

Woking 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 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.

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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Goldsworth East and Horsell division proposals

The county councillor for this division is [Lance Spencer](#)

Horsell

Thornash Way,

This proposal is shown on drawings GEH 14 and GEH 15 in the [Goldsworth East & Horsell Part 1 parking proposals](#).

Install double yellow lines along the entire length of the southern side of Thornash Way from South Road to Thornash Road. These yellow lines will keep all parked vehicles on the north side of Thornash Way maintaining access at all times along this narrow road. Double yellow lines will be installed on the **junction of Thornash Way and South Road**.

Ormonde Road,

This proposal is shown on drawing GEH 16 in the [Goldsworth East & Horsell Part 1 parking proposals](#).

Install double yellow lines along the length of Ormonde Road on the west side, from No.1 to No.35 where they will join with existing double yellow lines at either end. These additional yellow lines will keep all parked vehicle on the east side of the street. This will improve access for all vehicles on this bus route, at all times.

Bury Lane,

This proposal is shown on drawing GEH 16 in the [Goldsworth East & Horsell Part 1 parking proposals](#).

Install double yellow lines outside properties 'Hatfield' and 'Tillingbourne' on the south side of Bury Lane. Bury Lane is at its narrowest at this point, and currently this is the only place where vehicles park on both sides of the road simultaneously. Extending the double yellow lines will eliminate this pinch point, limited on-street parking to one side of the road, improving road safety and access.

High Street, Horsell,

This proposal is shown on Drawing GEH 17 in the [Goldsworth East & Horsell Part 1 parking proposals](#).

Install double yellow lines on the north side of High Street, Horsell from the boundary of No.115 eastwards, to join up with the existing double yellow lines coming from the access road to the Village Hall and Bowls Club. The double yellow lines will then extend up to the white zig-zags at the zebra crossing.

These double yellow lines will improve traffic flow by preventing vehicles parking opposite the Bury Lane junction which creates a pinch point on the High Street. They will also prevent parking on the footway in front of the gardens. The double yellow lines will allow the bus to pull up kerbside at 'The Crown' stop making it more accessible.

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.

2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, The Triangle GU21 7PP

Penryhn, Holly View, The Triangle GU21 7PP

188, 190 St Johns Road, GU21 7PE.

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

The county councillor for this division is [Saj Hussain](#)

Knaphill

Chobham Road,

This proposal is shown on drawing KGW 07 in the [Knaphill and Goldsworth West parking proposals](#).

Install two additional lengths of double yellow line on the east side of Chobham Road either side of the Birdsgrove junction. One length of double yellow line will fill in the gap south of the Birdsgrove junction, outside properties 'Catlin' and 'Colinton'. The other length will extend the double yellow lines northwards from the Birdsgrove junction outside property 'Trees'.

Reports and photographs have been received of the 48 bus service being unable to get through this section of Chobham Road where cars are parked simultaneously on both sides of the road. Introducing these additional lengths of double yellow lines will eliminate this pinch point, improving the traffic flow. Additionally, they will allow the bus to pull up kerb side at the Chobham Road stop, improving accessibility.

High Street, Knaphill,

This proposal is shown on drawing KGW 08 in the [Knaphill and Goldsworth West parking proposals](#).

Install a length of double yellow line across the frontage of Sussex Court on the north side of High Street, Knaphill.

The exit from Sussex Court is around an island and frequently it is obstructed by parked vehicles on the High Street, this is forcing drivers to exit via the entrance, where the sightlines are not good, and is dangerous.

Brushfield Way,

This proposal is shown on drawing KGW 09 in the [Knaphill and Goldsworth West parking proposals](#).

Install double yellow lines on the west side of Brushfield Way, opposite the Buddhist temple/ community centre. Double yellow lines will start in line with the existing restrictions in Silistria Way and continue along the frontage of the first housing block up to the access road below No.75.

On the east side introduce double yellow lines on both sides of the junction within Brushfield Way. This is section of Brushfield Way alongside the Buddhist temple/ community centre leading up to properties 3 to 16.

These restrictions are required to prevent vehicles parking in these places, which obstructs the footway and blocks sightlines around the corners, resulting in vehicles meeting each other head on.

Strathcona Gardens and Redding Way,

This proposal is shown on drawing KGW 10 in the [Knaphill and Goldsworth West parking proposals](#).

A completed parking scheme request form with 77 signatures has been received, requesting double yellow lines on the junction with Redding Way and entrance road into Strathcona Gardens.

It is recommended to install double yellow lines on the southern junction of Strathcona Gardens with Redding Way. From the entrance road to Knaphill Football Club/ Brookwood County Park double yellow lines will extend along Redding way and into Strathcona Gardens, continuing alongside No.1 and extending round to the end of the footway.

These restrictions will be mirrored on the opposite side, where double yellow lines will extend from where the footway begins on Redding Way into Strathcona Gardens and continue alongside No. 65, extending around the corner northwards to cover the crossing point.

Install a length of double yellow line outside No's 4 & 5 Strathcona Gardens extending to the southern end of the street. These double yellow lines will help maintain access for vehicles and pedestrians using the footpath in the southwest corner of the street to access the football club and County Park.

Install double yellow lines on the northern junction of Strathcona Gardens with Redding Way. Double yellow lines will extend from where the footway begins on the southern side of the junction and extend alongside No.66, continuing to the end of the footway. Double yellow lines will extend on the northern side of the junction from where the footway begins and extend alongside No.98, continuing to the end of the footway.

Puckshill junction Beechwood Road,

This proposal is shown on drawing KGW 11 in the [Knaphill and Goldsworth West parking proposals](#).

Install double yellow lines on the junction to improve sightlines and road safety on the junction.

Beechwood Road junction Beechwood Close

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

A completed parking scheme request form with 29 signatures has been received requesting an extension of the double yellow lines on Beechwood Road either side of Beechwood Close following an accident.

It is recommended to extend the double yellow lines by 5.5 metres northwards outside No. 7, and by 7metres outside No.9 on Beechwood Road.

It should be noted that hard concrete standing areas exist either side of this junction, and they are used to park vehicles on, which does block sightlines when exiting Beechwood Close. Vehicles may continue to park on these standing areas unless regular enforcement of the extend yellow lines takes place.

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 [Amanda Boote](#)

Byfleet

Church Road,

This proposal is shown on drawing TB 11 in [The Byfleets parking proposals Part 1](#).

On the east side of Church Road, extend the double yellow lines by 5 metres northwards outside No's 5 and 3. An extension to the double yellow lines is required to improve sightlines and road safety for vehicles exiting Mill Lane.

Chertsey Road junction with York Road – Traffic Regulation Order Amendment.

This proposal is shown on drawing TB 12 in [The Byfleets parking proposals Part 1](#).

The single yellow lines on all sides of the junction (including opposite) of Chertsey Road and York Road have been upgraded to double yellow lines. These now need to be formalised, approved and added to the Traffic Regulation Order.

In addition, it is recommended to fill in the 6 metre gap between the above listed restrictions and the existing double yellow lines on the junction of Chertsey Road and Kings Avenue to residential access, traffic flow and sightlines on the junction.

Rutson Road junction Cornwall Avenue

This proposal is shown on drawing TB 13 in [The Byfleets parking proposals Part 1](#).

Install double yellow lines on the junction of Rutson Road and Cornwall Avenue to improve sightlines and road safety. Vehicles parking fully on the footway block the line of sight and obstruct the footway for pedestrians.

Rectory Lane junction Rectory Close

This proposal is shown on drawing TB 14 in [The Byfleets parking proposals Part 1](#).

Install double yellow lines on the junction of Rectory Lane and Rectory Close to improve sightlines and road safety.

Sanway Road

This proposal is shown on drawing TB 15 in [The Byfleets parking proposals Part 1](#).

Install double yellow lines on the junction and bend within Sanway Road. Double yellow lines will extend northwards from the building line of property 'Old Bury' on the east side of Sanway Road to 3 metres past Church Cottage.

On the east side the double yellow lines will extend northwards from outside No.1 and around alongside 'Hurstbourne' on Sanway Road.

Installing double yellow lines will improve sightlines and road safety on the junction.

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 terms and conditions of this zone.

Wentworth House, Pyrford Road – Traffic Regulation Order Amendment

No drawing.

Residents of this building are not eligible to buy residential or visitor permits.

Century House, Rosemount Avenue – Traffic Regulation Order Amendment.

No drawing.

Residents of this building are not eligible to buy residential or visitor permits.

Parkside House, Camphill Road – Traffic Regulation Order Amendment

No drawing.

Residents of Flat Numbers 1, 2, 3, 4, 5, 6, 7, 8, 9 and 10 in Parkside House, 13 Camphill Road, West Byfleet KT14 6EG are eligible to buy visitor permit only for the Outer Zone (Area WB/ LP) of the West Byfleet Controlled Parking Zone in quantities determined by the terms and conditions of this zone.

Woodlands Road

This proposal is shown on drawing TB 16 in [The Byfleets parking proposals Part 2](#).

On the east side of Woodlands Road extend the double yellow lines northwards from the boundary of property 'Veryan' for 13 metres. Two new developments (Beaumont House and Sherwood House) with multiple units have been built with a shared entrance. Vehicles are parking on Woodlands Road up to this entrance way, not allowing sufficient room for access and blocking sightlines when exiting.

Oakcroft Road

This proposal is shown on drawings TB 16 and TB 17 in [The Byfleets parking proposals Part 2](#).

Upgrade the existing single yellow line which is enforceable during the Controlled Parking Zone hours (Monday to Friday 11am to 3pm), to double yellow lines between the two parking bays on the east side of Oakcroft Road between properties 'Eversley' and 'Glen-Alic'. Access to these properties is blocked during school pick-up times, when parking also causes localised congestion.

On the west side of Oakcroft Road outside Oakcroft Nursing Home, revoke a 6 metre length of single yellow line between the two sets of two parking bays and make it a parking bay as well, operating under the terms and conditions of the West Byfleet Outer Zone Controlled Parking Zone (Monday – Friday 11am to 3pm).

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, Resident Permit Holders Only WB/ LP can be introduced. There are always requests for additional parking bays to be introduced in this area.

Madeira Road

This proposal is shown on drawing TB 20 in [The Byfleets parking proposals Part 2](#).

At the western end of Madeira Road on the north side revoke the (Monday to Friday 11am to 3pm Resident Permit Holders Only WB/ LP) parking bay outside properties 'Westerhouse' and 'Woodcombe'. A double yellow line will be installed in its place. The double yellow line will extend eastwards along Madeira Road upgrading the existing single yellow line into the end of Blenheim Close (private road).

At the western end of Madeira Road, on the south side, extend the double yellow lines by 2.5metres eastwards outside No.2. Eastwards from this point a 27metre long (Monday to Friday 11am to 3pm Resident Permit Holder Only WB/ LP) parking bay will be installed, revoking the 27metre length of single yellow that is currently in place.

Upgrade the single yellow lines to double yellow lines on the junction of Madeira Road and Regency Drive.

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 division proposals

The county councillor for this division is [Riasat Khan](#)

Maybury

Walton Court, Courtenay Road – Traffic Regulation Order Amendment

No drawing.

Properties with a Walton Court address are not allowed to purchase resident or visitor permits for the Woking Controlled Parking zone.

Board School Road

This proposal is shown on drawing WN 12 in the [Woking North parking proposals Part 1](#).

It is recommended to propose the relocation of the disabled bay without time limit from outside No's 10 and 12 to the western most 6.6 metres of the Area 2 (Monday to Saturday 8.30am to 6pm) parking bay outside No's 14 and 16. The parking bay outside No's 10 and 12 would then revert back to operate under the Area 2 restriction.

Relocating the disabled bay next to the footway will make it more accessible and safer for the user.

However, should objections be received from the addresses 14 to 32 Board School Road the proposal will not be progressed and the status quo will remain.

Linkway junction Balmoral Drive

This proposal is shown on drawing WN 13 in the [Woking North parking proposals Part 1](#).

It is recommended to install double yellow lines on the junction of Balmoral Drive with Linkway to improve sightlines and road safety on the junction at all times.

Oak Lane

This proposal is shown on drawing WN 15 in the [Woking North parking proposals Part 1](#).

It is recommended to install double yellow lines on the east side of Oak Lane from where they currently end at the junction with College Road, northwards as far as the garage of No.12 Oak Lane.

Vehicles are parking on this side of the road, blocking the footway and restricting the road width on this bus route, causing localised congestion.

Princess Road

This proposal is shown on drawing WN 16 in the [Woking North parking proposals Part 2](#).

It is recommended to install double yellow lines on the north side of Princess Road. Starting from a point in line with the double yellow lines opposite at the southern end of Beta Road eastwards, to join up with the existing double yellow lines on the junction of Alpha Road.

Visitors to the pub park on the road and cause all sorts of congestion and block residents' driveways. The pub has a car park which should be used. People with pushchairs cannot get down the road due to the pavement parking and this is also causing issues for people with accessibility issues.

Princess Road junction Windsor Way

This proposal is shown on drawing WN 17 in the [Woking North parking proposals Part 2](#).

Install double yellow lines on the junction of Princess Road and Windsor Way to improve sightlines and road safety on this bus route.

North Road

This proposal is shown on drawing WN 18 in the [Woking North parking proposals Part 2](#).

It is recommended to install a 6.6 metre disabled bay without time limit outside No's 19 and 21 North Road, replacing a length of Area 2 (Monday to Saturday 8.30am to 6pm) parking bay. A completed, valid application form has been received.

Woking

Ferndale Road

This proposal is shown on drawing WN 14 in the [Woking North parking proposals Part 1](#).

It is recommended to remove 6m of CPZ Area 1 FR/TG (Everyday 8.30am – 6pm) parking bay in from the northern boundary of No.9 Ferndale Road southwards and install a single yellow line in its place, operating under the terms and conditions of CPZ Area 1 FR/TG. This is to allow access to off street parking at the front of this property.

It is recommended that to remove 8.3m of CPZ Area 1 FR/TG (Everyday 8.30am – 6pm) parking bay in front of No.11 Ferndale Road and install a single yellow line in its place, operating under the terms and conditions of CPZ Area 1 FR/TG to allow access to off street parking at the front of this property.

Sheerwater

Dartmouth Avenue – Traffic Regulation Order Amendment

This proposal is shown on drawing WN 19 in the [Woking North parking proposals Part 2](#).

Following redevelopment works in Sheerwater, the enforceable 3 hours no return 1-hour disabled bay that was outside No.41 Dartmouth Avenue has been removed. The Traffic Regulation Order needs updating to match the street.

Woking South division proposals

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

Woking

Langley Walk – Traffic Regulation Order Amendment

No drawing.

Add property No's 1 to 16 Langley Walk to the Traffic Order so they are able to buy resident and visitor permits as per the terms and conditions of Area 5 of the Controlled Parking Zone. This does not include Wootton Grange.

Hill View Road junction White Rose Lane

This drawing is shown on drawing WS 10 in the [Woking South parking proposals](#).

On the north side of Hill View Road, it is recommended to upgrade the existing Monday to Friday 9.30 to 11.30am single yellow line to double yellow lines from the parking bay outside Radstone Court eastwards continuing on to White Rose Lane northwards on the west side as far as the entrance of Wildbank Court. Double yellow lines are required to prevent parking at any time on the north side of White Rose Lane, opposite the parking bay, which creates a pinch point severely restricting the road width.

Guildford Road, Car Club Bay CC001

This proposal is shown on drawing WS 13 in the [Woking South parking proposals](#).

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 001 and convert it into two spaces that will operate Everyday 8.30am to 10pm 20 minutes, no return one hour, to allow shoppers to park and briefly visit Tesco Express.

Kingfield

Queen Elizabeth Way

This proposal is shown on drawing WS 11 in the [Woking South parking proposals](#).

At the western junction of Queen Elizabeth Way with Elmbridge Lane it is recommended to extend the double yellow lines on both sides of the road northwards alongside No.1 and No.2 respectively. The extended double yellow lines will improve access on the junction and for residents of the first two properties, who's driveways get obstructed by parked vehicles.

Mayford

Access from Egley Road to Hoe Valley School

This proposal is shown on drawing WS 12 in the [Woking South parking proposals](#).

On the access road from Egley Road into Hoe Valley School and the Woking Sports Box it is recommended to install double yellow lines. The double yellow lines will extend from the western row of studs at the pedestrian crossing by the junction with the A320 Egley Road west and southwards on the southern side incorporating the entrance way to the car park and continue up the gates at the southern end of the site where the road terminates. This location needs to be kept clear of parked vehicles to prevent congestion on both

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

Woking South East division proposals

The county councillor for this division is [Liz Bowes](#)

Old Woking

Manor Mews Car Park – Traffic Regulation Order

No drawing.

Remove the x4 Electric Vehicle Recharging Points from the Traffic Regulation Order, as it was not practical or financially viable to install them at this location. Four recharge points were installed in nearby Hipley Street instead.

Woking

Oriental Road

This proposal is shown on drawing WSE 06 in the [Woking South East parking proposals](#).

On the north side of Oriental Road from the boundary of No's 33 and 31 westwards as far as the 20 minutes limited waiting bays outside 9b Oriental Road (Vincent's Butchers) upgrade the existing Monday to Saturday 8.30am to 6pm single yellow line to (no waiting at any time) double yellow lines.

On the south side of Oriental Road from the boundary of No.8 and Grove Lodge westwards as far as the Area 5 parking bay outside the Post Office, Sorting Office car park upgrade the existing Monday to Saturday 8.30am to 6pm single yellow line to (no waiting at any time) double yellow lines.

Upgraded restrictions are necessary as coaches are parking along here, blocking driveways every weekday from 8:15 to 8:30am. The general public are parking vehicles on both sides of Oriental Road reducing the road width and blocking driveways on Sundays in particular when the road can be full of parked cars.

Mayhurst Avenue

This proposal is shown on drawing WSE 07 in the [Woking South East parking proposals](#).

Extend the double yellow lines into Mayhurst Avenue northwards, by 8 metres on both sides. Currently the double yellow lines end close to the junction with East Hill. Vehicles park just beyond where they currently terminate, reducing access and blocking sightlines.

Pyrford

Lovelace Drive

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

It is recommended to extend the double yellow lines on both sides of Lovelace Drive. On the north side to the boundary of No.16, and on the south side as far as the dropped kerb of No.3a. The extended double yellow lines will prevent vehicles parking around the junction area, which obstructs through traffic and causes localised congestion.

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 Pine View westwards for 3.5 west of the boundary of Belle Cottage and No.7 Hook Heath Avenue.

These two lengths of additional double yellow line will improve the flow of traffic on Wych Hill which routinely gets severely clogged during morning rush hour and throughout the working day. The parked vehicles cause an obstruction when travelling down the hill trying to avoid the parked cars, they will also assist pedestrians trying to cross the road by improving sightlines and they will no longer have to step out from between parked cars into the moving traffic.

Hook Heath Road – Traffic Regulation Order Amendment

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

Remove the double yellow line from across the junction with Fernhill Lane from the Traffic Regulation Order.

Show the double yellow line continuing along the east side of Hook Heath Road to a point 2 metres short of the boundary of properties 'Rough Lea' and Pippins to match the restriction on street.

On the west side the double yellow extends alongside property 'The Cedar Views' and end in line with those opposite.

Hook Heath Road

This proposal is shown on drawings WSW 09 and 10 in the [Woking South West parking proposals](#).

On the west side of Hook Heath Road, it is recommended to extend the double yellow lines 7.8 metres southwards from the junction with Pine Road alongside property 'Cranstone' to improve sightlines on the junction and improve traffic flow along Hook Heath Road.

It is recommended that to install double yellow lines on both sides of the junction with the private cul-de-sac of Hook Heath Road opposite Pine Road. On the east side, south of this cul-de-sac the double yellow lines will continue alongside property 'Hurstgate Cottage' incorporating the **junction with Hurst Close** and the **junction with Allen House Park**. The double yellow lines will end on the south side of this junction.

It is recommended to install double yellow lines on the junction and opposite Hale Ends, as a completed parking scheme request form has been received from residents of Hale Ends asking for these restrictions. Opposite Hale Ends the double yellow lines will be in front of properties 'Ridge Acre' and 'Red Oaks' to improve sightlines and maintain access at all times.

Gorsewood Road

This proposal is shown on drawing WSW 11 in the [Woking South West parking proposals](#).

On the north side of Gorsewood Road it is recommended to extend the double yellow lines by 3.6 metres outside No.58 Gorsewood Road to improve traffic flow and sightlines opposite the junction with Larchwood Avenue.

Gorsewood Road

This proposal is shown on drawing WSW 11 in the [Woking South West parking proposals](#).

On the east side of Gorsewood Road it is recommended to introduce a single yellow line operating Monday to Saturday 8.30am to 6pm along the back of the two School Keep Clear markings either side of the junction with Hermitage Woods Crescent.

On the west side of Gorsewood Road it is recommended to introduce a single yellow line operating Monday to Saturday 8.30am to 6pm along the back of the two adjacent School Keep Clear markings outside 'The Hermitage School' and 'The Oak Tree School'. At the southern end, the single yellow line will extend for a further 3 metres beyond the School Keep Clear marking.

The 'wrap around' after school care operates until 6pm and the School Keep Clear markings are not enforceable after 4pm. Some parking restrictions are required to manage prevent parking and maintain safety for an additional 2 hours, as over 100 pupils are being collected during time period at the end of the school day.

Mount Road junction with Hook Heath Lane

This proposal is shown on drawing WSW 12 in the [Woking South West parking proposals](#).

Install a length of double yellow line from the (private) Mount Close southwards and around the corner onto the north side of Hook Heath Lane extending to the end of the concrete lay-by outside property 'Farthings'. Vehicles parking around this junction area block sightlines for through traffic.

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)

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](#).

On-street electric vehicle charge points

Further information on the introduction of electric vehicle charge points in Surrey can be found on our [webpage](#).

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, 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 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:

- **Telephone:** 0300 200 1003 (9am to 5pm, Monday to Friday, excluding bank holidays. Emergencies only at all other times)
- **Email:** 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, Dakota, De Havilland Drive, Weybridge, Surrey, KT13 0YP