

Waverley parking review 2024: 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 Waverley parking review 2024. 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 the date given. More information about how to do this is available on our [Parking news and updates in Waverley](#) 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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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

Rowhills (by junction with Upper Weybourne Lane)

Introduce double yellow lines on the Rowhills part of the junction with Upper Weybourne Lane to maintain road safety, sight lines and access at all times. Double yellow lines on the Upper Weybourne Lane part of the junction are currently due to be installed as part of the previous 2023 parking review. Please see drawing number 2024-01.

Brooklands Road (Private) junction with Upper Weybourne Lane

Introduce double yellow lines on the public highway extent of the junction to maintain road safety, sight lines and access at all times. Please see drawing number 2024-02.

Upper Hale Road (by junction with Ball and Wicket Lane)

On Upper Hale Road, extending eastwards from the junction with Ball and Wicket Lane, introduce double yellow lines to maintain road safety, sight lines and access at all times. This will also help to maintain footway access at all times at this location in the vicinity of the controlled pedestrian crossing. The double yellow lines would terminate on the ground at the start of the crossing zigzags, but they will extend up to the raised kerb footway on our traffic order plans (as shown) to allow any footway parking to be enforced should it take place on any part of the footway section that is the same level as the carriageway and separated by a drainage channel. Please see drawing number 2024-03.

Bankside junction with Weybourne Road

Introduce double yellow lines on the junction to maintain road safety, sight lines and access at all times, especially during school peak times, and to maintain access and sight lines for a new uncontrolled pedestrian crossing point due for installation at this location. Please see drawing number 2024-04.

Lea Close junction with Lower Weybourne Lane

Introduce double yellow lines on the junction to maintain road safety, sight lines and access at all times, especially during school peak times. Please see drawing number 2024-05.

St Georges Road

On both sides of the road, starting from the uncontrolled pedestrian crossing by 'The Kiln', introduce double yellow lines up to and opposite the junction with Low Lane, but with an unrestricted gap on the south side between numbers 38 and 34A to allow some parking to continue there. Following preliminary consultation with some local residents carried out by the county councillor, this proposal was the favoured option to help mitigate ongoing issues and concerns regarding sight lines, two-way traffic flow, and driver conflict between those exiting Low Lane and those travelling west along St Georges Road towards the Low Lane junction. Restricting the parking so that it only takes place on the south side between numbers 38 and 34A will ensure that drivers exiting Low Lane will have better sight lines and more time to react to approaching traffic, and likewise for drivers travelling west on St Georges Road on approach to the Low Lane junction. The proposed double yellow lines will also prevent parking on the bend to help maintain road safety and sight lines there as well, and will also maintain access along the shared cycle and pedestrian path by preventing any displacement parking occurring there instead, or onto the opposite side of the road, which would also be hazardous. Whilst having parking continuing between numbers 38 and 34A would still

require westbound traffic to drive around those parked vehicles, the maintained clear distance between those parked cars and the bend and junction would allow drivers more time to react to approaching traffic than the current situation. Having double yellow lines opposite the junction with Low Lane will allow drivers travelling west along St Georges Road to return to their correct lane after passing any parked cars on the south side between 38 and 34A, and to reduce the likelihood of conflict with drivers exiting Low Lane. Preventing parking opposite the junction will also assist drivers turning in and out of Low Lane, especially those with larger vehicles. Please see drawing number 2024-06.

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

Threadneedle Road

Following the redevelopment of this entire area, it is proposed to amend our Traffic Regulation Order plans to match the current installed double yellow line layout on the ground, to maintain traffic flow and access through Threadneedle Road at all times. The superseded double yellow lines and disabled bays (Disabled badge holders only 3 hours no return 1 hour) that were on the previous road layout will be revoked. The proposed double yellow lines shown on the drawing are subject to the remaining length of Threadneedle Road being adopted by Surrey County Council. Please see drawing number 2024-07.

Waverley Lane

Outside the entrance to the Perfect Start Day Nursery (formerly the Waverley Arms Pub) introduce double yellow lines to maintain access and sight lines at all times for its car park entrance, and to maintain two way traffic flow in the vicinity of the railway crossing where traffic queues on Waverley Lane. This is an amendment for our Traffic Regulation Order plans only as restrictions already installed on the ground. Please see drawing number 2024-08.

Weydon Lane

Outside the Highfield South Farnham School, revoke the school keep clear (No stopping everyday 8:15 to 9:15am and 2:30 to 4pm). As this marking is located on a signalised pedestrian crossing to control traffic over the bridge, it cannot be routinely maintained and would require significant traffic management, likely with a road closure and diversion route, each time the marking needs to be refreshed. Bearing in mind that drivers cannot stop on this section of Weydon Lane without blocking the carriageway, having a school keep clear marking here does not serve any purpose, and bearing in mind the maintenance issues involved, it is believed best to remove this restriction from our Traffic Regulation Orders and for the marking to be left to fade away completely, with the sign and post to be removed. Please see drawing number 2024-09.

Talbot Road junction with Ryle Road

Introduce double yellow lines on the junction to maintain road safety, sight lines and access at all times, especially during school peak times. These restrictions would also apply to the footway, so drivers will not be allowed to park on the footway as they have been doing here, which causes obstructions to pedestrians and sight lines. Please see drawing number 2024-09.

Fox Yard (Private)

Add 'Fox Yard' to the list of streets eligible for permits within Farnham Town Centre (Zone A) within our Traffic Regulation Orders. A very small number of properties located in this narrow side street, which is located off the north side of West Street, do not have off street parking and require parking on-street, and there is capacity in the zone to allow for this amendment. No drawing.

30 The Borough

Exclude 30 The Borough from being eligible for permits within Farnham Town Centre (Zone A) as this property, which is a conversion of retail space to four flats, is supported by Surrey County Council as being a 'car free' development and excluding it from our Traffic Regulation Orders for permit eligibility is one of the planning conditions to ensure it remains as such. No drawing.

Whitebines (Private) Located off The Fairfield

Add 'Whitebines' (a private street and residential development located off The Fairfield) to the list of streets eligible for permits within Farnham Railway Station (Zone B) on our Traffic Regulation Orders. This residential development has 18 parking spaces on its private land allocated to 24 apartments, and those without allocated space require parking on-street, and there is capacity in the zone to allow for this amendment. No drawing.

Woolmead (New Residential Development)

Exclude the new Woolmead residential development (located between Woolmead and East Street) from being eligible for Zone A resident and visitor permits. It is county policy that new developments within existing permit schemes would not be eligible for residential permits by default. For the Woolmead development, there is also an agreed planning condition which states that "*No residential dwelling forming part of the development hereby permitted shall be occupied until the Traffic Regulation Order (TRO) has been updated to restrict any resident of the new development from obtaining a parking permit within Farnham town centre Controlled Parking Zone*". No drawing.

Farnham South division proposals

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

Farnham

Weydon Lane junction with The Old Orchard

On the Weydon Lane part of the junction, extend the double yellow lines in each direction. Following resurfacing of this road, the double yellow lines were reinstated longer than they were before, but to a more suitable length for maintaining access and sight lines at all times, and therefore it is proposed to amend our Traffic Regulation Order plans to match the current layout on the ground. Please see drawing number 2024-10.

Wey Meadow Close (Private) junction with Wrecclesham Road

Introduce double yellow lines on the public highway extent of the junction to maintain road safety, sight lines and access at all times. Please see drawing number 2024-11.

Dene Lane

By the junction with Lodge Hill Road, on the south side of Dene Lane, revoke a length of double yellow lines from our Traffic Regulation Orders to match the current layout on the ground. This length of double yellow lines has not been present on the ground for many years, and as this section of road is all dropped kerb, it is not parked on regardless and yellow line restrictions are not necessary here, especially considering the higher demand for road marking maintenance due to vehicles crossing over the carriageway. Please see drawing number 2024-12.

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

King's Road

Outside number 113, extend the existing double yellow lines to leave a two car length unrestricted gap outside numbers 113 and 111, as opposed to a three car length gap, which is the current situation. This is proposed to give drivers travelling west along King's Road more time and space to pass the parked cars on this side before reaching the priority system's give way markings, and to reduce the likelihood of conflict with drivers approaching from the other direction, but also with those that may be exiting the driveways for numbers 113 or 115, which are located right by the approach and give way markings for the priority system. This slight reduction in on-street parking is being made as compromise between the need to improve traffic flow and reduce the likelihood of driver conflict at this location, and the demand for parking at this location, and with consideration that this parking restriction layout has been unchanged for many years and there has been no history of reported collisions on this part of King's Road. However, reducing the unrestricted gap from three to two car lengths, resulting in a greater distance between the parked vehicles and the priority system, would greatly improve the road situation for drivers, including nearby residents, on a daily basis. Please see drawing number 2024-13.

Church Road (by Rosemary Court)

Outside the entrance to Rosemary Court, introduce double yellow lines to maintain sight lines, access and road safety at all times, especially during school peak times. As part of this proposal, part of a single yellow line waiting restriction (No Waiting Monday to Friday 8:30am to 6:30pm) will be superseded by the double yellow lines. There have been a few requests over the years by different residents of Rosemary Court for this proposal to be made. Please see drawing number 2024-14.

Godalming South, Milford and Witley division proposals

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

Milford

Oxted Green junction with Petworth Road

Introduce double yellow lines on the junction to maintain road safety, sight lines and access at all times, especially during school peak times. As part of this proposal, part of the single yellow line restriction on Petworth Road and Oxted Green (No waiting Monday to Friday 8am to 6pm) will be superseded with double yellow lines. Please see drawing number 2024-16.

Chuch Road

On the north side of Church Road, between the existing double yellow lines by St John's Church and the roundabout with Cherry Tree Road, introduce double yellow lines. This is to maintain two way traffic flow and access for buses at all times between the bend and the roundabout, and to also prevent parking on the footway outside the recreation ground, which is hazardous and obstructive to pedestrians and to passing traffic, as driving on and off the footway here over raised kerbs on this busy main road, and by a bus stop, is hazardous to all drivers as well as pedestrians. Please see drawing number 2024-17.

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

Town End Street

On the northeast side, fill in the unrestricted gap between Town End Close and the entrance to Stuart Court with double yellow lines. This is to address complaints received regarding access issues involving refuse collection vehicles along this part of Town End Street when vehicles are parked on both sides of the street. Whilst parking has taken place here for many years, with modern vehicles being larger today than in the past, the remaining carriageway width for drivers to pass between the parked vehicles here has been gradually reduced over the years, and on occasions, refuse collection vehicles have been prevented from passing or have been severely delayed trying to pass. Whilst this issue will vary depending on the size and type of vehicles parked at the time, this issue would affect emergency service vehicles with similar or identical widths to refuse collection vehicles and it is proposed to prevent parking on the northeast side here to maintain traffic flow and access at all times. The northeast side was deemed to be more suitable to restrict as the unrestricted gap is currently an odd length in terms of parking spaces and is shorter than the unrestricted gap on the southwest side, so the reduction in parking here would not be as much as on the southwest side. Please see drawing number 2024-18.

Catteshall Lane (Ambulance Station)

On the south side, on the north side of the entrance to the Ambulance Station, introduce double yellow lines to maintain access, sight lines and road safety at all times. These double yellow lines have already been installed on the ground by a developer following a response to a Stage 3 safety audit conducted by Surrey County Council, and it is proposed to add these restrictions to our Traffic Regulation Orders. Please see drawing number 2024-19.

Nightingale Road

On the east side, between the junction with Upper Manor Road and outside the entrance to 'Mayen Place' (south of the railway bridge), introduce double yellow lines, including on the west side of Nightingale Road on the railway bridge, between the existing double yellow lines on Deanery Road and opposite the entrance to 'Mayen Place'. This is to keep parking on the west side of Nightingale Road between Upper Manor Road and outside number 23 Nightingale Road where the limited waiting (1 hour) bay is located, to maintain access, two-way traffic flow and road safety at all times and to prevent displacement parking moving along the road to other more hazardous parts. Currently, parking can take place on the east side of Nightingale Road on the bend to the north of the junction with Deanery Road but can extend as far as opposite the limited waiting (1 hour) bay, which can result in passing vehicles being obstructed from passing the limited waiting bay, or southbound vehicles having to drive partly on the wrong side of the road on approach to and on the bend. These proposed restrictions will see all the parking better managed in this street, whilst reducing the likelihood of displacement parking causing problems elsewhere. See drawing number 2024-20.

Farncombe

Wolseley Road

On the north side, by the junction with Marhsall Road, adjust the position of the Electric Vehicle (EV) Recharging Bay (Monday to Saturday 8am to 6pm max stay 4 hours) on our Traffic Regulation Order plans only, to match the installed layout on the ground. Due to the requirement for a new kerb

buildout to be located where the feeder box was installed to maintain adequate footway width, the EV bays were installed further eastwards than originally proposed, and therefore this proposal is just to correct the position on our legal plans. However, following this new layout, it is proposed to extend the double yellow lines from the junction with Marshall Road up to the start of the EV bays to help further maintain sight lines and traffic flow on and on approach to this junction, and to prevent vehicles from parking between the new buildout and the EV bays, which can cause overhang of both due to the unrestricted gap being smaller than the average car length. See drawing number 2024-21.

Ballfield Road

On the south side, to the east of the junction with Ormonde Road, revoke the Electric Vehicle (EV) Recharging Bay (Monday to Saturday 8am to 6pm max stay 4 hours) from our Traffic Regulation Orders. This EV bay was never installed on the ground due to financial and technical reasons regarding this location, but it had already been advertised and made as a change to our legal orders, which we are now proposing to correct. The ground will remain unrestricted. See drawing number 2024-22.

Station Road

On the north side, to the east of the junction with Grays Road, revoke the single yellow line (No Waiting Monday to Saturday 8:30am to 6:30pm). This single yellow line has not been on the ground for many years and drivers have been parking here throughout this time. Following a recent review, this restriction is not deemed to be necessary and will be removed from our Traffic Regulation Orders. The sign has already been removed. See drawing number 2024-23.

Waverley Eastern Villages division proposals

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

Wormley

Combe Lane Incl. Junction with Coopers Place (Private)

On both sides of Combe Lane, extend the existing single yellow lines (no waiting Monday to Friday 7am to 10am) further southwards up to the boundary of properties 'Drake Cottage' and 'The Limes'. This is to maintain two-way traffic flow and driveway access on this part of Combe Lane where on-street parking has increased over the past several years. In addition, introduce double yellow lines either side of the junction with Coopers Place (private) to maintain access, sight lines and road safety at all times, especially for large goods vehicles turning in and out of Coopers Place, which has been a reported issue for some time now. With both these proposed new restrictions, unrestricted parking will be maintained outside 'The Limes' and 'Oakview', and to the south up to the start of the proposed double yellow lines for Coopers Place, which will better manage the parking in this part of Combe Lane. Please see drawing number 2024-15.

Cranleigh and Ewhurst division proposals

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

Cranleigh

Alfold Road (Incl. Junction with Vine Works Road aka Vine Cottages)

By the junction with Elmbridge Road, introduce double yellow lines on both sides of the road extending up to the vehicular entrance to the local shop on the west side and up to and including the junction with Vine Works Road, also known as Vine Cottages, on the east side. This is to maintain access, sight lines, road safety and two-way traffic flow in the vicinity of the junctions at all times and to maintain footway access at all times. Please see drawing number 2024-24.

Parsonage Road and Rowland Road

Introduce several lengths of double yellow lines on Parsonage Road and Rowland Road in the vicinity of the Glebelands School to maintain two-way traffic flow, access, road safety and sight lines, for both drivers and pedestrians on the two large bends and on all the uncontrolled crossing points and side entrances off Parsonage Road and Rowland Road. As part of this proposal, all the existing single yellow line restrictions (No waiting Monday to Saturday 8:30am to 6:30pm) will be superseded by double yellow lines except for the length outside numbers 28 to 31 Parsonage Road, which has not been clearly on the ground for many years and is not necessary. Please see drawing number 2024-25.

St James's Place

Add properties 1 and 2 'Eastcott', St James's Place to the list of properties eligible for permits in resident permit area C in our Traffic Regulation Orders. This is just to correct a mistake when this scheme was first established many years ago, as these properties should have been included from the start but were missed off in error. No 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](#).

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 Waverley are administered and enforced by Surrey County Council via its contract with NSL.

- **Email:** SurreyParkingEnforcement@nslservices.co.uk

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:** contactcentre@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).