

Waverley

No opposition was raised regarding the concept of charging for on street parking at the Waverley Local Committee, although Waverley Borough Council were not supportive of the original proposals, as currently advertised.

In Farnham town centre, the locations for the proposed high and medium tariff were generally considered appropriate and in line with off street car park charges.

Castle Street is problematic as staff working in the local shops parked there during the day and in the evening, parking by visitors to local restaurants, so both were considered to cause difficulties for residents.

It is recommended that either the restrictions are extended into the evenings, or more space is allocated to residents only.

The parade of shops near by the station was suggested as an additional site for charged parking, in order to increase churn and reduce congestion in the area.

Haslemere has two distinct centres, the original town centre High St and the more recent area of Weyhill, with nearby supermarkets offering limited free parking.

However, it does have a busy rail station with a 45-minute journey time to Waterloo, which attracts a lot of commuters, with resultant congestion in the neighbouring streets.

There is free on street parking around the town centre, used by residents, local workers and commuters.

It was considered that a free 30-minute period followed by the medium tariff would be appropriate in the short term parking bays around the High Street, West St, Shepherds Hill, and the shopping parade in Weyhill.

There is extensive uncontrolled commuter parking around the station and town centre that cause great difficulties for residents. It is therefore proposed that additional restrictions are introduced to regulate commuter parking and provide resident permits in some streets. These are to be better defined prior to the public consultation exercise.

Godalming

In Godalming, there is very little on street parking for shoppers. The proposed medium tariff for Queen Street was considered appropriate, as was an additional location with 9 spaces in the Bury's, which was identified as an additional site for the same tariff.

There is also considerable scope for the introduction of charged parking around Farncombe station, but this would require an extensive review of the neighbouring residential streets in order to manage the inevitable displacement through permit schemes etc. and as such can not be considered as part of the current exercise.

However, the matter should be treated with some urgency.

Cranleigh is either a large rural village, or a small rural town. There is free on street parking around the town centre, used by residents and local workers. It was considered that a free 30-minute period followed by the medium tariff would be most appropriate for the High Street due to the retail offer available, particularly near the Common.

A similar provision is also recommended around the Horseshoe.

Again, any displacement issues should be tackled during the review period.