

**DRAFT**

Minutes of the meeting of the  
**Waverley LOCAL COMMITTEE**  
held at 1.30 pm on 11 December 2015  
at Godalming Baptist Church, Queen Street, Godalming GU7 1BA.

**Surrey County Council Members:**

- \* Mrs Pat Frost (Chairman)
- \* Mr David Harmer
- \* Mrs Nikki Barton
- \* Mr Steve Cosser
- \* Ms Denise Le Gal
- Mr Peter Martin
- \* Mr David Munro
- \* Mr Alan Young
- \* Mrs Victoria Young (Vice-Chairman)

**Borough / District Members:**

- \* Cllr Carole Cockburn
- Cllr Brian Ellis
- Cllr Mary Forszewski
- \* Cllr Simon Inchbald
- Cllr Denis Leigh
- \* Cllr Stephen Mulliner
- \* Cllr Julia Potts
- \* Cllr Wyatt Ramsdale
- \* Cllr David Round

\* In attendance

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**42/15 APOLOGIES FOR ABSENCE [Item 1]**

Apologies were received from Mr B Ellis, Mrs M Forszewski, Mr D Leigh and Mr P Martin. Mr A and Mrs V Young had given notice of their late arrival.

**43/15 MINUTES OF PREVIOUS MEETING [Item 2]**

The minutes were agreed as a correct record and signed by the chairman.

**44/15 DECISION TRACKER [Item 3]**

The committee noted the update on actions contained in the Decision Tracker. The chairman invited the following residents, who had presented petitions at the 25 September 2015 meeting, to respond to the updates provided.

1. Mrs J Rawlings (Ewhurst: bus-stop in The Street): It had been reported at a meeting with Mr A Young, as divisional county councillor, and Ewhurst Parish Council that a decision had been made to relocate the terminus of

route 53 to The Glebe. When the necessary work has been completed it will be possible for buses to circle the Bull's Head green before proceeding to The Glebe for the driver's break. The petitioners were pleased with this outcome and urged rapid implementation of the measures.

2. Mrs N Foskett (Rowledge: safety for all road users): Mrs Foskett thanked members and officers for their efforts in addressing the concerns of residents and noted the proposed scheme contained in the improvement programme for 2016/17. Mrs Foskett requested further detail and a timescale for completing the pedestrian strip on The Avenue, clearing the verges in Chapel Road, and fully resurfacing Chapel Road incorporating appropriate road markings and signage.

Mr D Munro, as divisional county councillor, welcomed the proposed inclusion of £10,000 in the 2016/17 programme for a safety scheme in Rowledge and reported that some processes were in place in relation to intrusive vegetation. The chairman asked the Area Highways Manager (AHM) to develop a plan of action with dates for the Rowledge scheme, subject to the committee's approval of the 2016/17 programme at Item 14.

3. Ms A-M Emersic (Thursley: provision of a safer road surface for horse-riders): Ms Emersic requested a timescale for the provision of an appropriate surface at the locations identified in the petition.

The AHM explained that the maintenance budget for 2015/16 was committed but that he was pressing for work (likely to be surface-dressing) to be put in hand in the following year.

4. Ms L Weldon (Cranleigh: safety in Elmbridge Road): Ms Weldon welcomed the proposed scheme for improvements in 2016/17 as a first step in addressing the problems experienced at the single-track section, which she re-iterated, noting the increasing pressure to which this road is subject.

#### **45/15 DECLARATIONS OF INTEREST [Item 4]**

No declarations of interest were received.

#### **46/15 PETITIONS [Item 5]**

Proposed responses to the petitions presented had been circulated in advance and appear as **Annex 1** of the minutes.

1. Mrs R Burbridge presented a petition requesting a pedestrian crossing over Cranleigh High Street to be located between the Baptist Church and Jewson's depot. She felt that older and disabled people found it difficult to cross the road quickly enough and drew attention to the absence of crossings in this stretch of the High Street, in contrast to the multiple opportunities to cross the High Street east of Stocklund Square and in Ewhurst Road. She did not believe that, as suggested in the proposed response, a crossing would reduce the number of on-street parking spaces adjacent to the shops.

It was confirmed that the request would remain on the holding list of the Cranleigh and Eastern Villages Task Group for future consideration.

2. Mr D Joseph presented a petition requesting the implementation of a 40mph speed limit in Pickhurst Road, High Street Green and Fisher Lane on the outskirts of Chiddingfold. Signatories felt that the national limit is inappropriate for rural roads of this nature and were concerned about increasing use with the expansion of Dunsfold Park.

The AHM, as set out in the tabled response, referred to the provisions of Surrey's *Setting Local Speed Limits Policy*. He explained that a reduced speed limit may become an inappropriate 'target' for drivers and that the necessary signage might be considered by some as inappropriate in a rural area. It was confirmed that the request would remain on the holding list of the Cranleigh and Eastern Villages Task Group for consideration in the year 2017/18.

3. Ms E Ayres presented a petition requesting improved safety on the road running through Alfold. Ms Ayres described the location of greatest concern in the centre of the village where a section of road, on an incline and bounded at each end by a sharp bend with poor visibility and subject to on-street parking, has been the site of recent accidents (including, tragically, a fatality). Residents regularly observe verbal disputes and vehicles mounting the kerbs. HGV use is significant. Deliveries at the shop and children using buses were also sources of concern.

The AHM welcomed the activity of a Community Speed Watch in Alfold. He noted that proposed residential developments in the vicinity may yield funding which could be allocated for improvements to the highway. The 40mph limit between the village centre and Alfold Crossways is not ideal in this location and significant intervention would be needed to reduce speeds. The chairman asked the AHM to ensure that appropriate action is taken soon.

4. Ms M Forster and Ms R Hill presented a petition requesting a pedestrian crossing over Falkner Road, Farnham to improve safety for pedestrians, especially children. Potters Gate School attracts a substantial amount of traffic at either end of the school day. Signage is felt to be inadequate and there is a concern that risks will increase with rising pupil numbers and new residential developments in the vicinity. In a survey a large proportion of parents expressed concern about road safety, vehicle speeds and parking; many would support a pedestrian crossing and a 20mph speed limit. It was felt that improved safety would encourage older pupils to walk to school.

The AHM undertook to investigate what measures might be possible to improve the situation in the short term and would ask a member of his team to meet parent representatives on site and assess the problems. The chairman, as divisional county councillor, had asked for sight of the School Travel Plan for Potters Gate School. It was confirmed that the request would remain on the holding list of the Farnham Task Group for future consideration.

There were no public questions.

**48/15 MEMBER QUESTION TIME [Item 7]**

There were no member questions.

**49/15 ALLEGED PUBLIC RIGHT OF WAY BETWEEN TILFORD ROAD (RUSHMOOR) AND BRIDLEWAY 108 (THURSLEY) AT KETTLEBURY HILL [Item 8]**

Mr D Harmer, as divisional county councillor, found the evidence very strong and supported the application on these grounds.

**Resolved that**

- (i) Public Bridleway rights are recognised over the route A-B on Drawing No 3/1/10/H29 (Annexe A) and that an MMO under sections 53 and 57 of the Wildlife and Countryside Act 1981 be made to modify the Definitive Map and Statement. The route will be known as Public Bridleway No.587 (Frensham).
- (ii) If objections are maintained to such an order, it will be submitted to the Secretary of State for Environment, Food and Rural Affairs for confirmation.

**Reason**

The County Council has a duty under Section 53 of the Wildlife and Countryside Act 1981 (WCA 1981) to modify the Definitive Map and Statement (DMS) if it discovers evidence which supports a modification. In this instance the evidence submitted in support of the application is considered sufficient to establish that public bridleway rights are reasonably alleged to subsist over part of the claimed route, having been acquired by virtue of bicycle use under both statutory presumed dedication (under s.31(6) of the Highways Act 1980) and common law. Evidence suggests that landowners have not challenged users or taken sufficient actions to demonstrate their lack of intention to dedicate during the relevant period.

**50/15 ALLEGED PUBLIC RIGHT OF WAY BETWEEN BRIDLEWAY NO. 213 AND BRIDLEWAY NO. 183A HAMBLEDON [Item 9]**

The following made representations in support of the application:

- Ms J Steele: "With reference to the hearing on Friday 11 December: I have walked in this area since 1987 and have never been stopped or challenged or denied access while doing this. If this footpath were accepted, Hambledon Heritage Society plan to publish a leaflet pointing out the flora, fauna and local history of the route."
- Dr D T H Williams (Miss A Monk read the statement as the nominated deputy): "I am a medical doctor. I have lived in Hambledon GU84HD since 1974. From 1974 to 2000 I was a General Medical Practitioner in Chiddingfold. In the year 1977 for the next ten years I regularly rode ponies through the whole wooded area locally known as "The Hurst",

between Hambledon Village, the Redland Nutbourne Brickwork and Northbridge, Chiddingfold, in company with Mr R Ball (butcher, deceased) of Lincolns Hill, Chiddingfold. We rode on what I recognize as the bridle paths marked on the map. We also rode other paths visible at the time. I particularly remember the section, which, if proceeding North, has a curved scarp slope on the right descending steeply to the lake on the left below. This area is traversed by gullies and culverts draining to the river. In the 1980s I rode this area with Mr R Marston – at the time Bursar of King Edward’s School, Witley. I/We were never challenged on our rides. Nor did we see any signs restricting access to any ride or path that we took.”

- Mr T Coleman (Miss A Monk read the statement as the nominated deputy): “I was born in Hambledon and have lived here for nearly all my life . from the age of about 10 I have walked many of the paths through the Hurst including the one outlined by Audrey I have never been challenged walking this path and have never seen a private or no right of way notice along here.”

One objector had registered to speak but was absent from the meeting; the applicant was therefore not permitted to address the committee.

There was some discussion as to whether there was sufficient evidence to establish public bridleway rights over the route under consideration. The Senior Countryside Access Officer explained that the threshold of evidence was subject to case law and, in this case, it was her view that this had not been reached. However, it would be possible in the future to consider public bridleway rights if further evidence became available.

**Resolved that:**

- (i) Public Footpath rights are recognised over the route shown A – B – C – D – E - F on Drg. No. 3/1/11/H10 and that a MMO under sections 53 and 57 of the Wildlife and Countryside Act 1981 be made to modify the Definitive Map and Statement. The route will be known as Public Footpath No. 578, Hambledon.
- (ii) If objections are maintained to such an order, it will be submitted to the Secretary of State for Environment, Food and Rural Affairs for confirmation.

**Reason**

The evidence submitted in support of the application is considered sufficient to establish that public footpath rights are reasonably alleged to subsist, having been acquired under both statutory presumed dedication (under s.31(6) of the Highways Act 1980) and common law. It is considered that action taken by landowners have not challenged users or taken sufficient actions to demonstrate their lack of intention to dedicate during the relevant period. A Map Modification Order to modify the Definitive Map and Statement by the addition of a public footpath as described above should be made under s. 53 of the WCA 1981.

[Mr A and Mrs V Young joined the meeting at this point.]

## **51/15 ON-STREET PARKING IN GREAT AUSTINS, FARNHAM: RESULTS OF CONSULTATION [Item 10]**

Members welcomed the report and expressed their appreciation for the work undertaken by officers in the Parking Team. Members reinforced the need for a parking scheme in this area to primarily address safety concerns. It was felt that there was now a greater understanding of the need to develop a comprehensive solution for the area and that some compromise would be necessary. The committee understood that commuters would continue to wish to park where permitted and hoped that the proposals would accommodate the parking needs of The Ridgeway School. The chairman reminded the committee that the proposals would be advertised early in the 2016/17 financial year after which expressions of support and objections would be assessed and a decision on implementation made.

### **Resolved that:**

- (i) The proposed amendments to on-street parking restrictions in Farnham South as shown on the drawing in Annex A and subsequently amended by paragraphs 4.5 to 4.8 of the report be agreed for advertisement.
- (ii) Funding be allocated as detailed in paragraph 5.1 of the report to proceed with the introduction of the parking amendments.
- (iii) The intention of the county council to make an order under the relevant parts of the Road Traffic Regulation Act 1984 to impose the waiting and on-street parking restrictions in Farnham South as shown on the drawing in Annex A and subsequently amended by paragraphs 4.5 to 4.8 of the report is advertised and that, if no objections are maintained, the orders are made.
- (iv) Any objections will be considered by the Parking Team Manager in consultation with the Chairman, Vice Chairman and relevant local Member, who will decide whether the order should still be made with or without modification.
- (v) If necessary the Parking Team Manager, in consultation with the Chairman, Vice-Chairman and local Member make minor adjustments to the proposals following the meeting.

### **Reason**

The measures agreed will make a positive contribution towards:

- Road safety
- Access for emergency vehicles
- Access for refuse vehicles
- Easing localised traffic congestion
- Better regulated parking
- Better enforcement
- Better compliance

## **52/15 WAVERLEY PARKING REVIEW: RESULTS OF ADVERTISEMENT [Item 11]**

Discussion took place on the following locations:

### Farnham Central: College Gardens

A resident of Potters Gate informed the committee that the proposed arrangements would cause some difficulties for a number of residents in view of the permits issued in the past by Waverley Borough Council. It was recognised that these permits had been issued in error and that some complexities remained to be resolved. It was agreed to approve the scheme but defer implementation until further consultation with all relevant parties had taken place and the outstanding concerns resolved.

### Farnham South: Stream Farm Close

Mr S Phillips informed the committee of the residents' support for the proposed scheme.

#### **Resolved that:**

- (i) The proposals and recommendations in Annex A of the report as amended following statutory consultation in some cases, are agreed, in addition to the two Traffic Regulation Order amendments detailed in paragraph 3.8. Implementation of the scheme agreed for College Gardens, Farnham will be deferred pending the resolution of outstanding concerns relating to current parking arrangements in the vicinity.
- (ii) That if necessary the Parking Team Manager, in consultation with the Chairman, Vice-Chairman and local Member, make minor adjustments to the proposals following the meeting.
- (iii) That the County Council make an Order under the relevant parts of the Road Traffic Regulation Act 1984 to impose the waiting and on-street parking restrictions as shown in Annex B of the report and as amended by Annex A (and as subsequently modified by (ii)), along with the two Traffic Regulation Order amendments detailed in paragraph 3.8.

#### **Reason**

The measures agreed will make a positive contribution towards:

- Road safety
- Access for emergency vehicles
- Access for refuse vehicles
- Easing traffic congestion
- Better regulated parking
- Better enforcement
- Better compliance

[Mrs N Barton and Mr D Round left the meeting during this item.]

### **53/15 ON-STREET PARKING ENFORCEMENT UPDATE [Item 12]**

An addendum to the report and amended recommendations (as subsequently agreed below) were tabled and are annexed as **Annex 2** of these minutes.

There were concerns about habitual parking in some restricted areas and officers explained that there is a balance to be struck between deterrence and the cost of an appropriate level of enforcement. It was agreed that task groups would consider relevant data and review enforcement arrangements. In some areas parking enforcement was needed to ensure safe passage of buses and this would also be considered as appropriate by task groups. Disaggregated data for Farncombe was requested in future reports.

The committee thanked the members of the parking enforcement team for their helpful and flexible approach.

#### **Resolved to:**

- (i) Note the contents of the report.
- (ii) Agree that the Farnham Task Group is allocated £87,378 (£77,410 plus £9,968) and the remaining three task groups £9,970 each from the 2014/15 on-street parking surplus.

#### **Reason**

Waiting and parking restrictions that are suitably and adequately enforced help to:

- Improve road safety
- Increase access for emergency vehicles
- improve access to shops, facilities and businesses
- Increase access for refuse vehicles and service vehicles
- Ease traffic congestion
- Better regulate parking

The local committee can contribute towards these objectives in partnership with the borough Enforcement Team.

### **54/15 HIGHWAYS PROGRAMME 2015-16: UPDATE ON PROGRESS [Item 13]**

The AHM reported that he anticipated full delivery of the 2015/16 programme by the end of March 2016.

The committee discussed the proposed introduction of a 30mph speed limit on the A283 Petworth Road at Cherry Tree Roundabout, Milford. Some members recommended that the committee should take heed of the police objection, the council's policy on speed limits and officer advice, while others felt the police position to be unhelpful and noted the substantial support locally for the reduced speed limit. The proposal was put to the vote and approved with seven votes in favour, two against and three abstentions.

In considering the proposal that cyclists be permitted to use the footway on the eastern side of Meadow, Godalming between Broadwater Park and Catteshall Road, Mr S Cosser, as divisional county councillor, proposed an

amended recommendation (as set out in resolution (iii) below); seconded by Mr D Munro, this was agreed by ten votes to nil with one abstention.

**Resolved to:**

- (i) Note progress of the 2015/16 programme of highway works funded by this committee and external sources described at Annex 1 of the report.
- (ii) Note the Surrey Police formal objection to the introduction of a 30mph speed limit on the A283 Petworth Road at Cherry Tree Roundabout, Milford but agree that the scheme should be implemented.
- (iii) Agree that cyclists be permitted to use the footway on the eastern side of Meadow, Godalming between Broadwater Park and Catteshall Road, but that the proposal be discussed with the local county councillor and other interested groups before proceeding.

**Reason**

The committee was asked to note progress for the 2015/16 local highways programme and agree decisions relating to speed limits and shared use of a footway.

**55/15 HIGHWAYS BUDGETS FOR 2016-17 [Item 14]**

The AHM drew attention to an omission from the published report and informed the committee that the following scheme should be included in Annex A of the published report under Godalming, Milford and Witley (p, 238):

Bus stop improvements in Binscombe Lane, Godalming: £7000

The AHM informed the committee of recent advice about the funding available from monies received by Waverley Borough Council under the Planning Infrastructure Contribution (PIC) scheme: in addition to the programme proposed by the Local Transport Plan (LTP) Task Group, the County Council may also claim funding for rights of way and public transport purposes. Members did not favour a precautionary increase in the funding set aside from the committee's budget for improvement schemes, being mindful of the proposal to prioritise maintenance in 2016/17. It was agreed that any adjustments necessary could be made as required in discussion with task groups.

It was noted that the LTP Task Group had requested careful scrutiny of the lengthsman scheme; the terms of grants awarded would be agreed additionally by the chairman. A report from each recipient on use of its grant would be required at the end of 2016/17.

**Resolved to:**

- (i) Agree the allocations recommended by the Local Transport Plan (LTP) Task Group and described in the report to a total value of £470,000 (with the addition of the following scheme: bus stop improvements in Binscombe Lane, Godalming [£7000]).

- (ii) Note that the LTP Task Group will convene if necessary once the Local Committee budget is known in the spring of 2016.
- (iii) Authorise the Area Highway Manager (AHM) to progress the schemes prioritised by the four area task groups and listed at Annex A of the report in consultation with local elected members and associated task groups, funded as far as possible from developer contributions.
- (iv) Subject to approval of recommendations (i) and (ii), authorise the AHM to consider and determine any objections submitted following the statutory advertisement of the traffic orders and notices associated with the programme of schemes, in consultation with the chairman and/or vice-chairman of the Local Committee and relevant local councillors.
- (v) Delegate authority to the AHM in consultation with the chairman and vice- chairman and locally affected members to amend budgets throughout the year if required to ensure the budget is allocated in a timely manner.
- (vi) Agree that the Community Enhancement Fund is devolved to each county councillor based on an equal allocation of £5,000 per division.

**Reason**

The committee was asked to agree the 2016/17 allocations so that scheme design can start at the earliest opportunity, increasing confidence in delivery.

**56/15 UPDATE ON NEIGHBOURHOOD DATA AND PRIORITY COMMUNITIES  
[Item 15]**

Members expressed particular concern at the challenges faced by residents in the Sandy Hill neighbourhood in Farnham: despite the significant improvements achieved in a number of aspects of local life, members would welcome a concerted effort to address continuing poverty and educational problems. The renewed engagement of Surrey Police in this neighbourhood would be especially helpful.

**Resolved to:**

- (i) Maintain support for multi-agency activity in its identified priority neighbourhoods.
- (ii) Note the implications of the data described and bear these in mind when making funding decisions and monitoring services across the range of its responsibilities.

**Reason**

The report drew the committee's attention to the key messages emerging from the Index of Multiple Deprivation 2015, described changes in the profile of Waverley to which it might wish to respond and provided a summary of continuing activity in the priority neighbourhoods previously identified by the committee.

**57/15 LOCAL COMMITTEE FORWARD PROGRAMME [Item 16]**

**Resolved to:**

- (i) Note the Forward Programme for 2015/16, as outlined in Annex 1 of the report.
- (ii) Note arrangements for formal meetings in the municipal year 2016/17.

**Reason**

Members were asked to consider arrangements for the committee's future activities so that officers can publicise the meetings and prepare the necessary reports.

Meeting ended at: 4.55 pm

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**Chairman**

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LOCAL COMMITTEE (WAVERLEY)

**PETITIONS: PROPOSED RESPONSES**

11 DECEMBER 2015

The following petitions have been received:

1. **A petition presented by Mrs R Burbridge requesting a pedestrian crossing over Cranleigh High Street to be located between the Baptist Church and Jewson's depot.**

Proposed response

The Cranleigh and Eastern Villages Task Group met in November to consider requests for new highway schemes and prioritise such schemes for inclusion in the 2016/17 programme promoted by the Local Committee (see Item 14: *Highways Budgets for 2016-17* in the agenda for this meeting). The task group did not prioritise a new pedestrian crossing located between the Baptist Church and Jewson's on the High Street Cranleigh since it was felt unlikely that the numbers wishing to cross at any one location here justified a new zebra or pelican crossing and additionally that such a crossing could result in the loss of on-street parking serving local shops. The request will, however, remain on the list to be considered in the future.

2. **A petition presented by Mr Derek Joseph requesting speed management in High Street Green and Pickhurst Road, Chiddingfold.**

"We wish to introduce greater speed control on Pickhurst Road, High Street Green and Fisher Lane on the outskirts of Chiddingfold. These are undulating, winding country roads bordered by hedgerows, footpaths, bridleways and homes. There are no pavements as the roads are very narrow and there are many cyclists, horse riders and walkers passing through, as well as cars and larger commercial vehicles.

The speed limit is currently 60mph, and we wish to bring this down to 40mph, with appropriate signage. We fear that it only a matter of time before a cyclist, horse rider or walker is seriously injured or worse."

Proposed response

Pickhurst Road and High Street Green are both subject to the default national speed limit for unlit roads of 60mph, as are the majority of rural roads throughout the

country. For nearly all rural lanes it is not possible to drive safely at 60mph and motorists are expected by law to drive at speeds which are safe with respect to the nature of the road and prevailing weather conditions, regardless of the speed limit. Failure to do so can result in prosecution. In order to introduce a lower speed limit an assessment must be carried out in accordance with Surrey County Council's (SCC) *Setting Local Speed Limits Policy*, which can be found on the SCC website:

[http://www.surreycc.gov.uk/\\_data/assets/pdf\\_file/0011/28748/Setting\\_Local\\_Speed\\_Limits\\_Policy\\_July2014.pdf](http://www.surreycc.gov.uk/_data/assets/pdf_file/0011/28748/Setting_Local_Speed_Limits_Policy_July2014.pdf)

This assessment is based to a large extent on current speeds which are measured using loop equipment. Such an assessment is almost certain to suggest that a lower speed limit could be introduced in line with the speeds at which the majority are currently travelling, usually 40mph or 50mph. Once the assessment is complete the new limit must be advertised in local newspapers, any objections considered and resolved, before a traffic regulation order is made and signs are installed. In unlit roads circular signs reminding drivers of the speed limit must be placed every few hundred metres, which some consider unwanted clutter of country roads.

This petition was submitted too late to be considered for prioritisation for the 2016/17 programme at the November meeting of the Cranleigh and Eastern Villages Task Group and will be added to the list of requests to be considered for the following year.

**3. A petition presented by Ms Emma Ayres and Mr Daryl Woodley requesting improved safety on the road running through Alfold.**

“Following the tragic death of a woman in her 50's, we feel the need for something to be done to make Alfold a safer place on the roads. One death is too many and something needs to be done before more families are affected and have to suffer bereavement due to a road traffic collision. As a community we need to stand together and fight for something to be done so that we feel safer on the roads and safer within our community. That is why we all need to sign this petition so that the Highways department actually take note of the issues that we feel need to be addressed. So I urge you all to sign the petition to make the right people sit up and take notice.”

Proposed response

Surrey County Council Highway Officers and the local county councillor have met with residents and Parish Council members following the recent fatality to discuss road safety in Alfold village. The Cranleigh and Eastern Villages Task Group agreed to prioritise a feasibility study to look at all aspects of road safety including speed limits throughout the length of the village. If approved by this committee, the study will be included in the 2016/17 Highways Works Programme. In the meantime a small number of sign improvements will be considered subject to available funding.

**4. A petition presented by Ms Miriam Forster and Ms Rachel Hill requesting a pedestrian crossing over Falkner Road, Farnham to improve safety for pedestrians, especially children.**

“Falkner Road, Farnham can get extremely busy during the day. There are always several cars parked along at least one side of the road which makes it difficult to cross the road safely. This road is the main route to school for many children from Potters Gate, especially as many parents park in the Upper Hart car park. It is also

home to UCA (The University of Creative Arts) and Cobgates (Nursing Home), so there are always several people of all ages crossing this road throughout the day.

Several parents are increasingly concerned for their children's safety as there have recently been some near misses with cars seemingly appearing from nowhere due to the visual restrictions the parked cars provide. We are desperate to see a pedestrian crossing put in place as we feel that it would benefit not only our school children, but also the Students from UCA and the community as a whole.

Please help us to keep our children safe and sign this petition !”

### Proposed response

Falkner Road is subject to waiting restrictions with marked parking bays at various staggered intervals throughout its length and double yellow lines between the bays, where it is safest for pedestrians to cross. The police have recorded no personal injury accidents in Falkner Road within the last five years; damage only collisions and near misses are not recorded. Pedestrian crossing facilities can range from low-cost uncontrolled dropped kerbs with tactile paving to zebra crossings and signal-controlled puffin crossings.

This petition was submitted too late to be considered for prioritisation for the 2016/17 programme at the November meeting of the Farnham Task Group and will be added to the list of requests to be considered for the following year.

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**SURREY COUNTY COUNCIL****LOCAL COMMITTEE (WAVERLEY)**

**DATE:** 11 DECEMBER 2015

**LEAD OFFICER:** DAVID CURL – SURREY COUNTY COUNCIL PARKING TEAM  
MANAGER  
KEVIN MCKEE – PARKING MANAGER, GUILDFORD  
BOROUGH COUNCIL

**SUBJECT:** **ON-STREET PARKING ENFORCEMENT UPDATE:  
ADDENDUM**

**DIVISION:** ALL IN WAVERLEY BOROUGH

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1.1 The parking surplus in Waverley for 14/15 has increased slightly from £188,000 in 13/14 to £195,480 in 14/15. Changes to the respective costs and income between these years include:

- Expenditure increased by nearly £16K in 14/15, primarily staff costs (more residents' schemes to manage)
- Income from Pay and Display (P&D) in Farnham reduced by about £12K.
- Income from fines and permits increased by about £25K.

1.2 The introduction of P&D in Farnham has helped improve access to on-street parking in the town by increasing turnover of the spaces. When the charging was introduced it was intended that any surplus income should be used to help improve transport infrastructure around the town, primarily focussing on reducing congestion and improving accessibility.

1.3 P&D income from Farnham went down from £142K in 13/14 to £129.5K in 14/15 and as mentioned above income from other sources (fines, resident and visitor permits) across Waverley increased from £231K to £270K over the same period. So the proportion of income from P&D was a smaller part of the total income and the subsequent surplus in 14/15 than in 13/14.

1.4 The total surplus was £195,480 in 14/15, of which £129,486 was from P&D. In simple terms the P&D income represents about 66% of the total surplus. (in 13/14 it was estimated at 90%).

1.5 The local committee share of the total surplus is 60% or £117,288. 66% of this represents Farnham's share for pay and display = £77,410. It is therefore proposed that £77,410 should be retained in the Farnham area and the remaining surplus (£39,878) split equally between the four task group areas.

**Amended recommendations:**

**The Local Committee (Waverley)** is asked to:

- (i) Note the contents of the report.
- (ii) Agree that the Farnham Task Group is allocated £87,379 (£77,410+ £9,968) and the remaining three task groups £9,970 each from the 14/15 on-street parking surplus.

**Contact Officer:** Kevin McKee Parking Manager, Guildford Borough Council  
David Curl, Team Manager, SCC Parking Team