

Surrey Heath parking review 2020-21: 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 2020-21. 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 9 June 2021. 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](#).



Contents

Surrey Heath parking review 2020-21: Statement of reasons	0
Camberley East division proposals.....	2
Camberley.....	2
Camberley West division proposals.....	4
Camberley.....	4
Heatherside and Parkside division proposals	6
Camberley.....	6
Lightwater, West End and Bisley division proposals.....	7
West End	7
Bagshot, Windlesham and Chobham division proposals	8
Bagshot.....	8
Frimley Green and Mytchett division proposals	9
Mytchett	9
Annex 1 – Explanation of restriction types.....	10
No waiting at any time.....	10
No waiting (at a time non-continuous throughout the year).....	10
No loading.....	10
Controlled Parking Zone	10
Restricted Parking Zone.....	10
Permit parking schemes.....	10
Traffic signs and road markings	11
Annex 2 – Legal and policy information	12
Policy and Strategy	12
Legislation.....	13
Annex 3 – General enquiries	14
Speed limits, traffic calming, and speed enforcement.....	14
Road safety and sustainable travel for schools.....	14
Creation of additional parking space on verges or grassed areas	14
Requests for permit parking schemes.....	14
Requests for additional parking controls	14
Enforcement.....	15
General enquiries.....	15

Camberley East division proposals

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

Camberley

Knoll Road and Portesbery Road

On Knoll Road, convert the existing single yellow lines (no waiting Monday to Saturday 8am to 6pm) to double yellow lines, on both sides of the street, from the roundabout junction with Camberley Theatre to the existing double yellow lines by the roundabout junction with Portesbery Road. On Portesbery Road, convert the existing single yellow lines (no waiting Monday to Saturday 8am to 6pm) to double yellow lines, on both sides of the street, in between the existing double yellow lines by the roundabout junction with Knoll Road and the roundabout junction with High Street. Increasingly over the past few years, obstructive and anti-social footway parking has taken place within these two areas, which not only obstructs the footways for pedestrians, mobility scooter users, wheelchair users and those using prams and buggies, but also causes damage to the footway and its raised kerbs, which are not intended to be driven over or to take the weight of a vehicle. As double yellow lines apply to the entire width of the public highway on the side that they are on, the double yellow lines will ensure that this footway parking can be prevented at all times and not just during the day, as is currently the case with the single yellow lines. Having double yellow lines in these two areas will also ensure that on street parking cannot take place either at any time, which is not suitable here in between the roundabouts mentioned, as it is obstructive to traffic flow and sight lines. Please see drawing number 1322.

High Street and Princess Way

As part of the redevelopment of the High Street and Princess Way, which is currently being completed on the ground, it is proposed to amend the existing parking restrictions to reflect the new 'shared space' layout, which is located between Pembroke Broadway, Obelisk Way and the entrance to Service Area 6. These amendments include the revocation of all existing parking, waiting and loading restrictions in this area, to be replaced with the following: -

- A restricted zone (No waiting and No Loading at any time except in signed bays) located between Pembroke Broadway, Obelisk Way and the entrance to Service Area 6. A restricted zone operates with signs only, with no lines required on the ground.
- Loading only at any time located in the layby on the eastern side of High Street at its southernmost end.
- Disabled badge holders only (for 3 cars) and parking Monday to Saturday 8am to 6pm 30 minutes no return 2 hours (for 1 car) in the layby located on the eastern side of High Street to the north of Princess Way.
- Parking Monday to Saturday 8am to 6pm 30 minutes no return 2 hours (for 2 cars) and Disabled badge holders only (for 2 cars) in the layby located on the western side of High Street to the north of Princess Way.
- Parking Monday to Saturday 8am to 6pm 30 minutes no return 2 hours (for 3 cars) in the layby located on the western side of High Street to the south of Obelisk Way.
- Parking Monday to Saturday 8am to 6pm 30 minutes no return 2 hours (for 3 cars) in the layby located on the eastern side of High Street to the south of Obelisk Way.

Please note the layby on the western side of High Street to the south of Princess Way is to become a taxi rank, which is legally undertaken by Surrey Heath Borough Council.

These proposed restrictions will ensure that parking and loading only takes place in the signed laybys, with all remaining parts of the street kept clear for pedestrian and traffic flow. The mix of loading, limited waiting, blue badge parking and taxi use will help cater for the needs of all those wanting to visit Camberley High Street. Overall, this new restriction layout will allow a better and safer balance of both traffic and pedestrians within the High Street and Princess Way, and will help to maintain the visual aspect of the new 'shared space' redevelopment for future years. Please see drawing number 1322.

Valroy Close

To make the existing permit parking scheme (Monday to Saturday 8am to 6pm) apply to the entire extent of the public highway, including all adjacent footways and verges, beyond the existing signed entry point to the permit area. Currently, the restriction only applies to the carriageway, which has inadvertently resulted in non-permit holders taking opportunities to avoid the scheme by parking on the grassed verges. This change (**which applies to the Traffic Regulation Order**) will ensure that all parking can be enforced within the permit scheme area during its times of operation, and will help to maintain the appearance of the area whilst also preventing anti-social driving and parking behaviour. There is no drawing for this proposal.

Camberley West division proposals

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

Camberley

A30 London Road

Following approval by local committee in February 2020 and September 2020 relating to parking and bus lane amendments, respectively, with regards to the westbound carriageway of the A30, the following parking amendments are to be advertised as part of this review of Surrey Heath: -

- Outside numbers 443 to 481 London Road, convert the existing four single yellow lines from 'No waiting Monday to Saturday 4pm to 6pm' to 'No waiting Monday to Saturday 4pm to 7pm'.
- Outside numbers 443 to 481 London Road, introduce a new restriction (No waiting Monday to Saturday 7am to 10am) on the existing four single yellow lines.
- Outside 423 to 437 London Road, convert the existing parking bay restriction from 'Monday to Saturday 10am to 4pm 1 hour no return 1 hour' to 'Monday to Saturday 7am to 7pm 1 hour no return 1 hour'.

The proposed car parking restriction changes will improve journey times for all modes of transport along the A30 corridor during peak traffic periods. The current on-street parking on the A30 to the west of Frimley Road reduces the carriageway width from 2 lanes to a single lane in the westbound direction. The availability of 2 westbound traffic lanes will increase the capacity of the A30, improve traffic flow, reduce delays and improve air quality. The increase in the restriction time period for the existing parking bay outside 423 to 437 London Road will allow 1 hour limited waiting to take place when the new peak time restrictions outside 443 to 481 are in effect. This improvement is part of the wider A30 London Road Camberley Highway Improvements Scheme. Please see drawing numbers 1328 and 1331.

Alexandra Avenue

Introduce double yellow lines on both sides of Alexandra Avenue by its junction with Victoria Avenue to maintain road safety, sight lines and access at all times. Whilst double yellow lines have been on the ground here for several years, the termination points of these lines (on both sides of the street) have never fully been installed to match existing Traffic Orders for this location. Therefore, following further review of this junction, the full extent of restrictions needed here are being advertised in their entirety. Please see drawing number 1332.

Bridge Road

Break up the parking bay (free unlimited parking) located opposite numbers 3 and 4 Bridge Road and extend it in both directions to allow for parking to take place either side of a new vehicular entrance to a new housing development. The access itself, in between the two new parking bays, will be double yellow lined to maintain access at all times, and to reflect the fully restricted nature of this part of Bridge Road. Please see drawing number 1341.

Frimley Road

On the eastern side of the street, from the bus stop layby (located south of number 179) to outside number 175, introduce a length of double yellow lines to primarily prevent dangerous and obstructive footway driving and parking from taking place by the controlled crossing point and

pedestrian entrance to the school, but to also prevent on street parking from taking place at this location to maintain traffic flow, access, sight lines and road safety. At present, drivers are driving over the dropped kerbs outside 175 and 177 to park on the footway located behind the pedestrian safety barriers, where there are three service boxes/hatches located and often obstructed as a result. Driving over a footway is illegal and hazardous to pedestrians and other road users. At this location, in close proximity to a school pedestrian entrance and controlled crossing point, it is even more hazardous, particularly as the drivers in question also have to reverse back over the controlled crossing's tactile paving in order to rejoin the carriageway via the dropped kerbs outside 175 and 177. As double yellow lines apply to the entire width of the public highway on the side that they are on, this proposed extent of restrictions will help prevent this driving and parking from taking place or simply moving to a different part of the same footway. Please see drawing number 1342.

Heatherside and Parkside division proposals

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

Camberley

Martindale Avenue

Revoke the two School Keep Clear markings and the length of double yellow lines located between Pendragon Way and the layby parking area outside the school. These restrictions have been entirely superseded by the installation of a zebra crossing and its associated 'no stopping' zigzag markings. **This is an amendment for the Traffic Regulation Order only**, to match the current layout on the ground. Please see drawing number 1339.

Lightwater, West End and Bisley division proposals

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

West End

Streets Heath junction with Meadow Way

Introduce double yellow lines on the junction to maintain road safety, sight lines and access at all time. Please see drawing number 13102.

Streets Heath

By the junction with Guildford Road, introduce two lengths of double yellow lines opposite each other, from the pedestrian dropped kerbs up to the shared driveway for numbers 1 and 2 Streets Heath. This is to prevent parking from taking place close to the pedestrian crossing and controlled junction, to maintain traffic flow, road safety, access and sight lines at all times. Please see drawing number 13102.

Benner Lane (Including both junctions with Great Barn Crescent – Private)

On the western side of the street, from the School Keep Clear marking outside number 19 to the dropped kerb for number 11, introduce double yellow lines to maintain road safety, sight lines and access on this inside of the bend, particularly during school peak times. On the eastern side of the street, from the dropped kerb for number 32 up to the shared dropped kerb for numbers 20 and 18, introduce double yellow lines to maintain road safety, sight lines and access of this most hazardous part of the outside of the bend, particularly during school peak times. Introduce double yellow lines on the junction with Great Barn Crescent (private) located opposite numbers 49 and 51 Benner Lane, on the public highway section of Great Barn Crescent only. This is to maintain road safety, sight lines and access at all times. Finally, on the north side of Benner Lane, from a point opposite number 57 Benner Lane (leaving a 30m gap between the proposed double yellow lines for the southernmost junction with Great Barn Crescent) up to and including the northernmost junction with Great Barn Crescent, introduce double yellow lines to prevent parking on this inside of the bend and the junction, to maintain traffic flow, road safety, access and sight lines, particularly during school peak times. Please see drawing number 1314.

Bagshot, Windlesham and Chobham division proposals

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

Bagshot

Higgs Lane junction with Heywood Drive and College Ride / Church Road

Introduce double yellow lines on both these junctions, including opposite Heywood Drive to opposite Vicarage Road (up to the existing double yellow lines outside St Annes Glade), and including between Heywood Drive and College Ride. This will help maintain road safety, traffic flow, sight lines and access in this entire vicinity. Please see drawing number 1383.

Vicarage Road junction with College Ride and Church Road

Introduce double yellow lines on the junction to maintain road safety, sight lines and access at all time. This proposal coincides with the one above. Please see drawing number 1383.

Whitmoor Road junction with Green Lane

Introduce double yellow lines on the junction to maintain road safety, sight lines and access at all time. Please see drawing number 13101.

Green Lane

Outside the vehicular entrance to Connaught Junior school, introduce a School Keep Clear Marking to maintain access during school peak times. **This is an amendment for the Traffic Regulation Order only**, to match the current layout on the ground, with a new sign plate being installed for the marking, as required. Please see drawing number 13101.

Frimley Green and Mytchett division proposals

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

Mytchett

Coleford Bridge Road junction with Coleford Close

Introduce double yellow lines on the junction to maintain road safety, sight lines and access at all time. Please see drawing number 13103.

Coleford Bridge Road junction with Sherrard Way

Introduce double yellow lines on the junction to maintain road safety, sight lines and access at all time. Please see drawing number 13103.

Mytchett Road

On the eastern side of the street, from outside numbers 101 to 109 (along the frontages of the church, the co-op and the garage), introduce double yellow lines to maintain road safety, sight lines, traffic flow and access, for both drivers and pedestrians along this part of Mytchett Road. In addition, on the western side, from outside numbers 106 to 110 (across the entrance to Burgess Close), introduce double yellow lines to maintain access and sight lines in the vicinity of Burgess Close. Finally, extend the existing single yellow line (no waiting Monday to Saturday 8am to 6pm) currently terminating outside number 92, up to the boundary of numbers 98 and 100. This will also maintain road safety, sight lines, traffic flow and access along this part of Mytchett Road, for both drivers and pedestrians, but with unrestricted parking remaining outside the businesses on this side of the street. Please see drawing number 13104.

Mytchett Heath (Including junction with Mytchett Place Road)

Introduce double yellow lines on both sides of the street, from and including its junction with Mytchett Place Road, up to the end of the public highway within the entrances to the Mytchett Heath residential development and into the entrance to the Basingstoke Canal Centre. This will help maintain road safety, sight lines and access along this entire section of Mytchett Heath and its junction, for all its users. As Mytchett Heath is technically a large bend situated between a junction and two entrances, no part of this street is suitable for on street parking, and this is reflected in the proposal for double yellow lines on all parts. Please see drawing number 13105.

White Acres Road junction with Potteries Lane (Private)

On the eastern side of the junction, extend the double yellow lines up to the start of the grassed verge to maintain road safety, sight lines and access at all times. **This is an amendment for the Traffic Regulation Order only**, to match the current layout on the ground. Please see drawing number 1361.

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