

Surrey Heath parking review 2022: 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 2022. 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 **30 November 2022**. 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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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.

Bagshot

College Ride

On the south side of College Ride, extend the double yellow lines west of the junction with Higgs Lane up to the end of the footway opposite the entrance to number 13. This is to maintain footway access and to further maintain sight lines and traffic flow by the Higgs Lane junction. This request was made by some residents in response to the advertisement of the 2020-21 parking review proposals here, but had to be considered as part of this 2022 review as an addition. Please see drawing number 2022-01.

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

Park Road junction with Belmont Road and Parkway

Introduce double yellow lines on this crossroads junction to maintain sight lines, access, and road safety at all times. The double yellow lines extend significantly further on Park Road to maintain sight lines for as far as reasonably possible on this busy junction, which is well used by both drivers and cyclists and is also located close to two bus stops. This junction has received several complaints regarding sight lines over the past few years, including from cyclists, and this more extensive restriction layout is deemed to be necessary to resolve these reported issues. Please see drawing number 2022-02.

Queen Mary Avenue

On the north side and to the west of Victoria Avenue, extend the existing double yellow lines to help maintain sight lines for drivers exiting the Victoria Hall car park. The proposed extension leaves one vehicle length to remain unrestricted up to the dropped kerb for the entrance to the hall. Please see drawing number 2022-03.

France Hill Drive

Outside number 5, reduce the shared use bay (Monday to Saturday 8am to 6pm permit holders or 2 hours no return within 2 hours) at each end and extend the existing double yellow lines at each end by the same length. Currently, this parking bay is of a length which is not long enough for two vehicles of average size and is often overhung as a result, causing abuse of the yellow line restrictions and adjacent driveway dropped kerbs. This proposed reduction will ensure that only one vehicle can park in the bay. Please see drawing number 2022-04.

The Avenue

Outside number 61, revoke the single vehicle length parking bay and replace with a single yellow line with the restriction 'no waiting Monday to Saturday 8am to 6pm'. Following a Road Safety Outside Schools meeting, it was deemed necessary to remove this parking place (located opposite the school's entrance and school keep clear marking) to maintain sight lines for pedestrians crossing the road to and from the school, and to improve the visibility for southbound drivers so that there are able see those crossing the road more clearly. Please see drawing number 2022-04.

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 junction with College Ride

Introduce double yellow lines on the junction, including an additional length of double yellow lines south of the junction with Old Green Lane, to maintain sight lines, access, and road safety at all times. Please see drawing number 2022-05.

Bracknell Road junction with Wimbledon Road and Mitcham Road

Introduce double yellow lines on and opposite both these junctions, and in-between them on both sides, to maintain sight lines, access, and road safety at all times, especially access for turning buses. Please see drawing number 2022-06.

Mitcham Road junction with Carshalton Road

Introduce double yellow lines on the junction to maintain sight lines, access, and road safety at all times. In addition, add the existing School Keep Clear restriction (No stopping Monday to Friday 8.15 to 9.15am and 2.30 to 4pm to our traffic regulation orders to maintain sight lines, access, and road safety outside the college entrance at peak times. Please see drawing number 2022-07.

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.

Camberley

Cumberland Road

Opposite the junction with Buttermere Drive, introduce a length of double yellow lines positioned to allow drivers turning right out of Buttermere Drive to join Cumberland Road more easily. Currently, there is often a row of parked cars on the south side of Cumberland Road in the vicinity of Buttermere Drive, and the proposed double yellow lines will act as a passing place by breaking up this row of parked cars and allowing drivers to pull into it whilst waiting for oncoming traffic to pass. Whilst this passing place is primarily intended for drivers turning right out of Buttermere Drive, it will also benefit westbound traffic on Cumberland Road by giving these drivers a place to pass oncoming traffic too. Please see drawing number 2022-08.

Evergreen Road

On the through part of Evergreen Road from Chobham Road, on the east side adjacent number 62 Evergreen Road, extend the existing double yellow lines on the junction southwards up to the start of the layby parking area. This will help maintain two-way traffic flow, sight lines, and access at all times, especially during school pick up and drop off times, and will also maintain footway access on this side. This location has received a number of complaints over the past few years. Please see drawing number 2022-09.

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

Worsley Road

By the junction with Frimley Green Road, partly extend the existing double yellow lines on both sides to further improve sight lines, access, and road safety on the junction. This proposal requires a part revocation on the existing 'No waiting Monday to Saturday 8am to 6pm' restriction on the south side by the junction, superseded by the proposed double yellow lines. Please see drawing number 2022-10.

Frimley Green

Frimley Green Road junction with Cross Lane

Introduce double yellow lines on the junction to maintain sight lines, access, and road safety at all times. Please see drawing number 2022-11.

Frimley Green Road

Outside the petrol station, extend the existing double yellow lines north of Wharf Road up to the start of the dropped kerb entrance for the petrol station, to both maintain sight lines for drivers exiting the petrol station, and to maintain two-way traffic flow when buses are stopped at the bus stop directly opposite. Please see drawing number 2022-12.

The Green

On the northwestern side of The Green, between its junction with The Hatches and Frimley Green Road, introduce double yellow lines to maintain two-way traffic flow for drivers, and footway access for pedestrians and others at all times. Whilst this proposal was previously advertised as part of the 2016 parking review and not proceeded with due to objections primarily from those located nearby, following preliminary online consultation by the county councillor to obtain wider community opinion, it is being proposed to advertise this proposal again for the same reasons as before. Whilst drivers have to park partly on the footway here to allow traffic to pass, the footway width remaining is below acceptable minimum widths and therefore obstructive to many road users, especially the mobility impaired. Whilst the remaining carriageway width is just around acceptable for single file traffic to pass, it is a two-way carriageway intended to allow traffic to pass unobstructed from either direction, which has not been possible for many years now. Only 5 cars can park legally on this side in-between the existing double yellow lines and dropped kerbs, and this relatively small number of parked cars is causing a highly disproportionate level of ongoing obstruction to both carriageway and footway users, and it is believed that this should now end with this proposed additional restriction. Please see drawing number 2022-12.

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

Benner Lane

Outside the tennis courts and play area, introduce a length of double yellow lines to act as a passing place for northbound traffic to pull in to allow oncoming traffic to pass. This is required to break up the long line of parked cars present here during football matches, events at the hall, and at other busy times. Please see drawing number 2022-13.

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 Woking Borough Council on our behalf. If you have any queries about this, you may reach them on:

- **Telephone:** 01483 74 34 68
- **Email:** Parking.Services@woking.gov.uk

General enquiries

Any other enquiries regarding highways can be raised via the electronic forms on our website:

[Contact our roads and transport service](#)

Or using the contact details below:

- **Email:** contact.centre@surreycc.gov.uk
- **Textphone** (via Text Relay): 18001 0300 200 1003
- **SMS:** 07860 053 465
- **Fax:** 020 8541 9575
- **Address:** Contact Centre, 1st Floor, Fairmount House, Bull Hill, Leatherhead, Surrey, KT22 7AH
- **Telephone:** 0300 200 1003 (9am to 5pm, Monday to Friday, excluding bank holidays. Please note that because of the pressure to our services due to the current Coronavirus challenge, **this number should only be used to report highway emergencies**. Please report all other issues using the online forms).