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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

Weybourne Road junction with Brook Avenue

Introduce double yellow lines on the junction to maintain road safety, sight lines and access at all times. Please see drawing number 2023-01.

Badshot Lea Road and Junction with Low Lane

Introduce double yellow lines on the junction with Low Lane and opposite the junction, to maintain road safety, sight lines and access at all times, especially for vehicles trying to exit Low Lane. This section of Badshot Lea Road is where the carriageway gradually becomes wider towards Aldershot, but parking on this section not only makes exiting Low Lane more difficult, but it also makes it difficult for drivers to pass oncoming traffic, especially when larger vehicles are involved. The proposed double yellow lines are intended to keep this transitional carriageway section clear of parking, whilst allowing it to continue after the carriageway has become wider.

In addition, it is proposed to continue the double yellow lines on Badshot Lea Road from the junction with Low Lane, on the same side of the road as Low Lane, northwards until the county boundary. This is to control any displacement parking moving over to this side instead; to maintain access and sight lines for the entrance to Tice's Meadow; and to prevent parking on the grass verges on this side. Please see drawing number 2023-02.

Upper Hale Road junction with Willow Way

Introduce double yellow lines on the junction to maintain road safety, sight lines and access at all times. Please see drawing number 2023-03.

Upper Weybourne Lane and junction with Wellington Lane

On the eastern side of Upper Weybourne Lane, from the junction with Farnborough Road, southwards to opposite the junction with Wellington Lane, introduce double yellow lines on all remaining unrestricted sections of road to prevent parking entirely on this side along this specified length. Upper Weybourne Lane is too narrow for parking on both sides and drivers know this, so they park heavily on the footways. As the footways on the eastern side are already narrow, any parking on them greatly inhibits pedestrians and the mobility impaired from being able to pass and prevents it entirely along many parts. On a busy road such as Upper Weybourne Lane this is unacceptable, and in breach of highway obstruction laws. Parking on both sides also makes it difficult for drivers to pass oncoming traffic and drivers will often need to wait to allow vehicles to pass them, which causes hold ups and traffic along this length and wider area. It is therefore proposed to restrict this eastern side to keep all parking on the western side only, which will

both sides of this narrow bend to maintain turning and access at all times, especially for larger vehicles. Please see drawing number 2023-04.

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

Stoke Hills

Around the large, grassed island located in the centre of the Stoke Hills estate, introduce double yellow lines in between the five constructed parking areas. This is primarily to prevent parking taking place on the grassed areas, as drivers are driving over raised kerbs to access them, which is not only unsightly but also anti-social and damages the landscape over time. As double yellow lines legally apply to adjacent verges and footways, the restrictions will allow any parking on the verges in between the designated parking areas to be enforced through the issuing of Penalty Charge Notices. Please see drawing number 2023-05.

Crosby Way

Outside number 20 and 22, extend the existing double yellow lines on this south side to leave a two-car unrestricted gap opposite number 29. This is to resolve a longstanding issue of staggered parking on both sides of this section of Crosby Way preventing larger vehicles from being able to pass through. Please see drawing number 2023-06.

5 Alfred Road

Revoke the 'at any time' disabled parking bay and replace its same length with the adjacent restriction 'Monday to Friday 8am to 6pm permit holders or 2 hours no return within 1 hour'. The disabled bay is no longer required. The current layout on the ground already reflects these changes so these amendments are for the Traffic Regulation Orders only. Please see drawing number 2023-07.

Farnham South

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 Green Lane

Introduce double yellow lines on the junction to maintain road safety, sight lines and access at all times. Please see drawing number 2023-08.

Frensham Road junction with Gold Hill (Private)

Introduce double yellow lines on the junction to maintain road safety, sight lines and access at all times. Please see drawing number 2023-09.

Farncombe

73 George Road

Revoke the existing 'at any time' disabled bay located along the side of number 73 as it is no longer required. Please see drawing number 2023-18.

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

Elmbridge Road junction with Elm Park

Introduce double yellow lines on the junction to maintain road safety, sight lines and access at all times. Please see drawing number 2023-20.

Elmbridge Road junction with Westdene Pestdene Pestdene Pwith 2024 Tm G(E)JTJE

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 8.09 68T/F1 12G(b)-3(e)-3(fb)

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:

Parking Reviews

We receive hundreds of requests

