

# Woking parking review 2020: 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 Woking parking review 2020. 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 23 April 2021. More information about how to do this is available on our [Woking Parking Review 2020 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 – Further information](#) provides some background information about the legal and policy aspects of our work in this area.

Please do not make any comments that are not directly in response to these proposals. See [Annex 3 – General enquiries](#) for guidance.

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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# Goldsworth East & Horsell division proposals

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

## Goldsworth Park

### Leegate Close, Tracious Close and Sythwood

Drawing numbers 20017 and 20131. It is recommended to introduce double yellow lines from 10 metres south of Leegate Close northwards as far as the lay-by on the western side of Sythwood.

It is recommended to continue the double yellow lines north of the lay-by (flats 1- 45) round onto the southern side of Tracious Close.

A length of double yellow in front of the Community Centre and Mosque on the southern side of Tracious Close, and also at the side the parking bays opposite No's 14 & 15 have been **requested by the rubbish collection service as the dustcart is often unable to access that branch of Tracious Close to pick up rubbish.**

It is recommended to introduce double yellow lines on the north side of the junction of Tracious Close extending for 10 metres onto the western side of Sythwood.

An increasing number of vehicles have started parking on the footway around the inside of the bend, forcing pedestrians out into the road or onto the grass verge. A hazard for the visually impaired and less mobile. Vehicles parking here block sightlines when exiting Leegate Close and Tracious Close.

### Sythwood

Drawing number 20017. Introduce double yellow lines on the western side of Sythwood from a point 11.5 metres north of the boundary of the Salvation Army Centre on the opposite side of the road. This will remove vehicles that are parking in a continuous long line around the inside of this bend to a straighter part of Sythwood. Vehicles parking around the bend force through traffic out into the middle of road where they are not so visible to on-coming traffic on this bus route.

### Sythwood

Drawing Number 20132. Introduce double yellow lines on the western side of Sythwood from Venton Close north to Bampton Way. Vehicles are parking on the inside of the bend obscuring sightlines when exiting Venton Way and Bampton Way. This also compromises safety when exiting Quintrell Close. Given this junction area is clearly marked and signed as a section of the Woking Cycle Network there is a lot of slower moving cycle traffic using this junction too. Having good visibility of any cyclists is important as they are a vulnerable road user group.

### Upton

Drawing Number 20104. Introduce double yellow lines on the junction outside No's. 2 and 28, and on the opposite side of the road to maintain access at all times. Although a quiet residential street, the access road into and out of Upton is narrow. Any vehicle parking close to the junction within Upton restricts the dust car or any delivery vehicle in gaining access. There is an on-going maintenance cost to replace and reset the kerb stones which are frequently dislodged by vehicles trying to turn into Upton whilst negotiating parked vehicles.

## Horsell

### Thornash Road

Drawing Number 20125. Double yellow lines to be extended by 12 metres on the eastern side of Thornash Road, alongside No.39 High Street. At the moment if a vehicle parks there it causes congestion for cars leaving the High Street.

### Lych Way

No Drawing. Amend the Traffic Regulation Order to make the permit parking area apply to the whole of the highway and not just the carriageway, in order to ensure that a vehicle parked anywhere in the area needs to display a permit during operational hours.

## Woking

### Mabel Street

Drawing Number 20083. Remove the Blue Badge Holders Only without time limit disabled bay restriction from the parking bay outside No.23 and return the space to operate under the Terms and Conditions of Area 5 of the Controlled Zone, as the disabled bay is no longer needed.

### Church Street East

Drawing Number 20075. **Electric Vehicle Charging Point.** Convert the four eastern most parking spaces in the lay-by outside Victoria Way Multi-story car park into electric vehicle charging spaces. The restriction hours will be from 8.30am to 10pm every day with a maximum stay of 2 hours. This is an ideal town centre location for visitors to charge up their cars whilst shopping in town.

# Knaphill and Goldsworth West division proposals

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

## Knaphill

### Broadway

Drawing Number 20020. Extend double yellow lines on the north side of Broadway from the boundary of No 36 south westwards to the boundary of No's 46 and 48. Vehicles parking along this section of the Broadway force north bound vehicles out into the middle of the road. Since the Bus Gates were removed outside 'The Vyne' on Redding Way, a regular flow of traffic is now exiting from Redding Way onto Broadway and is confronted by north bound vehicles coming towards them in the middle of the road blocking their path, due to the line of parked cars. This is reducing road width and resulting in local congestion.

### Queens Road junction with St Deny's Close

Drawing Number 20020. Introduce double yellow lines on the south side of Queens Road either side of the entrance to St Deny's Close. Vehicles parking outside the 4 houses either side of the St Deny's Close junction block sight lines. There have been occasions when poorly parked vehicles have prevented the dust cart accessing St Deny's Close and rubbish collections have been missed.

# The Byfleets division proposals

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

## Byfleet

### Kings Head Lane

Drawing Number 20007. It is recommended to extend the double yellow lines on the south side of Kings Head Lane westwards as far as the boundary of No's 3 & 4. Kings Head Lane is not wide enough to accommodate vehicles parking on both sides and maintain access at the eastern end. Extending this double yellow line will result in minimal displacement of vehicles and significantly improve safety and access into the cul-de-sac especially at school drop off and collection times

### High Road

Drawing Number 20010. A petition was received in February 2020 asking for a permit parking area.

Introduce a Monday to Saturday 8.30am – 6pm permit holder only parking scheme on two parking bays in High Road. **Opposite these properties is a commercial car repair garage. The garage is using the lay-by for storage of vehicles and occasionally working on the vehicles parked on the highway. This is to the detriment of the residents who are denied parking space.** The households eligible for permits will be No's 137 to 143 and 147 to 153a inclusively.

The number of resident permits that can be issued to a household will be the number of vehicles registered to the property minus the number of off-street parking spaces available to the property. (e.g.: a property with 1 off street parking space and 2 vehicles could have 1 permit) Garages will not necessarily be counted as off street parking, as it is recognised many are not large enough to accommodate modern cars.

Resident permits are valid for a year at a cost of £50 for the first permit issued to a household and £75 for the second permit. This cost is to cover the administration and enforcement of the scheme.

If you lose your existing permit or change your vehicle you will need to pay an administration fee of £15 to replace your permit.

Blue badge holders can park in the bay for as long as they need provided their blue badge is displayed. Due to the expected high demand and limited capacity, one household has requested a Blue Badge Holders Only with time limit parking space, and this is included in the proposal.

Any resident who is housebound and needs regular visits from carers can apply for a carer's permit, which their carers can use to park while making their visits. A carer's permit costs £10 and is valid for a year.

Each household would be entitled to buy up to 120 visitors' permits per annum at a cost of £2 per permit. Each permit entitles one vehicle to park in the residents permit bay and lasts for the whole day. They can only be used once and must be displayed on the visitor's vehicle. Any vehicle can park in the bays to make deliveries, or load and unload, but only for as long as necessary and no longer than a maximum of 20 minutes.

It is quite possible permit charges could increase in future years, subject to further consultation.

## Mill Lane

Drawing Number 20010. It is recommended to Install a length of double yellow lines around the bend in front of property 'Woodburn', which has been requested in previous reviews. A length of double yellow here will prevent vehicles parking opposite the junction of Wey Barton improving sightlines and road safety.

## Sopwith Drive and Parvis Road

Drawing Number 20017 and 20130. Make a Temporary Traffic Regulation Order (TTRO) that introduced double yellow lines on Sopwith Drive, parts of Parvis Road and parts of Viscount Gardens into a permanent Traffic Regulation Order (TRO). This TRO was introduced to prevent vehicles parking up for long periods of time along the dual carriageway at any time, on both sides of the following lengths of roads - (i) Parvis Road (A245), from the junction of Sopwith Drive to its junction with Oyster Lane; (ii) Sopwith Drive (A318) Byfleet/Weybridge, from its junction with Parvis Road to the Elmbridge boundary. (iii) Viscount Gardens (D7316) Byfleet), from its junction with Sopwith Drive westwards for a distance of 15m on both sides.

The full extent of the TTRO restriction is shown on drawing 20130 for the purposes of this report. The boundary between Woking and Elmbridge boroughs is shown with a purple line. Only the restrictions within Woking Borough can be approved in this report and when the final TRO and drawings are made and published only the restrictions within Woking Borough will be shown. The remainder of the restriction will be made permanent in the next parking review in Elmbridge Borough.

## West Byfleet

### Station Road

Drawing Number 20045. Convert an existing parking space that operates under the terms and conditions of the West Byfleet Controlled Zone into disabled bay without time limit outside No.64 as a valid application has been received.

### Station Road

Drawing Number 20047. Convert an existing parking space that operates under the terms and conditions of the West Byfleet Controlled Zone into disabled bay without time limit outside No.3 as a valid application has been received.

### Madeira Road

Drawing Number 20050. **Electric Vehicle Charging Point.** Convert the four eastern most parking spaces in the parking bay outside the Catholic Church into electric vehicle charging spaces. This will include the installation of two kerb build outs on which the charging apparatus will be placed. The restriction will be from 8.30am to 6pm Monday to Saturday with a maximum stay of 4 hours. This is an ideal location for visitors to charge up their vehicle in West Byfleet whilst visiting the amenities.

## Woking North division proposals

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

### Woking

#### College Road

Drawing Numbers 20042 and 20077. It is recommended to introduce double yellow lines along the entire length of the south side of College Road between Monument Hill and Sandy Lane to prevent on-street parking, improve traffic flow and reduce peak time congestion along this busy route from Woking towards Pyrford and West Byfleet.

It is recommended to extend the double yellow lines on the north side eastwards from Orchard Close to a point 10 metres east of the entrance to College Court. This will improve visibility of on-coming traffic when exiting College Court.

There are some properties on College Road in the vicinity of Frailey Hill that don't have any off-street parking. A couple of unrestricted gaps will be retained primarily to be used by these residents.

It is recommended to introduce a No Loading At Any Time restriction on the northern side of College Road, extending north onto the eastern side of Maybury Hill. It is proposed the restriction will apply from outside No. 3 College Road and extend along Maybury Hill to a point 10 metres beyond the rear of properties 19 & 20. A car transporter associated with the vehicle rental business parks up by the mini roundabouts causing local congestion and frustration whilst vehicles are loaded/ unloading on the public highway. This activity really needs to take place off of the public highway.

#### Elm Road

Drawing Number 20065. Upgrade the existing single yellow line that operates 9.30- 11.30am Monday - Friday to a double yellow line (no waiting at any time) at the western end of Elm Road. Starting from the western side of the parking bay outside property 'Raithlin' westwards to the end of Elm Road and continue around onto the north side, up to the Heath Road junction and then beyond to outside property 'Clohane'. Elm Road narrows at its western end and any vehicle parking on street causes an obstruction for other road users or residents wishing to access their properties

#### Woodham Road junction with Brockenhurst Close

Drawing Number 20061. It is recommended to upgrade the existing single yellow lines to double yellow lines on the junction of Woodham Road and Brockenhurst Close. There was a growing number of commuter vehicles parking around the junction and entrance to Brockenhurst Close blocking sightlines and restricting access. This situation has diminished during the past few months but could return in the future.

#### Eve Road

Drawing Number 20067. It is recommended to introduce an enforceable disabled bay without a time limit outside No.41 as a valid application has been received. It is recommended to remove a disabled bay outside No.20 without time limit as it is no longer required

#### Eve Road and Arnold Road

Drawing Numbers 20067, 20072 and 20118. It is recommended to introduce a Monday – Saturday 8.30am – 6pm 'Residents Permit Scheme in Eve Road and Arnold Road **as petitioned for by the residents. These are the first residential streets just beyond the CPZ at the moment and get**



**non-residents parking there. It is a mixed use area and there is some parking conflict with business needs which we hope to regulate.** These are the proposed operating days and hours and are the same as CPZ Area 2 to the west of this proposed new scheme. These hours will provide continuity for residents, visitors and enforcement officers. **Residents will be given say on the final days and hours as part of the consultation**

The following properties will be formally consulted with and would be eligible to purchase permits under the Terms and Conditions set out below should they wish to do so.

- 1-11 Monument Road GU21 5LP
- 15-39 inclusive Monument Road GU21 5LR
- 41- 53 inclusive Monument Road GU21 5LU.
- 1-85 inclusive Arnold Road GU21 5JX
- 1-71 inclusive Eve Road GU21 5JS

The number of permits that can be issued to a property will be the number of vehicles registered to the property minus the number of off street parking spaces available to the property (e.g.: a property with 1 off street parking space and 2 vehicles could have 1 permit). Garages will not necessarily be counted as off street parking, as it is recognised many are not large enough to accommodate modern cars.

Permits are valid for a year at a cost of £50 for the first permit issued to a household and £75 for the second permit. This cost is to cover the administration and enforcement of the scheme.

Business permits valid for a year at a cost of £150 and issued on the same criteria as residents permits will be available.

If you lose your existing permit or change your vehicle you will need to pay an administration fee of £15 to replace your permit.

Blue badge holders can park in the bay for as long as they need provided their blue badge is displayed. They can also park on yellow lines - providing they are not causing an obstruction - for up to three hours, where they will also need to show their clock card.

Any resident who is housebound and needs regular visits from carers can apply for a carer's permit, which their carers can use to park while making their visits. A carer's permit costs £10 and is valid for a year.

Each property would be entitled to buy up to 120 visitors' permits per annum at a cost of £2 per permit. Each permit entitles one vehicle to park in the residents permit bay and lasts for the whole day. They can only be used once and must be displayed on the visitor's vehicle. Any vehicle can park in the bays to make deliveries, or load and unload, but only for as long as necessary and no longer than a maximum of 20 minutes.

It is quite possible permit charges could increase in future years, subject to further consultation.

## **Arnold Road car parks**

There are two small car parks at the eastern end of Arnold Road that may not be included in this scheme initially as they do not form part of the public highway. Woking Borough Council who own these are car parks, will need to make an Off-Street Parking Order to the same operating terms and conditions. Getting these car parks included will make this a more complete scheme with additional parking capacity for the benefit of the residents.

## Princess Road junction with Princess Gardens

Drawing Number 20072. It is recommended to introduce double yellow lines on the junction of these two roads to improve sightlines and maintain road safety. Vehicles park all over the footway forcing pedestrians out into the road. A hazard for the visually impaired, those pushing buggies/ trolley's etc and the less mobile.

## North Road

Drawing Number 20076. Add the 9 metre long parking bay, that is positioned 6 metres north of the Maybury Road junction outside The Limes and operates under the Terms and Conditions of Area 2 of the Controlled Zone to the Traffic Regulation Order.

It is recommended to upgrade the existing single yellow line to a double yellow lines from outside No.8 southwards and across the entrance to The Limes car park. **When vehicles park in from of No's 2& 4 outside of the CPZ hours, access to and from Langtree Place opposite can be obstructed.** Demand for parking in the area is high in the evenings, so the length of double yellow line has been kept to a minimum. That will still leave a couple of overnight parking spaces available outside The Limes.

## Walton Road

Drawing Number 20076. Outside No's 49 & 51. Convert the existing parking bay that operates under the Terms & Conditions of Area 2 of the Controlled Parking Zone into a Blue Badge Holders Only without time limit parking space for a local resident as a valid application has been received.

## Maybury Road

Drawing Number 20080. **Electric Vehicle Charging Point.** Convert the four western most parking spaces in the parking bay outside No's 45- 48 Grosvenor Place into electric vehicle charging spaces. This will include the installation of two kerb build outs on which the charging apparatus will be placed. The restriction time will be from 8.30am to 6pm Monday to Saturday with a maximum stay of 4 hours. This is an ideal location for visitors to charge up their cars whilst visiting Woking town centre.

## Woking South division proposals

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

### Woking

#### Hillside

Drawing Number 20001. At the beginning of 2019 we consulted upon the introduction of double yellow lines in Hillside. The proposal didn't generate much interest at the time, there was only one fairly detailed response and that was an objection to the extent of the double yellow lines. Therefore, it was agreed that only the southern half of what had been advertised would be installed.

This has proved insufficient to resolve the school parking and access issues, so we would like approval to advertise extending the double yellow lines on the eastern side round the bend up to the boundary of No's 1 and 3 Hillside to maintain access for residents and control parking.

It is proposed to leave a space of 15 metres for three vehicles to park on the western side to minimise displacement further into Hillside. Then introduce double yellow lines alongside and around the inside on the bend by No.2.

#### Kingfield Drive

Drawing Number 20027. It is recommended to install double yellow lines on the north side of Kingfield Drive from Kingfield Road west to the end of the drive, apart from the turning area which should be left unrestricted. This will maintain access at all times. There is ample space in the garage area at the end of the drive for turning around. Residents park on the southern side of the drive, however non-residents intermittently park on the north side of the drive when football matches are taking place. When this happens it blocks the footway and restricts vehicular access to the end of the drive

#### Old School Place

Drawing Number 20033. Install double yellow lines around the inside of the bend from the crossing point opposite No.24 up to the entrance of the car park. Vehicles parking on the inside of this bend force vehicles blindly onto the wrong side of the road and create safety issues for vehicles exiting Holmes Close into the face of on-coming traffic

#### Oriental Road

Drawing Number 20086. **Electric Vehicle Charging Point.** Convert the parking bay outside Woking Central Travelodge into electric vehicle charging spaces. This will include the installation of two kerb build outs on which the charging apparatus will be placed. They will operate from 8.30am to 10pm everyday a maximum stay of 2 hours. This is an ideal location for visitors or taxi drivers to charge up their cars close to Woking rail station. It should be noted that the existing bay will need to be extended by 2 metres to accommodate this change with the existing road markings and Traffic Orders amended accordingly.

#### Montgomery Road

Drawing Number 20091. **Electric Vehicle Charging Point.** Convert the four southernmost parking spaces in the parking bay outside the rear of the Quadrant Court car park into electric vehicle charging spaces. This will include the installation of two kerb build outs on which the charging apparatus will be placed. The restriction time will be from 8.30am to 6pm Monday to Saturday with a

maximum stay of 4 hours. This is an ideal location for residents, visitors and office workers to charge up their cars whilst in Woking.

### **Thorsden Close**

Drawing Number 20096. In this heavily parked up cul-de-sac that is not in the Controlled Parking Zone, it is recommended to install an enforceable disabled parking bay without time limit outside property No's 11 & 12 for a resident as a valid application has been received.

### **Woodhatch Grove, Rydens Way**

**A petition signed by 30 individuals** has been received requesting the introduction of double yellow lines on the north side of Woodhatch Grove in front of property No's 1-7, which is a blocked paved cul-de-sac. Concerns are raised about road safety as this is a popular walking route via Stockers Lane to and from Woking College and St John The Baptist school for students. Concerns are also expressed about access for emergency services should the need arrive.

## Woking South East division proposals

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

### Pyrford

#### Lovelace Drive

Drawing Number 20035. It is recommended to introduce double yellow lines in front of properties No's 10, 12 and 14 Lovelace Drive. Vehicle visiting the shops park partially on the footway outside these properties either when the parking bay opposite is full or out of convenience. This can block up the end of the road and prevent other vehicles leaving or turning around.

### Woking

#### Shaftesbury Road

Drawing Number 20082. Upgrade the existing single yellow lines to a double yellow line east of the entrance to St Dunstan's Catholic Church to a point 1 metre east of the boundary of properties 'Glenriding' and 'Le Lok'. Vehicles park just east of the entrance at school times, blocking the footpath and sightlines when exiting the car park.

#### Oriental Road

Drawing Number 20086. Requested by National Express to help the Rail/ Air coach exit Woking Station car park. Upgrade the existing single yellow line on the south side of Oriental Road from White Rose Lane to the existing parking bay alongside the Post Office Sorting Office to a double yellow line as vehicles parking here outside zone operating hours force the coach to make a 3 point turn in Oriental Road to exit the car park.

#### Heathside Park Road

Drawing Number 20092. This is a smaller version of the scheme advertised in the last parking review. This proposal does not include any new parking bays that generated so many objections previously. We recommend upgrading of the existing single yellow line to a double yellow line outside 'White Heath Lodge' eastwards, continuing for 12 metres outside property 'Rosehill' on the north side.

Double yellow lines are recommended to be installed on the south side eastwards from the existing parking bay to a point 10 metres east of the boundary of No.15 and Rainburgh.

After 11.30am when the single yellow restriction stops being enforceable, vehicle start parking at the western end of the road right up to driveway, making access difficult for residents as they can't clearly see oncoming traffic.

## Woking South West division proposals

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

### Woking

#### Hook Heath Road

Drawing Number 20010 and 20013. Install double yellow lines on the western side of Hook Heath Road from outside Hook Heath House south to join up with the existing restrictions at the Pine Road junction. There has been an increase in the number of vehicles parking on both sides at the northern end of Hook Heath Road in the past year. This has reduced the width to a single carriageway for two-way traffic, necessitating a voluntary ad-hoc 'stop and go' arrangement for through traffic. By restricting parking to one side of Hook Heath Road only, broken up by the Access Protection Markings two way traffic flow and road safety should improve.

#### St John's

#### Oakway

Drawing Number 20023. Install double yellow lines around the roundabout as requested by the Local Highway Officer. Some vehicles park partly or completely on the island, churning up the grass turning it into an unsightly mess.

#### Gorsewood Road

Drawing Number 20024. Introduce double yellow lines on the eastern side of Gorsewood Road filling in the gap between Sutton Avenue and the existing school keep clear marking. It is intended that by installing this waiting restriction vehicles will only park on the school side of Gorsewood Road stopping haphazard parking on both sides which will improve traffic flow and access on this bus route.

#### Sutton Avenue

Drawing Number 20024. Introduce double yellow lines across entrance to car park for the flats and for 5 metres either side. It is recognised that there is high demand for parking and limited capacity in the area. Vehicles park right up to the car park entrance on either side restricting sightlines significantly. A short length of double yellow lines extending either side of the car park entrance will improve access and give drivers a better view of any approaching vehicles.

# 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 (DYL) 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 across Woking are administered and enforced by Woking Borough Council on our behalf. They also enforce their own public off street car parks. If you have any queries about this, you may reach them on:

- **Telephone:** 01483 755855 (Monday to Friday 9am - 4.45pm)
- [Online](#)

## General enquiries

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

[Contact our roads and transport service](#)

Or using the contact details below:

- **Email:** [contact.centre@surreycc.gov.uk](mailto:contact.centre@surreycc.gov.uk)
- **Textphone** (via Text Relay): 18001 0300 200 1003
- **SMS:** 07860 053 465
- **Fax:** 020 8541 9575
- **Address:** Contact Centre, 1st Floor, Fairmount House, Bull Hill, Leatherhead, Surrey, KT22 7AH
- **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).