

Supplementary

Agenda

We welcome you to
Waverley Local Committee
Your Councillors, Your Community
and the Issues that Matter to You

Items

ITEM 7:
Written Public
Questions

Venue

Location: Godalming *Baptist*
Church, 15 Queen
Street, GU7 1BA

Date: *Friday, 8 December*
2017

Time: *10.00 am*



Thank you for coming to the Local Committee meeting

Your Partnership Committee Officer is here to help. If you would like to talk about something in today's meeting or have a local initiative or concern please contact them through the channels below.

Email: yvette.ortel@surreycc.gov.uk

Tel: 01932 795120

Website: <http://www.surreycc.gov.uk/waverley>



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7 WRITTEN PUBLIC QUESTIONS

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To answer any questions from residents or businesses within the Waverley Borough area in accordance with Standing Order 69. Notice should be given in writing or by email to the Partnership Committee Officer by 12 noon four working days before the meeting.

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SCC LOCAL COMMITTEE (WAVERLEY) 8 December 2017

AGENDA ITEM 6

WRITTEN MEMBER QUESTIONS

No member written questions have been submitted.

AGENDA ITEM 7

WRITTEN PUBLIC QUESTIONS

1. Mr Simon Cross will ask the following question:

“At the Waverley Local committee meeting held on Friday 22nd September 2017:

‘The Local Committee (Waverley) resolved to AGREE that: Following the petitioner’s statement that the local public house ‘The Fox’ has agreed to pay for the bollards, local members and SCC officers will meet at the site to look at the technical possibilities of bollard installation and to discuss style and location.’

Despite dates for said site meeting being requested of the officer concerned by Mr Cross, the representative of the Local Residents concerned, no date has been offered and no progress has been made on this issue. Would the Committee please ensure that date options for said site meeting are provided to Mr Cross within a week of this meeting (i.e. by 15th December) so that this matter may be progressed in accordance with the Committee’s resolution. (For clarity I am seeking that date options are provided within a week – it is fully accepted that the meeting might not occur until late December or January.)?”

John Hilder, SCC Area Highway Manager (South West), will give the following answer:

“Confirmation regarding payment for the bollards is awaited from The Fox Public House, before further investigations including a site meeting can take place.”

2. Mr David Beaman will ask the following question:

“Has there been any evaluation of the consequences on traffic flow arising from the longer time that the Farnham level crossing barriers will be closed with the introduction of the new Guildford rail service and are any actions being considered to mitigate the likely impact on traffic congestion and air quality?”

Whilst the proposed introduction of a direct rail service between Farnham and Guildford from December 2018 is welcomed, the number of trains using, arriving and departing from Farnham will double from 4 to 8 trains per hour and, as a consequence, the length of time the level crossing barriers will be closed will inevitably be increased. The closure of these level crossing barriers already causes traffic congestion with traffic on many occasions being backed up down Station Hill and across the bypass into South Street and beyond which is one of the factors contributing to poor air quality in Farnham Town Centre. Based on personal observation the level crossing barriers are closed for 10 minutes in each hour and with the narrowing of the gap between the arrival and departure times of the London trains this might reduce to 8 minutes but with the additional trains to and from Guildford which follow a similar arrival and departure pattern to existing London trains, this will add an additional 10 minutes making the total time the level crossing barriers will be closed 18 minutes in each hour. This is, however, a minimum time based on all trains running on time and will be higher if any trains are delayed which does occur on a fairly regular basis. In addition there are also a number of empty rolling stock movements to and from Farnham depot that require the level crossing barriers to be closed.”

Paul Millin, Group Manager, SCC Strategic Transport Group, will give the following answer:

“On 29 September 2017 South Western Railway began a public consultation on a proposed new timetable across much of their operating area. This public consultation closes on 22 December 2017, with a new timetable due to come into operation on Sunday 9 December 2018. Full details of the public consultation can be found at the following web address:

<https://www.southwesternrailway.com/contact-and-help/timetable-consultation>

The South Western Railway timetable consultation proposes in the Farnham area, as summarised in the extract from the consultation document below:

‘This existing Guildford – Aldershot – Ascot service has been split into Guildford to Farnham and Aldershot to Ascot services. Running the Guildford trains through to Alton was examined but with the half-hourly Alton to Waterloo service it proved impossible to fit in these trains due to the single line. This change provides significant benefit for passengers travelling between Farnham and Guildford; this is the flow with the highest volumes without a direct connection on our network.

The limited peak through service to/from Waterloo via Staines that used this route is discontinued with the enhanced four trains per hour on Waterloo to Reading services providing connections into the half-hourly Ascot to Aldershot service, for Bagshot, Camberley and Frimley. Improved connections at Ash Vale allow Camberley and Frimley passengers good connections with the Alton to Waterloo route at least 10 minutes quicker to London than the current journeys via Ascot.'

The County Council will be responding to the South Western Railway consultation. This will include raising the issues and impacts of additional level crossing down time at key crossing points if the changes proposed are taken forward for further development and implementation on 9 December 2018."

3. Mr Martin Price will ask the following question:

"Whatever the precise outcome of the Waverley Borough Council Local Plan discussions on future housing required in the borough, parking within walking distance of Farncombe and Godalming stations will continue to increase as it has done for some years. What plans are under discussion between the two councils to deal with this growing problem?"

Question in full:

A substantial amount of time was spent at the last meeting and at many previous meetings that had "on-street parking" on the agenda to discuss prohibiting parking both to enable residents to park near their homes and to also to prevent dangerous parking near junctions, blind bends and hill-brow locations. This is the responsibility of Surrey County Council. Whatever the precise outcome of the Waverley Borough Council Local Plan discussions on future housing required in the borough, parking within walking distance of Farncombe and Godalming stations will continue to increase as it has done for some years. What plans are under discussion between the two councils to deal with this growing problem? Solutions might include at Farncombe station reclaiming some of the former car park now used for commercial activities and similar land on the Portsmouth bound side of the station and at Godalming station installing a multi-storey car park in the lower car park or if the projection for car parking spaces is to rise substantially, constructing a Parkway station alongside the Artington Park&Ride, with attendant improvements to the Shalford-Peasmarsh road (perhaps a new road parallel with the railway) and a bypass for Compton. It is realised that all these locations are in the adjacent Guildford borough, but the increase in parking demand will be coming from inhabitants of the Waverley Borough Council area."

Jack Roberts, Engineer, SCC Parking Strategy & Implementation Team, will give the following answer:

"Back in 2011, we carried out a consultation involving all residents in Farncombe who were being impacted by railway commuter parking. We

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consulted on the idea of a Controlled Parking Zone (CPZ) for Farncombe, and presented to residents a proposed plan, which was also displayed at a public meeting held at the Church Hall. Both the consultation and the public meeting was met with strong and clear opposition to what was being proposed, and as a result, it was taken no further. Only one street in Farncombe was strongly in favour of a permit parking scheme, and that was Grays Road, which has had permit parking for a number of years now. We have continued to assess parking restriction requests and complaints in Farncombe as part of each Waverley Parking Review. However, there are currently no plans for any wide scale review or consultation with regards to railway commuter parking in Farncombe.

With regards to Godalming, whilst no town wide consultation has been carried out, we have installed a number of permit schemes in the town to give residents priority over non residents, such as commuters. Some of these permit schemes cover multiple streets and have made a significant improvement for residents without off street parking. We have also continued to assess parking restriction requests in Godalming as part of each parking review, including issues relating to commuter parking. Where necessary, we have introduced restrictions where there have been reported issues. However, there is also no plan for a wide scale review with regards to railway commuter parking.

With regards to potential car parks at the railway stations themselves, this land will be Network Rail land and fundamentally, it will always be down to them to propose, fund and implement any changes with regards to car parks on their land, as has happened recently at Farnham and Haslemere railway stations. Unfortunately, we know that commuters will look for free on street parking anywhere up to a mile from a railway station in order to avoid paying any daily parking charge. This is why commuter parking continues to be an issue in all towns where there are good railway links, particularly into London, and why we continue to propose parking restrictions in Waverley, and elsewhere in Surrey, to address commuter parking issues.”