

Surrey Heath parking review 2023: Decision report

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

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Introduction

The Surrey Heath Parking Review 2023 proposals, which were agreed by county councillors and the Parking Traffic and Enforcement Team manager in January 2024, were advertised from 30 October to 27 November 2024.

As part of this process, street notices were erected at each location, and notification cards were hand delivered to those properties immediately fronting proposed changes. In addition, a formal notice was published in the Camberley News and Mail.

All these documents referred members of the public to drawings and a statement of reasons document available online via the webpage: www.surreycc.gov.uk/surreyheathparking

The Information was also made available to view at local libraries and council buildings.

Responses to the advertisement were received via an online form through the webpage above, or by letters being sent to the following address: Surrey Heath Parking Review 2023, Parking Team, Hazel House, Merrow Lane, Guildford, Surrey, GU4 7BQ. Members of the public were asked to submit either a support, comment or objection response.

During the advertisement period, there were 49 support responses, 12 comment responses and 16 objections. All these responses have been read and considered in full, and the total number of responses for each location have been listed. However, for the purpose of this report, the responses have been summarised into key points only, followed by analysis and a decision on how to proceed following these considered responses.

The decisions made in this report are final and there is no appeal process. Any further requests for changes to these agreed restrictions will need to be submitted as part of a future [parking review of Surrey Heath](#).

At locations where no objections or comments were received there is no analysis and the proposals will - unless otherwise stated - be introduced 'as advertised' i.e. without any changes from the advertised proposal. Where changes have been made, there will usually be a revised drawing in addition to the written description.

Camberley East division proposals

The county councillor for this division is [Trefor Hogg](#).

Camberley

King's Ride

Overview:

- Drawing number: 2023-01
- Objections: 0
- Comments: 0
- Support: 0
- Final decision: Proceed as advertised.

Crawley Ridge

Overview:

- Drawing number: 2023-02
- Objections: 0
- Comments: 0
- Support: 0
- Final decision: Proceed as advertised.

Service Area 4

Overview:

- Drawing number: 2023-03
- Objections: 0
- Comments: 0
- Support: 0
- Final decision: Proceed as advertised.

Camberley West division proposals

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

Camberley

Gordon Road junction with Shelley Court

Overview:

- Drawing number: 2023-04
- Objections: 0
- Comments: 1
- Support: 0
- Final decision: Proceed as advertised.

Summary

The comment queried the highway extent of Shelley Court and the use of private parking signs.

Analysis

Shelley Court is a public highway road, but its off-street parking areas are on private land, so the signs referring to private parking will be relating to those parking areas only.

Woodlands Road

Overview:

- Drawing number: 2023-05
- Objections: 2
- Comments: 1
- Support: 2
- Final decision: Proceed as advertised.

Summary

The objections referred to the following points: -

- Restrictions will prevent deliveries and stop visitors parking outside properties.
- Vehicle speeds will increase making it harder to leave driveways.
- Single yellow lines should be used instead.
- The restrictions will not prevent school pick up and drop off parking.
- The enforcement of the restrictions will not be frequent enough.

The comment referred to the restrictions moving the parking problem elsewhere along the street and the parking mostly being related to the day surgery where their staff should be encouraged to park in the surgery grounds.

Analysis

Parking within 10m of a bend or a junction is already prohibited in the Highway Code. This is the only remaining location in Woodlands Road that is yet to be restricted as a bend or junction, and it received several requests to be restricted as well. Drivers are allowed to stop on double yellow lines to load or unload goods and to pick up or drop off passengers, so these practices will not be prevented. Double yellow lines should be used where there is a need to maintain the Highway Code at all times of the day and night. Whilst enforcement resources must be shared amongst all restrictions in Surrey Heath, all restrictions are routinely patrolled. Whilst parked cars can have a reducing effect on traffic speeds, on bends and junctions their impact on sight lines is more hazardous to all road users, which is why it is prohibited in the Highway Code.

Heatherley Road

Overview:

- Drawing number: 2023-06
- Objections: 0
- Comments: 0
- Support: 0
- Final decision: Proceed as advertised.

Sullivan Road

Overview:

- Drawing number: 2023-07
- Objections: 0
- Comments: 0
- Support: 0
- Final decision: Proceed as advertised.

Frimley High Street

Overview:

- Drawing number: 2023-08
- Objections: 0
- Comments: 0
- Support: 0
- Final decision: Proceed as advertised.

Heatherside and Parkside division proposals

The county councillor for this division is [Edward Hawkins](#).

Frimley

Evergreen Road

Overview:

- Drawing number: 2023-09
- Objections: 0
- Comments: 0
- Support: 0
- Final decision: Proceed as advertised.

Upper Chobham Road

Overview:

- Drawing number: 2023-09
- Objections: 0
- Comments: 0
- Support: 0
- Final decision: Proceed as advertised.

Frimley Green and Mytchett division proposals

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

Frimley

Ansell Road

Overview:

- Drawing number: 2023-10
- Objections: 3
- Comments: 1
- Support: 13
- Final decision: Proceed as advertised.

Summary

The objections referred to the following points: -

- The restrictions will push the parking further into Ansell Road or onto Frimley Green Road.
- No need for this and will reduce space for shoppers.
- There are already limited parking spaces on Ansell Road and this will make it worse.

The comment referred to the restrictions needing to be extended by the shop.

Analysis

As explained in the statement of reasons document, this section of Ansell Road is by a junction but also the inside of a bend, and this extension of double yellow lines is proposed to help drivers approaching from both directions to be able to see each other and to pass each other safely and in good time. Whilst the bend does continue further than the proposed extension of double yellow lines, there is a high demand for parking on Ansell Road and the section closer to the junction has been deemed to be the priority to restrict. Therefore, the demand for parking on Ansell Road has already been taken into account with the proposed extent of the restrictions, but some displacement parking is inevitable. Several residents have requested an extension of the double yellow lines over the past few years or raised concerns about the safety of passing traffic on this section, and this proposed extension aims to significantly improve the situation for passing traffic whilst mitigating the loss of parking space for residents and visitors.

Mytchett

Salisbury Grove

Overview:

- Drawing number: 2023-11
- Objections: 2
- Comments: 5
- Support: 23
- Final decision: Proceed with amendments.

Summary

The objections referred to the following points: -

- Restrictions not needed along the entire road, only on the corner and junctions.
- Restrictions will negatively impact the ability for residents to use an electric vehicle charging cable running through a footway gully installed by Surrey at a cost to residents.
- Restrictions will reduce space in which residents have to park.

The comments referred to the following points: -

- Restrictions are needed on the junction with Mytchett Place Road.
- Restrictions will need to be enforced.
- Parking is going to increase in Salisbury Grove due to it being near the canal and Frimley Lodge Park.
- Restrictions will only move parking further along Salisbury Grove.

Analysis

It appears one objector believes we are restricting the entire length of Salisbury Grove, but we are in fact only proposing double yellow lines on the corner by Loman Road, as shown on the advertised plan.

With regards to the electric vehicle charging cable gully installed by Surrey, this has been investigated further as part of this process. The extent of the proposed double yellow lines does limit on-street parking options in the vicinity of the charging cable gully, and therefore it is proposed to reduce the length of advertised double yellow lines on the eastern side of the corner only, to 8m. This will help maintain parking options in the vicinity of the charging cable gully and will allow three car lengths to be parked between the end of the double yellow lines and a residential dropped kerb. With regards to the junction with Mytchett Place Road, this location is on an assessment list for the next Surrey Heath parking review where possible double yellow lines will be considered.

Bagshot, Windlesham and Chobham division proposals

The county councillor for this division is [Richard Tear](#).

Chobham

Valley End Road / Highams Lane / Woodlands Lane

Overview:

- Drawing number: 2023-12
- Objections: 7
- Comments: 2
- Support: 2
- Final decision: Proceed with amendments.

Summary

The objections referred to the following points: -

- Parking for the school is already very difficult as it is and these restrictions will make it even harder.
- The parking restrictions will just add to current safety issues putting parents and children at greater risk.
- Parking should be expanded not reduced.
- Restrictions will force parents and carers to park further away from the school.
- There is no need for double yellow lines on the south side of Valley End Road alongside the footway outside the school. This will reduce spaces unnecessarily.
- A 20mph speed limit and pedestrian crossing are needed.

The comments repeated some of the points listed above.

Analysis

It is understood how parking for this school is already very limited and the restrictions reduce options for parking, but parking on junctions is already prohibited in the Highway Code, as it significantly impedes sight lines and turning. In the vicinity of a school during school peak times when traffic volume is highest, these sight lines are even more important to help maintain road safety. The proposed restrictions also aim to help maintain sight lines by the uncontrolled crossing on Highams Lane to assist pedestrians crossing there, whose sight lines would be greatly impeded by parked cars. Regarding the proposed extent of double yellow lines on the south side of Valley End Road to the east of the existing School Keep Clear marking, these were proposed to help maintain sight lines for drivers using the car park entrance and to help maintain access by school minibuses. However, it is understood that this section fronts footway directly outside the school and is away from the junction and it is not as crucial to the advertised scheme as the other sections of double yellow lines. Considering the objections received, it is proposed not to proceed with the advertised length of double yellow lines on the south side of Valley End Road outside the school to the east of the School Keep Clear marking. All other advertised restrictions will proceed as advertised to help maintain road safety and sight lines on the junctions and uncontrolled pedestrian crossing.

Lightwater, West End and Bisley division proposals

The county councillor for this division is [Rebecca Jennings-Evans](#).

West End

Church Road

Overview:

- Drawing number: 2023-13
- Objections: 0
- Comments: 0
- Support: 0
- Final decision: Proceed as advertised.

Bisley

Clews Lane junction with Pilgrims Way and including Angelica Road

Overview:

- Drawing number: 2023-14
- Objections: 2
- Comments: 2
- Support: 9
- Final decision: Proceed as advertised.

Summary

The objections referred to the following points: -

- A no stopping restriction is excessive and not needed here.
- Restrictions will stop people accessing the play area.
- Restrictions only needed on junction not down Angelica Road and will put more pressure on Elm Grove and Pilgrims Way, which are already busy with school parking.

The comments referred to potential issues with resident driveways due to displacement parking; restrictions being needed for one side of Pilgrims Way by the junction, and restrictions only being needed on the junction.

Analysis

These proposed restrictions are to prevent parking on the inside of the bend to allow passing traffic from both directions to see each other in good time, and to allow drivers to negotiate the 4 parked car lengths being left unrestricted for people to visit the play area. Currently, multiple cars have been seen parked on this bend and junction area, and this proposal is a compromise between the need to maintain sight lines and traffic flow whilst still allowing some parking to continue outside the play area in a limited and defined number. The advertised restriction is double yellow lines, meaning 'no waiting at any time'. It is not a 'no stopping' restriction and drivers are allowed to stop on double yellow lines to pick up or drop off passengers. However, the unrestricted 4 car length gap alongside the play area is intended for parking. The restrictions on the junction with Pilgrims Way are to maintain sight lines for all drivers at all times, especially during school peak times and will help manage any displacement parking. The restrictions are necessary to continue around the inside of the bend into Angelica Road to maintain traffic flow and sight lines, but to also prevent displacement parking causing issues further into Angelica Road on that same bend.