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Farnham North division proposals

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

Farnham

Upper Hale Road / Alma Lane / Bishops Road / Hope Lane

Convert all existing 'No waiting Monday to Friday 8am to 6pm' restrictions in the vicinity of this junction area to double yellow lines, with extensions further into Bishops Road up to the junction with Gravel Road and covering the junction with Hope Lane. This will ensure that access, sight lines and road safety are maintained at all times in this area, including all its junctions and the approaches to those junctions.

In addition, revoke the school keep clear marking in the Alma Lane layby by the junction with Upper Hale Road, which has been signed but not marked on the ground for many years. The single yellow line on the ground here will be converted to double yellow lines and extended slightly further to prevent parking in this part of the layby to allow pick up and drop offs and loading and unloading to take place. The remaining section of the layby will be unrestricted to allow parking to take place for 3 cars, before the dropped kerb for number 112.

In addition, on Upper Hale Road, the layby outside Tesco Express will be double yellow lined (lines running along the back of the layby) to allow buses to pull into the layby up to the bus stop, and to also keep the layby clear for any pick ups and drop offs, or loading and unloading, including refuse collection. The restrictions will also help maintain access and sight lines for the Tesco Express car park.

In addition, on Upper Hale Road, add the double yellow lines currently installed along the back of the School Keep Clear marking to our traffic orders, to prevent parking and maintain access and sight lines for the school entrance at all times and not just school peak times.

Finally, add a small additional length of double yellow lines outside number 121a Upper Hale Road to our traffic orders, to reflect the current layout on the ground. Please see drawing number 2021-1.

Farnborough Road

Outside numbers 99 to 105, introduce double yellow lines to the western side of the island to match the current layout on the ground and to prevent parking on and around the island, except in the marked parking bay. Please see drawing number 2021-2.

The Fairway

By the junction with Wellington Lane, reduce both sides of double yellow lines to reflect the current layout on the ground. Please see drawing number 2021-2.

Farnham Central division proposals

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

Farnham

Hale Road

Outside numbers 22, 24 and partly outside 26, introduce two 'electric vehicles recharging only' bays applying Monday to Saturday 8am to 6pm max stay 4 hours. Outside 26 to 32, revoke the previously advertised bays of the same type. This is to reflect the final installed electric vehicles parking arrangement at this location and follows subsequent consultation with some residents and scanning of underground cables. This has resulted in only two spaces being finalised at this location instead of the previously advertised four spaces, and one kerb build-out instead of two. Please see drawing number 2021-4.

Upper South View

Outside numbers 3 to 9, convert the existing 'Monday to Saturday 8am to 6pm permit holders or 2 hours no return within 1 hour' bays to 'permit holders only' for the same period. This follows requests from residents of this street for permit holder only spaces to be introduced, following a struggle by permit holders to find spaces near to where they live, as the free 2 hour period is popular with non-residents, especially those visiting the park located at the end of this street. Please see drawing number 2021-5.

St Cross Road

Reduce the 'Monday to Saturday 8am to 6pm permit holders or 2 hours no return within 1 hour' bay by the junction with East Street from two cars lengths to one car length and extend the existing double yellow lines from the junction up to this reduced bay. This is to accommodate a new vehicular access for 74-84 East Street following a planned redevelopment of this building. Please see drawing number 2021-5.

Cherry Tree Close

Introduce a second disabled parking bay (no time limit) in this street, next to the existing disabled bay (replacing a Monday to Saturday 8am to 6pm permit holders only' bay). This follows a request from another blue badge holding resident of this street. In addition, convert the existing 'Monday to Saturday 8am to 6pm permit holders or 2 hours no return within 1 hour' bay on the side adjacent to numbers 5 to 8 Cherry Tree Close to 'permit holders only' for the same period. This is to help permit holding residents (including visitors with visitor permits) to find space in Cherry Tree Close, and to also make up for the loss of permit space as a result of the proposed additional disabled bay. The remaining bay on the opposite side will stay unchanged, to provide some free space for visitors to the street with the existing free 2 hour restriction, which is understood to require better enforcement following reported abuse by non-residents exceeding the 2 hour limit. Overall, it is believed that these changes in their entirety, along with better enforcement, will address long standing parking issues in this street and will address the current demand for both permit space and blue badge space. Please see drawing number 2021-5.

Long Garden Walk West

Outside number 7, revoke the 'Monday to Saturday 8am to 6pm permit holders only' bay and replace with double yellow lines of the same length, to match the current layout on the ground. This is a revocation of a previous proposal to introduce an additional permit bay in this street, which was not installed on the ground following subsequent upheld y imged, low lineducee same length,

residents were not notified during the advertisement process and therefore their opinions on the proposed bay were not received until after the proposal was spray marked on the ground in preparation for installation. As it was accepted that the bay would cause issues for the driveways opposite, it was agreed not to proceed with the bay and for the existing layout to remain unchanged. As the traffic orders from the previous review have been made, the bay needs to be revoked as part of this review. Please see drawing number 2021-6.

West Street

Outside Old Town Mews, convert a section of 'no waiting Monday to Saturday 8am to 6pm' restriction to double yellow lines, extending from the parking bay by the electricity substation to partly beyond the entrance to Old Town Mews. This is to help maintain sight lines and access to Old Town Mews at all times, and also maintain access to the electricity substation. Please see drawing number 2021-7.

Abbey Street

Outside numbers 28 and 30, reduce the 2 car length 'Monday to Saturday 8am to 6pm permit holders or 2 hours no return within 1 hour' bay to one car length and extend the existing 'no waiting Monday to Saturday 8am to 6pm' restriction up to this reduced bay. This is to accommodate a new vehicular access for number 28. Please see drawing number 2021-8.

Broomleaf Road

Outside numbers 20 and 22, reduce the existing 'Monday to Friday 8am to 6pm 4 hours no return within 1 hour' bay (from its western end) to one vehicle length and extend the existing 'no waiting Monday to Friday 1pm to 2pm' restriction up to the reduced bay. Currently this bay is at an odd length, and two vehicles often try to park within it but with many overhanging the ends. This will ensure the bay is clearly only suitable for one vehicle only and will help reduce instances of abuse and driveway dropped kerb obstructions. Please see drawing number 2021-9.

Ridgway Road

Outside number 21, extend the existing double yellow lines and 'no loading Monday to Saturday 8am to 9:30am and 3pm to 6:30pm' restriction up to the extended vehicular access for number 21. This will eradicate an odd unrestricted length of carriageway remaining between the end of the extended access and the end of the existing restrictions, to ensure a vehicle does not overhang either of them. Please see drawing number 2021-10.

The Hart

Change the wording from 'coaches' to 'buses' for the existing 'Monday to Saturday 8am to 6pm 4 hours no return within 1 hour' (coaches only) restriction, both on the ground and in the traffic regulation orders. This is to reflect current traffic signs regulations which no longer refer to coaches. There is no drawing for this proposal.

lines across and partly beyond the entrance to 'Kanimbla', also covering opposite the entrance to

Haslemere division proposals

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

Haslemere

Lion Lane

Introduce a length of double yellow lines across and in between the dropped kerbed accesses to numbers 1 and 3. This part of Lion Lane is the apex of a bend, and the double yellow lines are intended to act as a passing place, to allow northbound vehicles to pull in to allow oncoming traffic to pass. As there is often a continuous row of parked vehicles on this side of the road, the carriageway is effectively reduced to a single lane and on a bend. This creates a hazardous and difficult situation for drivers as their sight lines will be obstructed as well, and even more so because the parking takes place on the inside of the bend which has the greatest impact on sight lines. It is also far more difficult for drivers to judge the available width of a carriageway when on a bend, with many drivers preferring to wait or to pull in rather than to attempt to pass. These issues are exacerbated during school peak times when visitor vehicles are parked heavily on the footway on the opposite side, reducing the carriageway width even further. The proposal aims to be a compromise between the needs of residents and the needs of visitors to park on street, and the need to maintain a safe and passable carriageway. As the proposal incorporates two dropped kerbs and the space in-between, the total loss of space is two vehicles. As the parking on this bend is

Godalming North division proposals

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

Godalming

Catteshall Road junction with Catteshall Lane (Lawnwood Cottages)

Introduce double yellow lines on all parts of the junction, which is technically a bend with an adjoining junction. When vehicles are parked in this area, it creates a significant obstruction for turning and sight lines. Drivers are forced to drive partly onto the wrong side of the road travelling around the bend and larger vehicles such as lorries are unable to turn due to the sharpness of the bend and junction. Photographic and video evidence submitted by residents has shown the obstructive implications of vehicles parking in this area upon passing traffic, especially lorries. The proposed restrictions aim to prevent this from happening in future, and to enforce the highway code's rule of not to park within 10m of a bend or a junction, for which this is both. Please see drawing number 2021-22.

Tudor Road junction with Tudor Circle

Introduce double yellow lines on the junction to maintain access, road safety and sight lines at all times. Please see drawing number 2021-23.

Summers Road

Relocate the four 'electric vehicles recharging only' bays applying Monday to Saturday 8am to 6pm max stay 4 hours further southwards to leave a one car unrestricted gap south of the school keep clear marking. This is to reflect the final installed electric vehicles parking arrangement at this

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](#).

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

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,

Enforcement

Parking controls on street in Waverley are administered and enforced b(d)6cy2 841.92 reW*n123(f) - q0.0