



**OFFICER REPORT TO LOCAL COMMITTEE  
(WAVERLEY)**

**PROPOSAL TO MAKE PERMANENT THE  
EXPERIMENTAL AMENDMENTS TO LOADING  
RESTRICTIONS IN FARNHAM**

**16 MARCH 2011**

**KEY ISSUE**

To approve the making of a permanent Traffic Regulation Order (TRO) to consolidate the experimental changes to loading restrictions which have been place in The Borough and part of Downing Street Farnham since April 2011. The experimental changes to the loading restrictions were approved by this committee on 17 September 2010.

**SUMMARY**

Central Farnham is an Air Quality Management Area (AQMA) that requires action to achieve national air quality objectives. Road traffic emissions are the major source of air pollution in central Farnham and congestion caused by delivery vehicles loading and unloading during busy times of the day and blocking traffic was seen as a major contributory factor.

A study of deliveries and loading/unloading activity in the centre of the town was carried out and it was concluded that the worst area for congestion caused by loading and unloading was in The Borough.

Changes to the previous loading/unloading restrictions in The Borough and part of Downing Street from 08:00 – 09:30 and 16:30 to 18:00 to 08:00 – 18:00. were introduced on an experimental basis. The changes were introduced in this way to allow further modifications or suspension of the changes should they not be effective or lead to further traffic problems. Experimental changes can be in place for a period of up to 18 months. The changes were introduced in April 2011 to coincide with the start of the new parking enforcement regime operated by Guildford Borough Council.

The committee is now asked to approve making the experimental changes permanent.

## **OFFICER RECOMMENDATIONS**

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

- (i) Consider the objections received to the experimental changes to the loading restrictions implemented.
- (ii) Subject to being satisfied that objections to the changes have been overcome, approve making the experimental Traffic Regulation Order (TRO), under section 9 of The Road Traffic Regulation Act 1984 (as amended) which suspended the existing loading restrictions on The Borough and Downing Street (between Upper Church Lane / Ivy Lane and The Borough) and introduced new loading restrictions on those lengths of roads between 8am and 6pm Monday to Saturday, permanent.

## **1 INTRODUCTION AND BACKGROUND**

- 1.1 Waverley Borough Council has declared an Air Quality Management Area (AQMA) in Farnham along The Borough and surrounding streets. Air quality monitoring has shown that at various times government-set pollutant limits are exceeded.
- 1.2 Traffic emissions in the town centre were identified as a source of air pollution. Traffic congestion, especially that due to delays caused by delivery vehicles parked on the most constrained part of the road network, was seen as the major problem.
- 1.3 A successful bid for £5000 to assess and implement changes to the loading restrictions in central Farnham was made to the Leader's Climate Change Challenge Fund in April 2010.
- 1.4 Following a study of on-street delivery activities experimental changes to the loading restrictions in the Borough and part of Downing Street were approved by this committee in September 2010 and implemented in April 2011.

## **2. OBJECTIONS RECEIVED AND PROPOSED ACTION**

- 2.1 Three objections were raised, two from retail units in The Borough and one from a business in South Street. All were received in April 2011 just after the new loading restrictions were implemented. No further objections have been received.

- 2.2 Some businesses in The Borough have rear servicing but the two businesses that objected receive all their deliveries off the street. Both these business objected on the grounds that they receive deliveries during the working day and would be inconvenienced if they had to arrange to be at the shop to receive deliveries outside of business hours.
- 2.3 The business from South Street objected after a delivery vehicle received a ticket whilst parking on the east side of South Street during the day. This part of South Street was previously subject to a no loading restriction between 8am and 6pm so the new restrictions brought about no change. The parking offence was as a result of the more rigorous new parking enforcement regime.
- 2.4 Discussions with the parking enforcement team revealed that the experimental loading restrictions are being enforced but vehicles stopped on The Borough are often moved on to unload on the section of South Street where the new restrictions do not apply.
- 2.5 It is considered that businesses on The Borough have adjusted to the experimental loading restrictions and they have contributed to a reduction in traffic congestion in the town centre.
- 2.6 It is proposed that the experimental loading restrictions on The Borough and part of Downing Street are now made permanent.

### **3. FURTHER DISCUSSION AND ANALYSIS**

- 3.1 Classified traffic surveys around Farnham have been carried out to inform an update of the Farnham Traffic Model which will test various traffic management options aimed at reducing congestion. This traffic modelling work will be carried out in collaboration with the Waverley Borough Council's Farnham Traffic Management and Low Emission Strategies Feasibility Study and will allow the air quality benefits of these changes to loading restrictions together with other options for changes to loading arrangement to be comprehensively modelled and assessed.
- 3.2 It is recognised that delays caused by deliveries are not the only sources of traffic congestion and poor air quality within the town centre. The Farnham study will allow a wider assessment of a variety and combination of measures to address these issues. The lorry routing issues raised in the petition from the Farnham Air Quality Campaign, and possible solutions, can be assessed as part of this study (see Item 14 on this agenda).

### **4. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS**

- 4.1 No further changes to the restriction signing are required.
- 4.2 To place the notice advertising the permanent changes to the TRO in the press will cost approximately £500 which can be accommodated within existing budgets.

## **5. EQUALITIES AND DIVERSITY IMPLICATIONS**

- 5.1 There are no specific equalities and diversity implications for this report. Improvements to air quality should benefit the health of those who live and work in the Farnham AQMA.

## **6 CRIME AND DISORDER IMPLICATIONS**

- 6.1 Failure to comply with parking and loading restrictions can result in the issue of a Penalty Charge Notice.

## **7. CONCLUSION AND RECOMMENDATIONS**

- 7.1 The experimental amendments to the Traffic Regulation Order were aimed at addressing the most critical traffic congestion locations associated with deliveries within Farnham Town Centre. Together with a more rigorous parking enforcement regime they have helped to reduce traffic congestion.
- 7.2 It is recommended that, subject to the Committee being satisfied that the objections to the experimental changes can be overcome, the permanent changes to the TRO are approved for implementation.
- 7.3 It is also recommended that the opportunity be taken to contribute to the Waverley Borough Council Farnham Traffic Management and Low Emission Strategies Feasibility Study where other measures aimed at reducing the impact of HGV traffic in Farnham can be assessed. Members of the Committee are invited to forward HGV related issues and any possible ideas for addressing them to the author of this report.

## **8. REASONS FOR RECOMMENDATIONS**

- 8.1 Supported by a rigorous enforcement regime the experimental loading restrictions have been successful in reducing traffic congestion in the centre of Farnham.

## **9. WHAT HAPPENS NEXT**

- 9.1 Subject to approval of the Committee the experimental changes will be drawn up into a new permanent Traffic Regulation Order and a notice announcing the changes will be placed in the local press.

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**BACKGROUND PAPERS:**

1. Officer report to Waverley Committee 12 March 2010 – Item 16 Climate Change, Annex 2 Reducing Traffic Emissions
  
2. Officer report to Waverley Committee 18 June 2010 – Item 12 Traffic Pressures in Farnham – An Update – Annex 1 Farnham Freight Initiatives
  
3. Officer report to Waverley Committee 17 September 2010 – Item 10 Proposed Experimental Amendments to Loading Restrictions in Farnham