

# Waverley parking review 2021: Decision report

A document explaining our final decisions on proposed parking schemes following public feedback

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## **Introduction**

The Waverley Parking Review 2021 proposals, which were agreed at Waverley local committee on 12 November 2021, were advertised from 13 Ma





As with all parking restrictions, they will remain under review and subject to alteration or addition as part of future parking reviews.





Support: 1

Final decision: Proceed as advertised.

**Summary**

One objection



# Waverley Western Villages division proposals

The county councillor for this division is [David Harmer](#).

## Frensham

### Priory Lane / A287 / The Street / Bacon Lane / Pond Lane

#### Overview:

Drawing number: 2021-11, 2021-12 and 2021-13

Objections: 1

Comments: 0

Support: 0

Final decision: Proceed as advertised.

#### Summary

The objection appears to be a misunderstanding of what is proposed as seems to refer to additional restrictions being installed in the vicinity of the school, however, the proposal is to formalise the existing installed restrictions only.

#### Analysis

As above.

## Rushmoor

### Sandy Lane junction with Tilford Road

#### Overview:

Drawing number: 2021-14

Objections: 1

Comments: 0

Support: 1

Final decision: Proceed as advertised.

#### Summary

The objection related to there not being a parking problem in Sandy Lane needing to be resolved with parking restrictions.

#### Analysis

The proposal is to double yellow line the junction of Sandy Lane and Tilford Road and its approach within Sandy Lane, as highlighted by residents as being an issue with regards to parked vehicles. The remaining majority length of Sandy Lane will remain unrestricted.

## Churt

### Jumps Road

#### Overview:

Drawing number: 2021-15

Objections: 15

Comments: 3

Support: 5

Final decision: Proceed as advertised.

#### Summary

The objections related to the following: -

Parking on Jumps Road is convenient for people visiting the sculpture park, the pub and the Devil's Jump.

There are no issues with parking on Jumps Road.

Further parking restrictions on

The reduction in the overall number of cars parked on street and the improvements in traffic flow and sight lines as a result will benefit all road users, and having parked cars remaining in certain places should not result in any noticeable increase in the speed of passing traffic.

The loading and unloading of goods are allowed to take place on double yellow lines, therefore deliveries to the pub can continue to take place on the proposed double yellow lines adjacent to it.

## Hindhead

### Tower Road

#### Overview:

Drawing number: 2021-16 and 2021-17

Objections: 2

Comments: 3

Support: 1

Final decision: Proceed as advertised.

#### Summary

The objections related to the following: -

The restrictions on the side of the bus stops may mean drivers having to cross the road to collect their children.

The restrictions may lead to more drivers parking across dropped kerbs opposite the restrictions.

Parking will be displaced to Glenville Gardens.

The comments related to the following: -

Questioned the necessity for further restrictions at further cost.

Possible increase in speeds with parking on one side.

Access Protection Markings should be installed for all driveways opposite the restrictions.

#### Analysis

Drivers are allowed to stop on double yellow lines to allow passengers to board and alight and may not necessarily be required to park on the opposite side to collect children from the school buses using the bus stops. Parking across dropped kerbs is a problem throughout the county during school peak times and is very difficult to enforce when drivers are often only briefly causing an obstruction. Generally, the additional double yellow lines will help to further control the parking throughout the north section of Tower Road and will help to maintain traffic flow and sight lines for all vehicles. The south section of Tower Road currently has a similar layout of double yellow lines and has worked well, with only the proposed extension south of Glenville Gardens being deemed necessary as part of this review. Any displacement issues within Glenville Gardens can be assessed as part of a future parking review of Waverley, although only a small number of cars would be displaced as part of the extension. Regarding access protection markings, residents are required to apply and pay for these markings individually if they wish to apply. Information can be found on Surrey's webpage [Access protection markings \(H bars\) - Surrey County Council](#)

# Haslemere division proposals

The county councillor for this division is [John Robini](#).

## Haslemere

### Lion Lane

#### Overview:

Drawing number: 2021-18

Objections: 3

Comments: 6

Support: 3

Final decision: Proceed as advertised.

#### Summary

The objections related to the following: -

Double yellow lines should be placed along the east side of the street instead, from the zebra crossing to Underwood Road as parking on this side causes the congestion.

Proposed double yellow lines favours drivers only and not pedestrians and school children.

Speeds will increase making road less safe.

One objection was a misunderstanding of what is being proposed as it referred to an increase in restrictions being needed rather than a decrease. However, this objector has not understood the advertised information as the new zebra crossing and its associated white zigzag markings superseded the previously installed school keep clear and double yellow line restrictions here, and these are shown as a revocation on the Traffic Regulation Order plan to reflect the new crossing layout on the ground. The additional restrictions are shown in red, which the objector did not mention specifically.

The comments related to the following: -

Double yellow lines should be installed along the east side of the street.

School keep clear (no stopping) restrictions should be installed on the east side of the street.

The proposed restrictions are not enough to resolve all the issues in the street.

Double yellow lines also required on the junction with Underwood Road.

Some drivers block the pavement and more double yellow lines are needed to prevent this.

#### Analysis

The footway parking on the eastern side was acknowledged in the statement of reasons document explaining the proposed restrictions here. It was also stated that this passing place proposal is a compromise between the needs of residents and the needs of visitors to park on street.

In the vicinity of the two schools, Lion Lane has a large number of properties without off street parking, and many of those residents have to park on street and do so entirely on the carriageway. These parked vehicles impact on two-way traffic flow throughout the street even before the influx of school visitor parking at peak school times, and generally the road is not at all suited to such large numbers of parked cars at one time. However, as with almost all schools, drivers continue to seek to park as close to the school as they possibly can, and it is a very difficult balancing act when proposing restrictions in the vicinity of schools as it has to be considered where all these visitors will go instead. The carriageway section of Lion Lane between the zebra crossing and Underwood Road is up to one metre wider than the rest of Lion Lane and has significantly wider footways as well. Whilst it is certainly far from ideal to have drivers park on the footways on the east side, the remaining lengths of Lion Lane are even less suited to take additional visitor parking. All things considered, heavily restricting the eastern side of Lion Lane would create an unmanageable level of displacement, and likely would result in even more problematic obstructions elsewhere along the

street. Passing places are generally very effective at maintaining the ability of drivers to pass each other within areas of dense parking and being on the inside of the bend (the shortest curve) helps to maintain sight lines more significantly. The section of road was chosen to incorporate two existing driveway dropped kerbs to allow the greatest distance of passing place to be proposed with only a small reduction on resident parking. It is fully understood why many people are calling for further restrictions, but all things considered, this passing place was deemed to be the best step to make with regards to additional restrictions outside the school at this time. As with all on-street parking restrictions and requests, we will continue to review the location along with other issues in Waverley.

## **Lion Mead**

### **Overview:**

Drawing number: 2021-19

Objections: 0

Comments: 0

Support: 0

Final decision: Proceed as advertised.

## **St Christopher's Green**

### **Overview:**

Drawing number: 2021-20

Objections: 0

Comments: 0

Support: 0

Final decision: Proceed as advertised.

# Godalming South, Milford and Witley division proposals

The county councillor for this division is [Paul Follows](#).

## Godalming

### Shackstead Lane

#### Overview:

Drawing number: 2021-21  
Objections: 9  
Comments: 0  
Support: 4  
Final decision: Proceed as advertised.

#### Summary

The objections related to the following: -

There is no issue here.  
Residents will be forced to park further away from where they live.  
Residents will be forced to park further up the hill towards the mini roundabout where the road narrows again.  
The restrictions should only apply for a short period in the morning and afternoon Monday to Friday.

The proposal is too restrictive and will not resolve the problem.

There should be no restrictions.

There should be no restrictions.

There should be no restrictions.

There should be no restrictions during the hours of the day.

There should be no restrictions during the hours of the day.

There should be no restrictions closer to the mini roundabout.

There should be no restrictions for HGVs;

There should be no restrictions for traffic lights; priority systems;

There should be no restrictions for review and enforcement of speeds.

#### Analysis

Whilst it is good that the issues regarding two-way traffic will be worse during peak traffic times, it is far more attention when buses and vehicles are unable to pass, it cannot be said that this is only a problem at peak times. During the parking review, the issue of driver frustration is struggling to pass oncoming traffic and the proximity of where t

Whilst the remaining length of road towards the mini roundabout does vary at different points, where the footway begins outside number 53 is by far the most significant narrowing of the carriageway width and is the point where meeting vehicles have been repeatedly getting stuck. Site visits during the parking view confirmed this location to be the most problematic for passing traffic and the passing place was carefully sighted at the most suitable position to help several cars or one large vehicle or bus to pull in to let oncoming traffic pass.

The double yellow line passing place is 30m long. On average, this is 6 parked car lengths, not 10 as some people have stated in their objections. It is understood that the displacement of these 6 cars will take place elsewhere along Shackstead Lane, and this displaced parking will be monitored along with the effectiveness of the passing place. The remaining length of Shackstead Lane towards the mini roundabout has properties with off street parking and several extensive dropped kerb layouts. Therefore, there would not be any continuous line of parked cars along this section as there currently is outside the properties without off-street parking. However, should there be a need for a second passing place further up the hill towards the mini roundabout, this can be considered as part of a future parking review of Waverley.

As the issue regarding passing traffic has been seen to be occurring at all times and whenever traffic meets at this point, it is not deemed to be a restriction which should only operate at certain times of the day only. Shackstead Lane is a well-used street with steady flows of traffic as it links the A3100 with a very large cluster of extensive residential streets located south of the town centre. As passing places need to be kept clear to function, any part time restriction is also far more likely to be viewed more casually by drivers and will be more open to abuse, but ultimately it is deemed to be required at all times hence why double yellow lines have been proposed.

Significant alterations to the highway are not considered as part of parking reviews. Due to the embankment taper, road widening would not be feasible here and a one-way system would be highly disproportionate to the problem and at the detriment of the wider area. Permit parking is not proposed based on single requests but would not be feasible here regardless, as parking would not be formalised on this street with parking bays because the lane is not entirely suitable for oETQq0.000008

## **Godalming North division proposals**

The county councillor for this division is [Penny Rivers](#).



