



**LOCAL COMMITTEE (WAVERLEY)**

**PUBLIC QUESTIONS AND  
RESPONSES**

**6 June 2008**

**1. From Mr Andrew MacLeod**

The South Farnham Residents Association (SOFRA) is grateful to the Local Committee, and in particular our local councillors Pat Frost and Roger Steel, for the interest that they have taken in resolving the serious parking and traffic problems in South Farnham. We are pleased that this has resulted in a budget of £30,000 for an "Assessment of parking requirements for North/South Farnham". We note from the last Local Committee papers that the action required is to "Work with Resident's Associations (RAs) to produce a schedule and implement proposals". On behalf of SOFRA, I wish to ask if a plan of action and timescale been drawn up for how the Council transport experts are to work with SOFRA and the other RAs and how soon can we get involved in pushing this work forward ?

**Response**

The Committee is most grateful for the work done by the South Farnham Residents Association (SOFRA) in consulting with residents, and coming forward with suggested amendments to on-street parking restrictions in that part of the town which are expected to be supported by the majority of those living there. This work is of great value in giving a head start to the review.

Officers are now considering the report submitted by SOFRA, alongside other requests and suggestions. Particular attention will be given to road safety issues, such as parking at junctions, parking that impedes access for emergency and refuse vehicles, and the needs of residents who have

no opportunity to park within their own curtilage. Following this initial work officers will confer with local members and representatives of residents associations including SOFRA, a process that will start this summer and continue into the autumn. The objective is to produce proposed changes that meet the criteria above, and have the support of residents across an area as a whole, rather than in individual roads.

An item will be brought to this committee in December 2008, seeking authorisation to advertise the revised restrictions. If approved, it is expected that public notices will be placed in January 2009, to which people have a month to respond with their views. Depending on the level of support or objection, it may be necessary to bring a second report to this committee in March 2009, seeking final authorisation to implement the changes.

## **2. From Mr Derrick Price**

The South Farnham Residents Association (SOFRA) understands, from the initial feedback that we have had about the Farnham Parking Assessment, that some urgent "hotspot" problems are likely to be tackled first. SOFRA would support this view in the case of St George's Road in South Farnham, which has some very specific stand alone problems. However, no SOFRA resident would regard Waverley Lane as being a stand-alone hotspot in the same category as St George's Road. Waverley Lane does have serious parking and traffic problems caused by uncontrolled parking outside of the existing station CPZ area, particularly at school run times, when four large school buses arrive outside of St Polycarp's School together with the school parents' cars. Unfortunately extending parking restrictions in Waverley Lane alone will do very little to solve the parking problems in the area; in fact it would almost certainly make the situation worse. Broomleaf Road, Lynch Road and Longley Road will become even more crowded with the parked cars of railway commuters, town centre commuters and school parents. Menin Way, which has very similar problems to Waverley Lane with an even larger school population, will become even more crowded with the parked cars of Hospice visitors and volunteers and school buses and school parents' cars. A parking plan for Waverley Lane alone would do nothing to encourage South West Trains to extend the Farnham Station Car Park and would be very unlikely to gain the approval of local residents if put forward to public consultation. I wish to ask, on behalf of SOFRA, how soon we can get involved in discussing this matter with the Council transport experts ?

### **Response**

Mr Price highlights some of the pressures on parking in south Farnham resulting from commuters using the station, the presence of the hospice, and the local schools.

Referring to the response to Mr Andrew MacLeod's question above, the review will be on an area-wide basis, so the concern that Waverley Lane will be considered in isolation is unfounded. Officers expect to enter discussions with SOFRA representatives over the next month or so.

### **3. From Mr David Kirkham**

Reading the Public Questions and Responses of the Waverley Local Committee meeting held on the 8 June 2007 I noticed that David Coombes was concerned about the, then, new traffic calming measures on the Brighton Road, Godalming, outside Busbridge Junior School. He wrote "The cushions in both directions at this point are too close to the edge of the road, and to attempt to negotiate them risks entanglement with the hedging."

You replied that the scheme had been designed in accordance with the guidance but the contractor had failed to follow your instructions and that you had instructed the contractor to remedy this defect.

I've recently cycled this road and found, a year later, that the positions of speed cushions are unchanged. I have two questions:

1. What was the date of the communication between you and the contractor instructing them to remedy this defect ?
2. When will the work to change the speed cushions be carried out ?

### **Response**

The contractor was so instructed prior to the meeting of 8 June 2007, and it was agreed by officers that the work should be carried out at the same time that the traffic calming and parking scheme was installed in the lower section of Brighton Road, to reduce the disruption of carrying out two sets of work in the same road at different times.

On investigation, it was found that the cushion to the south of the controlled crossing the carriageway was wider than it appeared, because the edges of the road had become covered by encroaching banks. The banks were cut back in the vicinity of the cushions to achieve the desired width of 850mm for cyclists. However, Mr Kirkham considers that there is still insufficient width for cyclists, and officers will again investigate his concerns.

### **4. From Ms Joanne Barry**

Please could the Local Committee consider reviewing the speed limit on Munstead Heath Road (Bramley/Busbridge). I live on Munstead Heath

Road and am submitting this request in the light of recently lowered speed limits on other Surrey roads and the designation of Munstead Heath Road as part of the Surrey cycle way.

I and many others have long been concerned about the speed limit of 60mph, given the nature of this road, plus traffic volume, in addition to the encouragement now given to cyclists to use the road as part of the Surrey cycle way. It seems timely and necessary for a review of the speed limit taking all these factors into account.

### **Response**

Munstead Heath Road serves as the most direct link from the south of Godalming to Bramley, and as such it is well used, particularly during peak hours.

The road is typical of a sunken rural lane: predominantly narrow, lacking verges or footways, and with limited visibility due to bends and crests. It currently has a 60mph speed limit, and would almost certainly qualify for a lower limit under the County Council's Speed Limit Assessment Policy.

However, a speed limit review for Munstead Heath Road has not been prioritised for progression in the current year. Ms Barry's request for such a review will be considered for prioritisation against others by the Cranleigh and Eastern Villages Transportation Task Group, meeting later in the year.