

**LOCAL COMMITTEE (WAVERLEY)****MEMBERS' QUESTIONS AND
RESPONSES****16 DECEMBER 2011****1. From Mr David Munro**

Many people in Farnham are in favour of officially rerouting the A325 away from Farnham Town Centre and on to the roads to the South, East and North of the town. In this way through traffic, especially HGVs, would have a greater incentive to avoid the congested town centre.

What is the procedure for doing this, how much would it cost, and what, in officers' opinion, are the advantages and disadvantages ?

Committee response

The A325 through the centre of Farnham is an east-west route linking the A325 Farnborough Road (Shepherd and Flock) to the A325 Wrecclesham Road (Coxbridge Roundabout). In the centre of the town the A325 meets the A287, the major north-south route through Farnham. On the face of it, the A325 could be signed to follow the A31 Farnham Bypass between the two roundabouts to the east and west of the town. The question is whether this would reduce traffic in the town centre. This could be assessed fully using the Farnham Traffic model, which has recently been re-validated and which closely reflects real-life traffic movements, speeds and volumes in and around the town at present.

The Area Highways Manager is of the opinion that signing the A325 via the A31 would have little effect on traffic, including HGVs. The A31 Farnham Bypass certainly provides a quicker east-west route for through traffic than does the A325 through the town at off-peak times, and probably at peak hours as well, with through traffic only electing to use the town centre

when there are the most severe delays on the bypass. This behaviour is unlikely to be influenced by a change in the designated route of the A325.

Through traffic entering the town on the A287 from the south across Firgrove Hill Bridge will currently use West Street (A325) if it wishes to travel west, and East Street (A325) if it wishes to travel east, and changing road designation is unlikely to influence this.

Through traffic entering the town on the A287 from the north via Castle Street will currently use South Street if it wishes to travel west (turning right onto the A31 at Hickley's Corner) and either East Street (A325) or South Street to turn left onto the A31 if it wishes to travel east, and again changing road designations is unlikely to influence this routing.

It is worth noting that existing road signs do not encourage the use of the A325 through the town centre as a through route. The advance direction sign on the A31 westbound approach to the Shepherd and Flock shows the Guildford Road (A325) arm as 'Central Farnham', with no road number and no other destination. Similarly the advance direction signs on both the A31 Alton Road and A325 Wrecclesham Road approaches to Coxbridge Roundabout show the West Street (A325) arm as 'Central Farnham A325' with no other destination.

The above comments are the opinions of an individual officer, and it is suggested that there should be a fuller discussion of this issue at the next meeting of the Farnham Task Group, which reports to this committee.

The procedure for re-classifying a road, say from A to B status, is that member (Local Committee) approval would be required for a case to be submitted to the Department for Transport, with the final decision made by the Secretary of State for Transport. Installation costs would be relatively modest, involving changing road signs.

2. From Mr Robert Knowles

What plans have Highways to alleviate the serious congestion caused by the frequent closures of the A3 Hindhead Tunnel, such as the total gridlock on Thursday 8th December, when both tunnels were closed for three hours ?

Committee response

Planned closure of the A3 at Hindhead will be necessary periodically to allow the Highways Agency (HA) to carry out cyclic maintenance and repair work. These will always be following advance notice to the public and be carried out overnight between the hours of 8pm and 6am, when traffic flows are at their lightest, and are expected to result in no congestion on the Surrey road network. There will inevitably be occasions when the tunnel has to be closed in an emergency, and the closure of 8

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December was just such an instance. When daytime trunk road traffic is diverted onto the local road network severe congestion is unavoidable, and no alterations to Surrey's roads could obviate this. Surrey Highways will lend support to any measures the HA deem necessary to reduce the risk of an emergency closure of the tunnel.