

Woking parking review 20 24: 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 borough as part of our Woking 2024 parking review. 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 [Woking parking review](#) and [Woking parking review 2024](#) webpages.

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Woking

De Lara Way,

This proposal is shown on drawing GEH 12 in the [Goldsworth East & Horsell parking proposals Part 1](#)

Due to the construction of two properties on a vacant plot of land, north of the town path (that goes to Morrisons Supermarket and York Road); the on-street parking bay needs to be relocated. The bay will be moved further north, alongside No.70 Kingsway on the east side of De Lara Way.

The parking bay will still be the same length and operate under the same Area 5 (of the Controlled Parking Zone) terms and conditions. A single yellow line will be installed in place of the old parking bay, operating under Area 5 terms and conditions.

Birch Close and The Triangle,

This proposal is shown on Drawing GEH 18 in the [Goldsworth East & Horsell parking proposals Part 1](#)

Extend Area 5 of the Woking Controlled Parking Zone to include The Triangle and Birch Close.

After receiving a petition and some individual requests for an increase in parking controls in the area, an informal consultation was carried out with residents in May 2024. Of the 30 addresses we invited to take part, 20 responded. 19 of the responses were in favour of extending Area 5 (which operates Monday to Friday 9.30 to 11.30am), of the Woking CPZ into The Triangle and Birch Close.

The proposal will see Birch Close become a 'Permit holders parking only' area with signs at the entrance, and in the close. There will be no additional road markings.

The cul-de-sac leg of The Triangle will also become a signed 'Permit holders parking only' area.

Signed parking bays will be introduced on the carriageway outside Properties 2 to 9 The Triangle.

Double yellow lines (no waiting at any time) will be introduced around the turning head outside No.15 'Holy View' The Triangle, to keep this area clear, allowing it to be used for its intended purpose.

The following addresses will become eligible to buy resident and visitor permits under the Terms and Conditions of Area 5 of the Woking Controlled Parking Zone.

1, 2, 3, 4, 5, 6, Tilehurst Cottages, Triggs Lane GU21 7PL.

3, 4, 5, 6, 7, 8, 9, 10, Birch Close GU21 7PR.

Trigg's Lane junction Royal Oak Road,

This proposal is shown on Drawing GEH 19 in the [Goldsworth East & Horsell parking proposals Part 2](#).

Upgrade the existing single yellow line (Monday to Saturday 8.30am to 6pm) to double yellow lines on the east side of Triggs Lane from the junction with Kingsway southwards to the railway bridge.

This includes upgrading the single yellow lines to double yellow lines on both sides of the junction with Royal Oak Road. The double yellow lines will extend on the south side of Royal Oak Road up to the first parking bay and on the north side they will extend alongside Royden House (Burns plumbers) and across the vehicle crossover of property 1a.

Customers and suppliers to the plumbing merchants frequently park across the footway and over the junction area, blocking the path of all footway users. Vans parked on the footway also block sightlines for vehicles trying to exit Royal Oak Road.

Church Street East,

This proposal is shown on drawing GEH 20 in the [Goldsworth East & Horsell parking proposals Part 2](#).

It is recommended to reintroduce x4 disabled badge holders only parking bays. 3 hours Max Stay, no return within 1 hour on the southern side, at the western end of Church Street East in front of The Town Gate. Prior to the town centre refurbishment these disabled bays were popular, due their close proximity to the shops and services and the ease of access they provided. Time limited disabled bays will allow for a turnover of vehicles, giving other blue badge holders the opportunity to park close to the shops and services.

Christchurch Way and Chobham Road,

This proposal is shown on drawing GEH 21 in the [Goldsworth East & Horsell parking proposals Part 2](#).

It is recommended to introduce x2 disabled badge holders only parking bays without time limit on the north side of Christchurch Way around the outside of the bend, outside the office building called 'ONE' (currently occupied by Mercer)

It is recommended to convert the existing lay-by parking area (8.30am – 10pm Voucher parking or 1 hour pay and display) outside building 'ONE' and Wells Plaza which has 5 spaces into a disabled badge holders only parking area that will have 4 spaces.

It is recommended to introduce x3 disabled badge holders only parking bays without time limit on the east side of Chobham Road from outside No.7 Central Buildings southwards.

Increasing the number of disabled bays in the town centre will make it more accessible and attractive for blue badge holders to visit and work in the town.

Chertsey Road, Car Club Bay CC004

This proposal is shown on drawing GEH 21 in the [Goldsworth East & Horsell parking proposals Part 2](#).

Enterprise have withdrawn the two car club vehicles from this bay in Area 1 of the Controlled parking zone due to low use. It is therefore recommended to revoke Car Club Bay 004 and convert it into two spaces that will operate the same as the other parking bays in this length of Chertsey Road. Everyday 8.30am to 10pm, Voucher and Pay & Display, 1 hour limit.

Commercial Way, Traffic Regulation Order Amendment,

This proposal is shown on drawings GEH 23 and GEH 24 in the [Goldsworth East & Horsell parking proposals Part 2](#).

It is recommended to remove the double yellow lines on both sides of Commercial Way from the junction with Chapel Street eastwards to No.6 Commercial Way from the Traffic Regulation Order. The restrictions have not been on street for a number of years and Commercial Way is no longer accessible to vehicles (except in emergency situations), permanent barriers have been installed.

Goldsworth Park

Marston Road,

This proposal is shown on drawing GEH 13 in the [Goldsworth East & Horsell parking proposals Part 1](#).

Extend the double yellow lines on the north side of Marston Road 5 metres westwards from the junction with Hallington Close. This will improve sightlines when exiting Hallington Close.

Kestrel Way

This proposal is shown on drawing GEH 22 in the [Goldsworth East & Horsell parking proposals Part 2](#).

It is recommended to install additional double yellow lines in Kestrel Way to maintain access to the Royal Mail depot at all times for 54' long articulated trucks. Lorries have to shunt sometimes to get into the yard, this means reversing back and forth onto the road and putting pedestrians at additional risk because the path being blocked.

Double yellow lines will be installed on the south side of the depot exit from the boundary of the public highway southwards between the exit and entrance to the depot.

Double yellow lines will also be installed on the opposite (west) side of Kestrel Way outside Units 9 and 10 as part of this proposal to improve access for the articulated lorries and keep the footway clear of parked vehicles.

Knaphill and Goldsworth West division proposals

Tolldene Close junction Robin Hood Road

This proposal is shown on drawing KGW 12 in the [Knaphill and Goldsworth West parking proposals](#).

Install double yellow lines on the junction to improve sightlines when leaving Tolldene Close and improve road safety.

Goldsworth Park

Clifton Way junction Denton Way

This proposal is shown on drawing KGW 13 in the [Knaphill and Goldsworth West parking proposals](#).

Install double yellow lines on the junction of Denton Way and Clifton Way to improve sightlines and road safety on the junction. An ever-expanding line of parked vehicles is encroaching along the north side of Denton Way towards the junction with Clifton Way, making it difficult to see on coming vehicles when exiting Clifton Way. Double yellow lines will extend from the Bus cage on the western side of Clifton Way southwards and around the corner onto the northern side of Denton Way for a distance of 55 metres.

Double yellow lines will start from the southern end of the parking bay on the eastern side of Clifton Way and extend southwards and around the corner onto the northern side of Denton Way up to the white zigzags for the signalised crossing.

The Byfleets division proposals

The county councillor for this division is

West Byfleet

Pheonix House, Pyrford Road – Traffic Regulation Order Amendment

No drawing.

This building has been converted from office to resident use. Residents of Flat Numbers 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and 32 Pheonix House, Pyrford Road KT14 6RA will be allowed to buy permits for the Outer Zone (Area WB/ LP) of the West Byfleet Controlled Parking Zone in quantities determined by the Traffic Regulation Order (MCI/P 2.17j -0.002p(l)6 opro34 -1al(,)2 drawn

On the west side of Oakcroft Road, south of the southernmost parking bay outside Oakcroft Nursing Home upgrade the existing single yellow line to double yellow lines from there as far as the parking bay outside property 'Oakhurst'. This will keep the access to the Nursing home accessible at all times.

On the east side of Oakcroft Road from the boundary of properties 'Leemings' and 'Marley House' upgrade the existing single yellow line to a double yellow line southwards to join with the existing double yellow lines on the junction with Hollybank Road.

Installing these lengths of double yellow line along Oakcroft Road will prevent double parking, improve the traffic flow and reducing congestion around school times.

On the east side of Oakcroft Road extend the Monday to Friday 11am to 3pm single yellow line from where it currently ends outside property 'Crosstrees', southwards to alongside property 'Tynings'. Double yellow lines will then be installed on the junction with Hazel Road.

Extending the single yellow line will prevent a line of vehicles parking just beyond the end of the current restriction improve road safety and sightlines.

Dartnell Avenue junctions with Little Moreton Close and Hatfield Close

This proposal is shown on drawing TB 18 in [The Byfleets parking proposals Part 2](#).

Install double yellow lines on the junctions of Dartnell Avenue with both Hatfield Close and Little Moreton Close to maintain access and improve sightlines and road safety on these two sides roads. Vehicles park on Dartnell Avenue right up and over the edges of these two junctions. As both side roads are private, the double yellow lines will only extend up to the back of the footway on each junction.

Madeira Crescent

This proposal is shown on drawing TB 19 in [The Byfleets parking proposals Part 2](#).

On the west side of Madeira Crescent outside the development numbered 2 to 22, revoke an 11.6m length of existing single yellow line. In its place introduce a 6.6 metre disabled bay without time limit as a valid application has been received. In addition, a 5 metre long parking bay which will operate under the terms and conditions of the Outer West Byfleet Controlled Parking Zone, which are Monday to Friday 11am to 3pm, Ronyflen Bill A.2 (a)8 (C)3 (r)-5.2 (

Request have been received to increase the number of parking spaces at the western end of Madeira Road. By switching the parking spaces from the north to the south side of the street, it allows for a longer parking bay to be installed. The move to the southern side will also allow residents to park outside the houses that are probably using the spaces most frequently. Dropping children off for the Marist School on the south side of Maderia Road means they can walk to school without having to cross any roads.

Woking North

Woking South division proposals

The county councillor for this division is [Will Forster](#)

Woking

Langley Walk – Traffic Regulation Order Amendment

No drawing.

southbound and northbound vehicles turning into the car park, and to allow the footway to be used for its intended purpose.

Woking South West division proposals

The county councillor for this division is [Ayesha Azad](#)

Brookwood

Heath Drive

The proposal is shown on drawing WSW 07 in the [Woking South West parking proposals](#).

The road markings in Heath Drive had faded away. A resident (No.49) had a dropped kerb installed. Since the road markings have been refreshed as per the Traffic Order, there is a parking bay across the new dropped kerb outside this property. As the vehicle crossover is at one end of the parking bay and was installed in good faith. It is recommended to remove 5.7m from the northern end of the parking bay and replace it with a single yellow line enforceable Monday to Friday 1-2pm, in line with the operational hours of the Brookwood CPZ.

Woking

Wych Hill

This proposal is shown on drawing WSW 08 in the [Woking South West parking proposals](#).

On the north side of Wych Hill install double yellow lines westwards from the end of the Bus Cage outside property 'Starlings' to join up with the existing double yellow lines outside the Co-op.

On the north side of Wych Hill install double yellow lines from where they currently end outside No.1 Pl do(1) T (l)6 (4 (i)6 (di9 (rr)7 (ent)2 (l)6 -0.015dE(ent)27 (e)10 ()14 (u (ut)2 0 15.96 5

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Annex 1 – Explanation of restriction types

No waiting at any time

This means that parking is not allowed at any time. This restriction is 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)

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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

Enforcement

Parking controls on street in Woking Borough are administered by Surrey County Council and enforced by NSL on our behalf. If you have any queries about this, you may reach the County Council by visiting this [website](#).

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:

- x Telephone: 0300 200 1003 (9am to 5pm, Monday to Friday, excluding bank holidays. Emergencies only at all other times)
- x Email : contactcentre@surreycc.gov.uk
- x Textphone (via Text Relay): 18001 0300 200 1003
- x SMS: 07860 053 465
- x Fax: 020 8541 9575
- x Address : Contact Centre, 1st Floor, Dakota, De Havilland Drive, Weybridge, Surrey, KT13 0YP