

Runnymede parking review 2022 to 23: Statement of reasons

A document explaining our parking proposals and reasons for introducing them

This document sets out our proposals for new parking controls and restrictions across the district as part of our Runnymede 2022 to 23. The proposals are listed in electoral county division and then by town.

At this stage, we are intending to introduce the controls and restrictions described in this document and shown in the associated drawings but are inviting representations (both for and against) to be made by the public before the final decisions are taken.

Once we have considered any representations, we can introduce the proposals 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 express support for any of the proposals you must do so either online or by letter by the date given. This information is available on our [Parking news and updates in Runnymede 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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Addlestone division proposals

The county councillor for this division is [Mr John Furey](#)

Addlestone

Corrie Road

On the southern side of Corrie Road, upgrade the existing Monday to Saturday 8am to 6pm single yellow line to double yellow lines. Commencing south of where the existing double yellow lines end (9m south of the junction with Station Road) and extending as far as the boundary of Weylands Court and No.10.

Double yellow lines will prevent vehicles parking and blocking access to the Weylands Court parking area and on the footpath alongside this development, blocking access for some members of the community. It is anticipated double yellow lines will improve compliance with and understanding of the restriction. The current restriction is frequently ignored and not well signed.

This proposal is shown in drawing 3282_54.

High Street

Upgrade the remaining length of Monday – Saturday 8am – 6pm single yellow line restriction on the eastern side of High Street between the access roads to ‘Renaissance’ and ‘Central Court’. Vehicles parking on the footway along this stretch of the High Street block the path for pedestrians and sightlines for vehicles exiting from premises. Upgrading this restriction will resolve these issues and bring consistency to all the restrictions along this length of road.

This proposal is shown in drawing 3282_55

Quiet Close junction with Firfield Road

Install double yellow lines on the junction to maintain access and sightlines at all times, improving road safety for all.

This proposal is shown in drawing 3282_57.

Crockford Close

Install additional double yellow on both sides of Crockford Close to maintain access at all times. On the southern side an extension of 10m of double yellow line will be installed from where they currently end. On the northern side of the road additional double yellow lines will be installed up to a point 4 metres east of the boundary of No's 2 and 3.

With the slight ‘S bend’ road layout as you enter Crockford Close any vehicles parking just beyond where the existing double yellow lines end will obstruct other vehicles entering the close. This is a particular issue for the Dust cart.

This proposal is shown in drawing 3282_69.

Marsh Lane junction with Meadow Way

Install double yellow lines on the junction to maintain access and sightlines at all times, improving road safety for all.

This proposal is shown in drawing 3282_79.

Marsh Lane junction with Simplemarsh Road

Install double yellow lines on the junction to maintain access and sightlines at all times, improving road safety for all. The double yellow lines will extend along the northern side of Simplemarsh Road as far as Holly Gate opposite. Simplemarsh Road is narrow and vehicles park on the southern side in between driveways making egress difficult. There is also a habit of vehicle's parking fully on the footpath outside No's 76 – 72 which needs to be stopped. This impedes pedestrians and blocks sight lines for vehicles exiting Marsh Lane.

This proposal is shown in drawing 3282_79.

Bourneside Road junction with Astor Close

Petition received signed by Astor Close residents requesting double yellow lines on the junction of Bourneside Road with Astor Close. This particular location attracts long wheel-based transit vans which park all over the junction area. This blocks sight lines for drivers and forces pedestrians to walk in Bourneside Road as they cannot cross on the footway at the top of Astor Close. Introducing double yellow lines would improve sightlines and road safety.

This proposal is shown in drawing 3282_133.

Chertsey division proposals

The county councillor for this division is [Mr Mark Nuti](#).

Chertsey

Ruxbury Road

On the southern side of Ruxbury Road extend the double yellow lines up to the entrance of The Grange Retirement Home.

On the north side of Ruxbury Road extend the double yellow lines westwards across the frontage of the Golden Grove pub and continue into the southern end of St Ann's Hill Road. Continue the double yellow lines on the north side of Ruxbury Road as far as the western side of the driveway for St Ann's Lodge and St Ann's Cottage opposite.

The Golden Grove is popular, and the car park is often full, with the additional vehicles parking along Ruxbury Road and into St Ann's Hill Road obstructing the free flow of vehicles. The pub has tried to get customers to park considerately, but a more permanent enforceable solution is required.

This proposal is shown in drawing 3282_36 and 3282_135.

St Ann's Road

Install double yellow lines on the southern side of St Ann's Road filling in the gap between Grove Road and Masonic Hall Road. Vehicles parking along this section of St Ann's Road, park partly on the footway blocking the line of sight for vehicles exiting Grove Road and the footpath for pedestrians. Installing double yellow lines in this location will keep the footway unobstructed and improve visibility and safety for vehicles exiting Grove Road.

This proposal is shown in drawing 3282_37.

Pretoria Road

Install double yellow lines on the southern side of Pretoria Road filling in the gap between Hanworth Lane and Hamilton Close. Additionally install double yellow lines on the southern side of Pretoria Road from outside property 'Blair Atholl' eastwards as far as the end of the public highway.

The number of vehicles travelling along Pretoria Road has increased since a large housing estate has been built at the end of the street. The number of pedestrians has also increased. To help keep vehicles and pedestrians travelling along Pretoria Road safety the footway needs to be kept clear of parked vehicles at all times. The footpath on the southern side of the road links up with the footpath within the new housing estate.

This proposal is shown in drawing 3282_41.

Eastworth Road

Across the entrance to St Johns Way upgrade the remaining length of single yellow line from the boundary of No.100 north westwards to a double yellow line up to the new crossing point build out. This will prevent the road being blocked at any time.

This proposal is shown in drawing 3282_45.

Eastworth Road junction with Queen Street

Install double yellow lines on the junction to maintain access and sightlines at all times, improving road safety for all.

This proposal is shown in drawing 3282_45.

Free Prae Road

Install double yellow lines either side of the junction with Fairway (private road) to maintain access and sightlines at all times, improving road safety for all. Commercial businesses in Fairway have deliveries and collections by articulated HGV's. Vehicles currently parking along Free Prae Road obstruct these large vehicles turning.

This proposal is shown in drawing 3282_45.

Highfield Road

Extend the existing advisory disabled bay outside No.18 southwards by 1.1 metres and make it enforceable 'blue badge holders only at any time – with no time limit'. The user of this bay sometimes cannot park in it, as non-blue badge holders occupy it.

This proposal is shown in drawing 3282_45.

Ford Road

Extend the double yellow lines on the southern side of Ford Road by 36 metres across the frontage of Fordwater Trading Estate. This is opposite the entrance to the Runnymede Depot where the borough Dust Carts are kept. Inconsiderate parking can hinder access for these vehicles and other large lorries making deliveries.

This proposal is shown in drawing 3282_47.

Chertsey Road (A317)

The Traffic Regulation Order is sought to enable improved road safety for footway users and vehicular users on Chertsey Road, to prevent footway parking and obstructions on the carriageway on Chertsey Road between numbers 215 and 227.

The double yellow lines are required to enable footway users to use the footway adjacent to the road without needing to divert around vehicles parked partially on the footway which can create a Highway safety risk. In addition, the parking of vehicles along this stretch also creates hazards for vehicular users of Chertsey Road by locating additional obstructions that need to be navigated on what is a well-used A class road (A317).

The recommendation for double yellow lines at this location is also as a result of a Stage 3 Road Safety Audit carried out as a result of the recent Highway improvements by the school as a result of the planning permission ref: RU.17/1136 on 2nd February 2018 for: *Proposed demolition of existing Runnymede Centre (former The Meads School); construction of new 6FE secondary school and sports hall; improved vehicle access, pedestrian access, parking and on-site drop-off/pick-up areas; formal and informal playing areas.*

This proposal is shown in drawing 3282_47.

South Grove (Traffic Regulation Order Amendment)

Opposite No.12 there is a signed 'blue badge holders only at any time – with no time limit disabled bay that needs adding to the Traffic Order.

This proposal is shown in drawing 3282_126.

Chilsey Green Road

Install a 31.56m School Keep Clear marking centred on the pedestrian gate at the rear of Pycroft Grange Primary School. This is the recommendation of a 'Road Safety Outside Schools' site assessment. The road marking and accompanying signs will highlight the presence of this pedestrian gate to passing traffic improving pedestrian safety.

These proposals are shown in drawing 3282_134.

Egham division proposals

The county councillor for this division is [Mr Robert King](#)

Egham

Hythe Road

Install a 6.6m long disabled bay in this parking permit area outside number 56 as a completed valid application form has been received.

This proposal is shown in drawing 3282_70.

Derwent Road

Install additional double yellow lines on Derwent Road at the junctions of Ambleside Way and Windermere Close. Vehicles are congregating on-street in this area around the junction and installing these double yellow lines will maintain access and sightlines at all times, improving road safety for all.

These proposals are shown in drawing 3282_84.

Keswick Road

Install double yellow lines on the eastern side of Keswick Road extending from where they currently end just north of Thurlemere Close up to the setts in Rydal Way. Installing these double yellow lines will maintain access and sightlines at all times, improving road safety for all.

These proposals are shown in drawing 3282_84.

Mead Close

Install double yellow lines on the junction to prevent vehicles parking close to the corner. This will maintain access and sightlines at all times, improving road safety for all.

These proposals are shown in drawing 3282_136.

Pooley Green Road

Extend double yellow lines on the southern side of Pooley Green Road from the eastern end opposite No.215 westwards continually up to the lay-by on the southern side of Holbrook Meadow.

Continue the double yellow lines from the end of the lay-by on the opposite side of Holbrook Meadow along Pooley Green Road up to the Bus Stop lay-by opposite No's 127 and 129.

Installing double yellow lines on the southern side of Pooley Green Road will stop parking on this side of the road. It will prevent vehicles 'bumping up' onto the footway which can obstruct pedestrian passage, it will also improve vehicular access along the road at all times, which is a bus route.

On the north side of Pooley Green Road install a length of double yellow line from the boundary of No's 163 and 165 south eastwards to the boundary of No's 175 and 177. A length of double yellow line on the north side of the road will act as a passing place for vehicles to wait allowing large vehicles to pass from the opposite direction. This location has been chosen for double yellow lines as a footpath exit's here, as does an access to some garages and most of the houses have off street parking.

This proposal is shown in drawing 3282_137.

Englefield Green division proposals

The county councillor for this division is [Marisa Heath](#).

Englefield Green

Simons Walk

Install double yellow lines on the outside of the bend from No.8 to 12 Simons Walk. The double yellow lines will be an upgrade to an existing white marking along here. The northern end of Simons Walk attracts on street parking from Royal Holloway University. Some of these vehicle's park without consideration partly on the footway or blocking drives. Double yellow lines will improve road safety and maintain access at all times

This proposal is shown in drawing 3282_08.

Harvest Road

Install a length of double yellow line on Harvest Road across the entrance lane to properties 48a to 49c, a petition has been received. Double yellow lines will maintain vehicular access and improve sightlines at all times.

This proposal is shown in drawing 3282_10.

A30 Egham By-pass

Electric Vehicle Charging Points. Install x4 Electric Vehicle charging points in a marked out bay within the lay-by of the A30 outside The British Red Cross Hall. The operational hours to be Monday to Saturday 8am to 6pm. Max Stay 4 hours.

This proposal is shown in drawing **EV Bays** 3282_14.

Harvest Road

Electric Vehicle Charging Points. Install x4 Electric Vehicle charging points in the marked-out bay at the southern end of Harvest Road outside 'George Eliot Hall' just off the A30. The operational hours to be Monday -Saturday 8am – 6pm Max Stay 4 hours. This is to support the roll out of the Surrey County Council's electric vehicles charging infrastructure to facilitate the transition to electric vehicles.

This proposal is shown in drawing **EV Bays** 3282_09

Northcroft Road

Install a length of double yellow line around the outside of the bend on Northcroft Road from outside No.15 round to Croft Cottage to improve access and sightlines at all times.

This proposal is shown in drawing 3282_71.

Middle Hill

Upgrade the existing Access Protection Marking across the entrance to property No's 13-25 to double yellow lines. This will prevent parking at all times across this access road and create more of a passing place for through traffic on Middle Hill.

Install a length of double yellow lines on the north side of Middle Hill alongside No.25. Again, this will create a formal passing place for the two-way through traffic travelling up and down Middle Hill.

From a point 5 metres west of the eastern building line of The Beehive Pub install double yellow lines westwards along the northern side of Middle Hill continuing round into Lodge Close for a distance of 14 metres. These double yellow lines will prevent parking on both sides on Middle Hill, create passing places and hopefully prevent vehicles driving up onto the footway to pass.

This proposal is shown in drawing 3282_83 and 3282_138.

Windsor Great Park

Bishopsgate Road

It is recommended to reduce the pay by phone parking charge from £3 per hour to £2 per hour between 11am and 5pm for both of the on-street parking bays in Bishopsgate Road (location ID's: 16641 and 16642) A lower tariff is likely to mean the parking area is better used during quieter times of the year. It would also address some of the complaints from local businesses and visitors.

There is no drawing to show this Traffic Regulation Order amendment.

Wick Lane

A Traffic Regulation Order amendment is made that allows property No.1 Wick Lane to be eligible to buy visitor permits for Permit Zone D in the borough of Runnymede under the terms and conditions of the scheme.

It is recommended to reduce the pay by phone parking charge from £3 per hour to £2 per hour between 11am and 5pm for the on-street parking bay in Wick Road (location ID: 16640) A lower tariff is likely to mean the parking area is better used during quieter times of the year. It would also address some of the complaints from local businesses and visitors.

There is no drawing to show these Traffic Regulation Order amendment.

Wick Road

It is recommended to reduce the pay by phone parking charge from £3 per hour to £2 per hour between 11am and 5pm for the on-street parking bay in Wick Road (location ID: 16639) A lower tariff is likely to mean the parking area is better used during quieter times of the year. It would also address some of the complaints from local businesses and visitors.

There is no drawing to show this Traffic Regulation Order amendment.

The new on-street parking fees at the above-mentioned locations is proposed to be:

1 hour = £2

1-2 hours = £4

2-3 hours = £6

3-6 hours = £8.

Egham

Rusham Road

Revoke two lengths of the parking bay outside properties No's. 54 and 57 respectively and replace with two lengths of single yellow line of the same length with operational times of Monday to Saturday 8am – 6pm, the same operational hours as the existing single yellow lines along Rusham Road. These residents have created off street parking in front of their properties and the on-street parking bays when occupied, now block their access.

This proposal is shown in drawing 3282_17

Langham Place (Traffic Regulation Order Amendment)

On the northern side of Langham Place revoke the double yellow lines from a point in line with the boundary of No's 5 and 6 opposite westwards to the end of the Place. This restriction is not on the ground, and there is no need for it

This proposal is shown in drawing 3282_93

Yard Mead

Install double yellow lines on the western side of Yard Mead from where they currently end from the Windsor Road junction northwards to the southern boundary of the parking area opposite. Installing additional double yellow lines will maintain access at all times, improving road safety for all.

This proposal is shown in drawing 3282_103

Foxhills, Thorpe and Virginia Water division proposals

The county councillor for this division is [Mr Jonathan Hulley](#)

Thorpe

Western Avenue

On the southern side of Western Avenue install additional double yellow up to the boundary of No's 33 and 35 to maintain access at all times.

On the northern side of Western Avenue extend the double yellow lines westwards up to the boundary of No's 18 and 20 to maintain access at all times.

On the northern side of Western Avenue extend the double yellow lines eastwards to 1metre past the boundary of No's 10 and 8a. Installing additional double yellow lines along Western Avenue will maintain access and sightlines at all times, improving road safety for all.

This proposal includes all the additional requests for parking controls that have been received for this street.

This proposal is shown in drawing 3282_25.

Delta Way

Extend the double yellow lines on the western side of Delta Way from where they currently end by the Crabtree Road junction northwards as far as the boundary of the Electric sub-station.

This proposal is shown in drawing 3272_74.

Ottershaw

Shaw Close

Electric Vehicle Charge Points. Convert 25 meters at the western end of the existing Monday to Saturday 8am to 6pm 30 mins no return 30 minutes parking bay in Shaw Close into x4 Electric Vehicle charging points. The operational hours to be Monday to Saturday 8am to 6pm Max Stay 4 hours. These will serve the village of Ottershaw, and potentially attract passing EV vehicles from the A320 needing a 'top up' charge into the village.

This proposal is shown in drawing **EV Bays** 3272_63.

Longcross

Longcross Road

Install double yellow lines from a point in line on the opposite side of the northern driveway of Tanglewood House, Tanglewood Close around and continue along the northern side of Longcross Road to a point 5 metres past the access lane of the 'Old Vicarage'. This will prevent inconsiderate, obstructive parking along the main road.

This proposal is shown in drawing 3282_141.

Staines-Upon-Thames

Chertsey Lane junction with Bundys Way

Install double yellow lines on the junction to maintain access and sightlines at all times, improving road safety for all.

This proposal is shown in drawing 3282_142.

Woodham and New Haw division proposals

The county councillor for this division is [Mr Scott Lewis](#)

Row Town

Ongar Hill

On the eastern side of Ongar Hill introduce 10metres of double yellow line on the road across the new pedestrian entrance gate at The Holy Family Catholic Primary School to improve pedestrian and road safety.

This proposal is shown in drawing 3282_58.

Coombelands Lane and Ongar Hill

On the northern side of Coombelands Lane install double yellow lines from the existing parking bay eastwards for 32 metres to prevent inconsiderate short- term parking by customers visiting the shops. Vehicles stopping here, block the footway, crossing point and obstruct sightlines.

On the southern side of the junction install double yellow lines for 5 metres eastwards of the boundary of No's 4 and 6, continuing in the opposite direction south, round the junction to a point 11 metres south from the 'Give Way' marking. Extend the double yellow lines opposite here to (roundabout side) so they are in line.

On the eastern side of Ongar Hill upgrade all of the existing single yellow line between Coombelands Lane and Ongar Place to double yellow lines. Potential displaced parking needs to be managed and stopping at any time along Ongar Hill is going to disrupt the flow of through traffic

This proposal is shown in drawing 3282_59.

New Haw

Kingston Rise

Install double yellow lines on the western side of Kingston Rise in response to requests received. Starting 6metres north of the boundary of No's 27 and 29 and extending to join up with the existing double yellow lines outside No.47. This restriction will improve traffic and access along this arm of Kingston Rise which can get congested with school traffic.

This proposal is shown in drawing 3282_65.

The Broadway

Electric Vehicle Charging Points. Introduce 4 Electric Vehicle charging points totalling 25 metres on the southern side of The Broadway Service Road, south of Holly Avenue, alongside Ilex House. The operating hours will be Monday to Saturday 8am to 6pm. Max Stay 2 hours.

This proposal is shown in **EV Bays** drawing 3282_65.

Keston Avenue

At the southern end of Keston Avenue extend the double yellow lines on the eastern side outside No's 3 and 5 by 18 metres northwards.

At the southern end of Keston Avenue extend the double yellow lines on the western side alongside No.2 by 16 metres northwards.

This space gets congested with school parking, sometimes blocked. These additional double yellow lines will help maintain access at all times.

This proposal is shown in drawing 3282_66.

Queen Mary's Drive

At the junction with Copthall Way, introduce double yellow lines to keep the mini-roundabout clear of parked vehicles to improve road safety, sightlines and maintain access.

On the north side of Queen Mary's Drive extend the double yellow lines from where they end now, coming from the eastern arm of Wendley Drive to the boundary of No's 26 and 28.

On the southern side install double yellow lines from the building line of 41c and 41d west and south up to the building line of No's 86 and 88 in Copthall Way.

On the southern side of Queen Mary's Drive install double yellow lines from the boundary of No's 45 and 43 eastwards round into Copthall Drive terminating in line with the double yellow lines opposite.

These proposals are shown in drawing 3282_94.

Marshall Place junction with Woodham Road

Install double yellow lines on the junction to maintain access and sightlines at all times, improving road safety for all.

This proposal is shown in drawing 3282_139.

Woodham

Florence Avenue junction with Linden Close

Install double yellow lines on all sides of the junction area to maintain access and sightlines at all times, improving road safety for all.

This proposal is shown in drawing 3282_95.

Faris Barn Drive

Install double yellow lines on the junction of Faris Barn Drive and Faris Lane. These will maintain access and sightlines at all times, improving road safety for all. Around the rest of the Faris Barn Drive cul-de-sac install a single yellow line operational between the hours of 8am – 1pm Monday to Friday to control the commuter parking that gather in this road.

These proposals are shown in drawing 3282_140.

A320 Highway upgrade project. Realignment of parking controls. Ottershaw and Chertsey South

As part of the forthcoming major project to upgrade the A320 road from Chertsey southwards through Ottershaw towards Woking some road widening, and realignment is going to take place. A more detailed local consultation will be taking place in the coming months.

The junction of the A320 Guildford Road with D3027 Little Green Lane, C127 Green Lane and B386 Holloway Hill is going to extensively remodelled and expanded. In order to accommodate the new road layout, some existing parking controls in the area will need to be amended as shown on the A320 Highway upgrade project, realignment of parking controls drawing.

The junction of the A320 Guildford Road with B3121 Murray Road, A319 Chobham Road and D3046 Foxhills Road is going to extensively remodelled and expanded. In order to accommodate the new road layout, some existing parking controls in the area will need to be amended as shown on the A320 Highway upgrade project, realignment of parking controls drawing.

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](#).

On-street electric vehicle charge points

Further information on the introduction of electric vehicle charge points in Surrey can be found on our [webpage](#).

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 Reigate & Banstead are administered and enforced by Reigate & Banstead Borough Council on our behalf. If you have any queries about this, you may reach them by visiting their [webpage](#).

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).

END
