junctions.

### **Grotto Road – refer to drawing E14**

Introduce ‘No waiting at any time’ (double yellow line) on the south side of the road for a distance of approximately 22.5 metres from the junction with Monument Road, east. This proposal is made in order to improve sightlines and safety at the junctions and to improve pedestrian visibility at the uncontrolled crossing frequently used by school children.

### **York Road – refer to drawing E17**

Revoke existing ‘Parking Mon-Sat 8am-6pm 30mins No Return 2hrs’ outside St Martins Court and St James Court, alongside approximately 2 metres of existing ‘No Waiting Mon-Sat 8am-6pm’ (single yellow line) and replace with ‘Parking Every-day 8am-6pm Electric vehicles recharging only Max stay 2hrs’. The restriction will ensure that the four bays (with two fast chargers each serving two vehicles) are available for use for recharging by EVs.

See also Annex 5 – Information about Electric Vehicle Chargepoint proposals.



## **Boroughwide proposals**

### **All permit schemes – no drawing**

Our parking strategy was last updated in January 2020. As part of that update, it was agreed that new properties within existing permit parking scheme would not be eligible for parking permits, and we are adding some wording to the relevant traffic orders to make that clear.

### **All traffic regulation orders – no drawing**

Remove any reference to the borough council within the orders. As of 1 April 2023, Surrey County Council administer and enforce parking restrictions across the county, and the wording in the traffic orders should be amended to reflect this.

# 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](mailto: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](mailto: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

## 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.



## Annex 5 – Information about Electric Vehicle Chargepoint proposals

In July 2018 the Government published Road to Zero, an ambitious roadmap towards delivering zero-emissions transport across the UK. Within transport, we at Surrey County Council believe that electric vehicles offer an excellent opportunity to help the county on a pathway towards this vision and we are excited about the potential benefits they may have for Surrey residents, businesses and visitors. Surrey is an area that is well-suited to adopting electric vehicles and we are keen to help realise this potential through our [Electric Vehicle Strategy \(PDF\)](#).

From November 2019 to now, Surrey installed over 165 on street fast charging points across 8 out of its 11 districts and boroughs funded through 2 separate pilot projects. Surrey County Council has now partnered with Connected Kerb to rollout thousands of additional electric vehicle chargepoints across the county in the coming years.

As we provide more recharging points across the county, we help to make it easier for electric vehicle users to charge their vehicles, which encourages other drivers to switch to electric vehicles over time.

The locations put forward as part of this parking review have been selected following consideration of a number of factors including:

- the anticipated demand for chargepoints by local residents and visitors – for example, shoppers, and,
- numerous technical considerations such as suitability of local grid infrastructure, footway and carriageway geometry and traffic flow, existing highway and service provider apparatus and street furniture, and anticipated installation costs.