

Surrey Heath 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 Surrey Heath 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 Surrey Heath](#) 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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Camberley East division proposals

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

Camberley

King's Ride

On the eastern side just to the north of the entrance to Kings Lodge Care Living, and on the western side outside numbers 101 and 103, introduce double yellow lines to prevent parking on and on approach to the kerb buildout priority system. PROPOSALS TO MATCH THE CURRENT LAYOUT ON THE GROUND ONLY. Please see drawing number 2023-01.

Crawley Ridge

On the south side, outside the main entrance to Crawley Ridge Junior School, introduce a school keep clear marking 'no stopping Monday to Friday 8am to 9:15am and 2:30pm to 4pm' restriction with double yellow lines (no waiting at any time) along the back of this marking. This will prevent stopping across and by the entrance during school peak times and will also prevent parking at all other times, which will maintain access and sight lines for both drivers and pedestrians. This entrance is currently without any markings except for an access protection marking, which is inadequate for this main entrance. As part of this proposal a sign would need to be installed for the school keep clear marking. Please see drawing number 2023-02.

Service Area 4

Following a redevelopment and repositioning of the building Obelisk House, the two 'business permit holders only Monday to Saturday 8am to 6pm' bays will need to be revoked and replaced with double yellow lines on our traffic regulation orders. Note: the bays have already been removed as part of the redevelopment work. Please see drawing number 2023-03.

Camberley West 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.

Camberley

Gordon Road junction with Shelley Court

Convert the existing 'No waiting Monday to Saturday 8am to 6pm' restrictions on this junction to double yellow lines and extending further into Shelley Court to help maintain access at all times, especially for refuse collection vehicles and other large vehicles, for both Shelley Court and the Telephone Exchange. Please see drawing number 2023-04.

Woodlands Road

On both sides of Woodlands Road on the bend by numbers 34 to 38, introduce double yellow lines to maintain access, sight lines and road safety on the bend at all times. Please see drawing number 2023-05.

Heatherley Road

Outside number 12 Heatherley Road, reduce the 'Monday to Saturday 8am to 6pm permits holders or 2 hours no return within 2 hours' restricted parking bay to one vehicle length and extend the double yellow lines over the same reduced length. In addition, extend the parking bay slightly north eastwards. These changes are required following a new vehicular crossover having been constructed for number 12. PROPOSALS TO MATCH THE CURRENT LAYOUT ON THE GROUND ONLY. Please see drawing number 2023-06.

Sullivan Road

On the eastern side of Sullivan Road, revoke the first disabled bay located after the end of the double yellow lines as you enter Sullivan Road. This bay is deemed to be no longer required and therefore the road space can be returned to being unrestricted to free up space for residents. Note: This bay is signed on the ground as 'disabled badge holders only' but is currently on traffic regulation orders as being 'disabled badge holders only 3 hour no return within 1 hour'. Please see drawing number 2023-07.

Frimley High Street

Outside numbers 58 to 62, replace the existing 'parking Monday to Saturday 8am to 6pm 1 hour no return within 1 hour' restriction with 'disabled badge holders only 3 hours no return within 1 hour'. Over the past few years, there have been several requests for additional disabled parking in Frimley High Street, as there is currently only one disabled bay outside Betfred (Note: the missing sign for this bay is to be replaced). The parking bay outside numbers 58 to 62 has been deemed to be the most suitable and feasible bay to convert to disabled parking and will be able to hold two cars or one large vehicle with rear mobility access. Being located on the north side will provide disabled parking on this side of the High Street for the first time. Whilst it is understood that the change of use of this bay to disabled parking only may be seen by some to be at the detriment to nearby shops and businesses, the current disabled parking provision in the High Street is low and has been for a long time now. Creating more accessible disabled parking spaces in Frimley High Street will encourage blue badge holding drivers to visit more regularly and with increased confidence of finding a space. Please see drawing number 2023-08.

Heatherside and Parkside division proposals

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

Frimley

Evergreen Road

On both sides of the public highway entrance to Heathercot, introduce short lengths of double yellow lines to maintain access and sight lines. PROPOSALS TO MATCH THE CURRENT LAYOUT ON THE GROUND ONLY. Please see drawing number 2023-09.

Upper Chobham Road

On both sides, outside Ravenscote Junior School, revoke the two school keep clear markings and replace with double yellow lines to cover the same extent as the new crossing zigzags. Note: the controlled crossing zigzags extent will remain unchanged on the ground and double yellow lines will only be shown on our traffic regulation order plans in this part of the road. PROPOSALS TO REFLECT THE EXTENT OF THE NEW PEDESTRIAN CROSSING AND ITS ZIGZAGS. Please see drawing number 2023-09.

Frimley Green and Mytchett division proposals

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

Frimley

Ansell Road

On the north side of Ansell Road by its junction with Frimley Green Road, extend the existing double yellow lines up to the dropped kerb entrance for number 1a. This section of Ansell Road is by a junction but also the inside of a bend, and this extension of double yellow lines is proposed to help drivers approaching from both directions to be able to see each other and pass each other safely and in good time. Whilst the bend does continue further than the proposed extension of double yellow lines, there is a high demand for parking on Ansell Road and the section closer to the junction has been deemed to be the priority to restrict. Please see drawing number 2023-10.

Mytchett

Salisbury Grove

On the corner opposite the entrance to Loman Road, introduce double yellow lines to prevent parking on this sharp corner to maintain access, sight lines and road safety. Please see drawing number 2023-11.

Bagshot, Windlesham and Chobham division proposals

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

Chobham

Valley End Road / Highams Lane / Woodlands Lane

On both sides of Valley End Road by its junction with Highams Lane and including that junction and its extents on the east side of Highams Lane, introduce lengths of double yellow lines to maintain sight lines, road safety and access on the junction; by the turning area opposite the school; and directly outside the school, which will also maintain access by school minibuses and for those using the school car park entrance. Preventing parking on these sections will also help to maintain pedestrian safety.

In addition, on both sides of Highams Lane by the uncontrolled pedestrian crossing point located by the Valley End Institute, introduce lengths of double yellow lines to maintain pedestrian access and sight lines at all times, especially at school peak times.

Finally, introduce double yellow lines on Highams Lane and its junction with Woodlands Lane, to maintain sight lines, access and road safety at all times, especially at school peak times. Please see drawing number 2023-12.

Lightwater, West End and Bisley division proposals

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

West End

Church Road

On the eastern side of Church Road, opposite the junction with Windlesham Road, introduce double yellow lines to maintain access, sight lines and road safety on this inside bend, which is also opposite a junction. Parking opposite the junction makes it difficult for drivers exiting Windlesham Road to turn and to get onto the correct side of the road in good time. Being the inside of a bend, it also obstructs sight lines for traffic travelling along Church Road. Please see drawing number 2023-13.

Bisley

Clews Lane junction with Pilgrims Way and including Angelica Road

Introduce double yellow lines on the junction to maintain sight lines, access and road safety at all times, especially during school peak times. In addition, on the same side of the road, leave a 20m unrestricted gap (4 parked car lengths) outside the play area, and then continue the double yellow lines around the inside of the bend towards and onto Angelica Road, terminating at a point 10m before the dropped kerb shared entrance to numbers 3 to 9 Angelica Road. This will prevent parking on the inside of the bend to allow passing traffic from both directions to see each other in good time, and to allow drivers to negotiate the 4 parked car lengths. Currently, multiple cars have been seen parked on this bend and junction area, and this proposal is aimed to be a compromise between the need to maintain sight lines and traffic flow whilst still allowing some parking to continue outside the play area in a limited and defined number. Please see drawing number 2023-14.

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 Surrey Heath are administered and enforced by Surrey County Council via its contract with NSL. You may reach them via their email address below.

- **Email:** SurreyParkingEnforcement@nslservices.co.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).