

Notice of Meeting

Farnham Board

**Date & time**

Friday, 20
November 2020
at 10.00 am

Place

Remote Meeting via
Zoom

Contact

Flora Holmes, Cabinet Policy Advisor
farnham.boardmeetings@surreycc.gov.uk

The purpose of the Board is to bring partners, residents and businesses together to ensure our deliverables are met and that Farnham maintains its position as a thriving community and town as set out in the adopted Farnham Neighbourhood Plan.

Specifically, the Board will:

1. Consider the Farnham Town Centre, A31 Hickley's Corner and A325 Wrecclesham Infrastructure Schemes, together with any related impacts
2. Determine and agree the specific outcomes and objectives for the Schemes
3. Ensure that the necessary resources from the various partners will be made available in a timely way
4. Set up specific task and finish working groups as required
5. Take evidence and advice from members of the community and representative bodies, as well as professional experts
6. Consider national initiatives and good practice in respect of the proposals to ensure the future prosperity of the town, especially in regard to business, retail, personal wellbeing and climate change
7. Consider and make recommendations on the projects, plans and resources to achieve the agreed outcomes and priorities
8. Seek to secure the capital and revenue investment to deliver agreed projects and plans, including from Government, LEP and other sources
9. Oversee the commissioning, procurement, sponsorship and delivery of agreed projects
10. Take cognisance of other planning and design processes for example the extant Master-planning process, the Waverley Local Plan and the Farnham Neighbourhood Plan.

| Member | Representing |
|----------------------------------|--------------------------|
| Borough Councillor Paul Follows | Waverley Borough Council |
| Mr Jeremy Hunt MP | South West Surrey |
| County Councillor Colin Kemp | Surrey County Council |
| County Councillor Andy MacLeod | Surrey County Council |
| Town Councillor John Neale | Farnham Town Council |
| County Councillor Tim Oliver | Surrey County Council |
| County Councillor Wyatt Ramsdale | Surrey County Council |
| County Councillor Stephen Spence | Surrey County Council |
| Borough Councillor John Ward | Waverley Borough Council |

AGENDA

1 WELCOME AND INTRODUCTIONS

- a) Ratify Cllr Matt Furniss as temporary board member in lieu of Cllr Colin Kemp
- b) Introduce Lee Parker – New Director Infrastructure, Planning and Major Projects

2 MINUTES OF MEETING AND MATTERS ARISING FROM LAST BOARD (Pages 3 - 8)

All to agree

3 QUESTIONS AND QUERIES

- a) Review of questions submitted by public in advance.

The deadline for questions is 16 November 2020

4 STAKEHOLDER CONSULTATION AND COMMUNICATIONS (Pages 9 - 38)

- a) Overview and findings
- b) Feedback on Vision Statement

5 HGV REVIEW (Pages 39 - 130)

- a) Update on progress and findings

6 PROGRESS UPDATE (Pages 131 - 140)

- a) Progress since last meeting (18 September 20)
- b) Optimised Infrastructure Plan
- c) Review against timeline
- d) Active Travel programme updates
- e) Brightwell Development

7 LOCAL LIAISON FORUM UPDATE

- a) Progress since LLF last meeting (LLF 1 - Neighbours 21 October, LLF2 – Businesses 4 November)
- b) Progress planned to the next meeting (LLF3 to LLF8)

8 AOB

- a) Next Board meeting is Friday 22 January 2021 – all dates sent and in diaries

Joanna Killian
Chief Executive
Published: 16 November 2020

Farnham Board Minutes

| | |
|-------------------------|--|
| Date & Time: | 18 Sep 2020, 10:00-11:30 |
| Venue: | Video Conferencing - Zoom |
| Chair: | Cllr Tim Oliver |
| In attendance: | Cllr Wyatt Ramsdale, Cllr Stephen Spence, Cllr Andy MacLeod, Cllr John Ward, Cllr Paul Follows, Cllr John Neale, Rt Hon Jeremy Hunt MP, Cllr Matt Furniss, Tom Horwood, Zac Ellwood, Chris Tunstall, Paula Gough, Iain Lynch, Ben Funning, Jonathan Foster-Clark, Tamara Stone (Sec) |
| Observers | Hannah Wyatt, Fiona Cameron, Peter Burch, Richard Nelson |
| Apologies | Cllr Colin Kemp |

| Item | |
|----------|--|
| 1 | <p>Instructions for Non-Board Members attending</p> <p>As this was the first Farnham Board meeting to be held in Public, the Chair confirmed that:</p> <ul style="list-style-type: none"> • The dates of the meeting were advertised on the Surrey County Council Public Site: Farnham Board Public site • The meeting would be webcast live and could be viewed on Waverley Borough Council's YouTube page. • Anyone wishing to ask a question must have submitted their question in writing (to Farnham.boardmeetings@surreycc.gov.uk) by 5pm on the Friday prior to the scheduled meeting (4 clear working days in advance of the meeting). • For the Board meeting, only questions relating to the agenda would be accepted. • A response would be provided to the Board and the questioner by the Board meeting date and all questions, with responses, would get published with the meeting minutes. • For more open questions and public discussion, the Local Liaison Forum would be held more regularly. Members of the Public should go to the Farnham Town Council Pages for more details. |
| 2 | <p>Welcome and Introductions</p> <p>The Board noted Cllr Kemp's apologies for this meeting.</p> <p>Jonathan Foster-Clark was welcomed by the Board. Jonathan worked for Atkins and had been contracted by SCC as the lead consultant for the Farnham Programme. In addition, it was confirmed that Ben Funning had been recruited as the Major Projects Comms lead and would be the SCC Comms lead for this project.</p> |

| | Item |
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| | <p>It was also noted that Tamara Stone would be standing down as Sec for this Board end of October. Post meeting note: It had been agreed that Flora Holmes, Policy advisor at SCC would take on the Secretariat role; an email confirming her contact details would be sent.</p> <p>The Chair reflected that the Farnham Board and Programme team had made genuine progress and the Programme team and Board members were working well to resolve issues. This was displayed recently when a solution was agreed to address unsightly barriers in the town, where a compromise had been found to replace the cones and improve visuals whilst still maintaining health and safety responsibilities.</p> <p>The Chair reiterated that we had good public support but, to ensure this remained, more public engagement opportunities must be planned.</p> <p>Finally, the Chair thanked the Farnham Herald for continuing to provide good coverage regarding the Programmes' work and helping provide not only important updates to residents but also assisting with providing resident feedback which was most helpful to the Board.</p> |
| 3 | <p>Minutes of the Meeting from the Last Board (17 Jul 20) and Matters Arising</p> <p>No issues had been raised regarding the minutes from the last meeting, as such they were ratified as a true and accurate record.</p> <p>All matters from the last meeting had been actioned.</p> |
| 4 | <p>Questions and Queries</p> <p>No questions had been submitted by the Public.</p> <p>ACTION. It was requested that SCC Comms lead works with his colleagues in WBC and FTC to review how this meeting was signposted to the Public and review if we could be more effective.</p> |
| 5 | <p>Vision</p> <p>Chris Tunstall requested members to note that revisions had been made to the version of the Vision document presented to the last Board Meeting but that this was about the readability of the document and that it did not change the Vision, Projects and Themes that had previously been agreed.</p> <p>Going forward the more important piece would be the Vision Brochure, which was an extrapolation of the vision document, as approved, and now had been made into a Public facing brochure. It was now intended to send this out to the Public with a questionnaire. The questionnaire would help the Board understand the Public views on the Farnham Projects. The brochure and questionnaire were still being finalised with Partners to ensure all parties were content prior to consultation. Consultation would commence within the next week for a 6-week period to ensure opinions were captured and momentum continued. The results would be reported to the next Board meeting in November.</p> <p>Jeremy Hunt MP requested an important additional word be added to the Vision to reflect residents desire to ensure that solutions for Farnham were effective but also attractive. As a result, it was requested to add the word 'attractive' to the Vision statement as follows:</p> <p>Deliver an <i>attractive</i> well-integrated future-focused and high-quality infrastructure solution for Farnham that enable a connected and vibrant town, where people choose to love, work, study and spend their leisure time in sustainable ways. AGREED by Board.</p> |

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| | <p>Although there was a concern that the issues in Farnham had been consulted many times, it was felt that a new consultation was still needed to ensure Residents were afforded the opportunity to have their say and play their part in the process.</p> <p>Cllr Neale commented that as part of the engagement work the Local Liaison Forum (LLF) team would like to send out a leaflet in order to remind residents about the LLF and update the plan going forward. This was awaiting project team approval. ACTION: Chris was requested to review request.</p> <p>The Farnham programme schematic of the Farnham castle and church was discussed. Approval of this would ensure a consistent brand/look and feel towards the programme's outputs. Board Members to feed any comments back to the Programme Office.</p> <p>The 5 recommendations submitted to Board were approved as follows:</p> <ul style="list-style-type: none"> • Note the revised Vision document • Agree the Brochure as the Consultation Document • Agree Outline Questionnaire • Note timescale for consultation • Agree the style and layout of the Front Sheet |
| 6 | <p>Stakeholder Strategy and Communications Plan</p> <p>Paula discussed the two documents that came to the last meeting, which had been agreed and would be used internally. As requested, a one-page Communications plan had been produced as a public facing document</p> <p>A question was raised regarding the Communications strategy and what may or may not change, due to COVID-19, on how we interact with the Public. Several Face to Face formal consultations were programmed (annex to strategy), however, Paula commented that although they hope to do some of these in person, for now the government guidance is to focus on less person to person means. The programme team would plan activities with inclusivity in mind and would endeavour to keep formats, venues, activities varied to ensure a broad audience.</p> <p>There was some challenge regarding the Comms on a page as there was a view that they may need to be more tangible and specific. That said, the Chair confirmed this one-page plan was designed to be a framework and the team (Ben Funning lead) would release more tangible and specific details via the LLF and as part of the public engagement activities.</p> <p>Board agreed the one-page Comms sheet to be used going forward with the Public.</p> |
| 7 | <p>Progress Update</p> <p>Consultations with adjacent projects (Brightwell's) continue – a detailed proposal had been submitted to Brightwell's regarding issues. The principles with Brightwell's needed to be right, mainly the setting at Brightwell's and connectivity. So far there had been a positive response and relationships were working positively. The Programme team hoped to update the board further at the next Board.</p> <p>Local Cycling Walking Improvement Plan commission (LCWIP). There had been a few LCWIPs being done around Surrey, and one for Farnham would be prudent. This would be another piece of work with Atkins.</p> <p>Air Quality Funding Note. There was an Air Quality Funding note that could release funding (£5K-£10K) for the scheme which was being considered by the team together with</p> |

| | Item |
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| | <p>WBC. Chris cautioned the Board that although lines of additional funding should be considered, the level of effort required would need to be weighed up by potential benefits gained.</p> <p>Work commissioned to Atkins. Two Commissions had been made with Atkins; Project 1 (Quick wins) and Project 2 (Optimised Infrastructure Plan (OIP) Commission). Scope for both had been agreed and works had begun, with the latter looking to report at the beginning of 2021.</p> <p>Quick Wins – HGV Study (Project 1-Atkins). The team was working hard to achieve some ‘quick wins’. The issue with the HGV was fully appreciated and acknowledged by the Programme team. Atkins had begun work on evidencing the issues and possible solutions and as part of that were completing the following work strands:</p> <ul style="list-style-type: none"> ○ i-Transport data (2017), ○ Farnham ANPR surveys (ongoing) ○ Analysis of HGV trips: flows, origins/destinations, routing through town ○ Understand problems and root causes of the problems ○ Recommendations: options to tackle the problems ○ Work commencing mid-September ○ Reporting end-October <p>The analysis that continued would also involve considering Sat Navs and considering potential ‘new problem areas’ when traffic was inevitably diverted from the town. By the November Board it was expected to have some recommendations to be considered.</p> <p>Programme/Timeline. A programme showing the timeline of high-level activities had been produced and provided to the Board as an annex to the programme update.</p> <p>Electric Buses. A question was raised regarding the electric bus scheme and Chris would provide feedback when an answer was known.</p> <p>Update – We are still waiting for an announcement. There had been no further updates from government since the bid was submitted.</p> <p>Optimised Infrastructure Plan (OIP). Jeremy Hunt MP applauded the work on this as it was the first time something of this kind had been provided for Farnham, giving residents a long-term plan. That said, he was keen to understand when it would be planned to share the findings with the public and whether the traffic modelling would be ready in time to inform it. Chris responded that Stakeholder views continued to be sought and it was planned to come back to the board (circa Jan 2021) prior to going out for more formal consultation with the Public. The current programme plan expected public discussion regarding the OPI to be planned circa Feb 2021. Regarding the modelling, it was confirmed that it had progressed, but COVID had likely skewed the figures. It was hoped that the analysis would also help to inform OIP proposals. ACTION. Jonathan Foster-Clark would provide an update at the next meeting.</p> <p>Active Travel Bid. A bid for tranche 2 had been submitted and the results had been expected but it had been delayed until the end of September.</p> |
| 8 | <p>Local Liaison Forum (LLF) Update. Cllr MacLeod gave an overview of the LLF launch event on the 4 Aug 20. Overall it was briefed as being a very positive launch, well organised, great atmosphere highlighting the good partnership between SCC, FBC, WTC and the programme team.</p> <p>Going forward the LLF needed to guard against losing momentum, and the forum would now set up further meetings.</p> |

| | Item |
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| | The Chair congratulated the positive launch. |
| 9 | AOB No additional items had been raised. Next meeting date: Friday 20 th November 10:10am-11:30am |

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Farnham Infrastructure Programme

Farnham Board Meeting

AGENDA ITEM: 4

DATE: 20 NOVEMBER 2020
DOC NO: 4D476001-SCC-PRG-PAP-000007
REPORT OF: MR TIM OLIVER – BOARD CHAIR
LEAD OFFICER: CHRIS TUNSTALL
SUBJECT: VISION STATEMENT CONSULTATION

SUMMARY OF ISSUE:

To note the outcome of the Vision Statement Consultation.

RECOMMENDATIONS:

It is recommended that:

1. The Board note the outcome of the Vision Statement Consultation.
2. The Project Team consider the feedback provided, and that the Vision Statement is taken forward as part of the Farnham Infrastructure Programme (FIP).
3. The Project Team works to ensure people from younger age groups participate in future consultations.

REASON FOR RECOMMENDATIONS:

The Vision Statement Consultation Report summarises the responses to the consultation, including any additional commentary or suggestions provided by consultees. The outcome of the consultation suggests broad agreement to the Vision Statement, the programme themes and project proposals. There was, however, a low response rate from younger age groups, which needs to be addressed for future engagement.

DETAILS:

Background

1. Previous studies in Farnham have been reviewed as part of the production of the Vision Statement. The document summarises the key issues Farnham faces and

provides a series of proposed projects on how the issues could be addressed. Whilst consultations have been conducted previously, it is crucial to confirm the current needs of Farnham's residents, and ensure that the FIP addresses the present issues of the town. The challenges brought by the current COVID-19 pandemic have also been considered as part of the project proposals.

Analysis

2. Full details of the consultation findings can be found in Annex A.
3. The proposed Vision Statement has received broad support from many, and several suggestions have been made on how the document's aims can be achieved. At this stage of consultation, the following conclusion have been made:
 - The majority of respondents 'Agree' or 'Strongly Agree' that the vision statement is the right ambition for the programme, and most of the project themes are believed to be 'Essential' or 'High Priority'.
 - Rerouting heavy goods vehicles (HGVs) is believed to be 'Essential' by the overwhelming majority of consultees, but problems which may arise as a result of redirecting HGVs and other traffic away from the centre are of concern for many.
 - Reducing congestion and through traffic within the town centre, and resolving concerns relating to air and noise pollution within the centre and neighbouring residential areas were seen as 'Essential' by the majority of consultees.
 - Improving safety and other provisions for walking and cycling within Farnham Town Centre, along connecting routes from surrounding residential areas and around schools is a key priority. It is clear that the majority of consultees would like to see these changes included as part of the project outcomes of the FIP.
 - Addressing congestion and its causes at Hickley's Corner, particularly the effect of the level crossing, is a key priority.
 - The majority of consultees 'Somewhat' or 'Strongly Favour' the possibility of Wrecclesham Relief Road evolving to become a western bypass, although a number have stated its location and cost would influence their decision.
4. Demographic data collected as part of the consultation shows that the majority of respondents (57.2%) were aged 55 or older, and around a third of respondents identified their employment status as retired (36.7%). Despite low participation from younger age groups to the consultation, the responses showed that the views towards the Vision Statement, the programme themes and project proposals were broadly similar across all age groups.

CONSULTATION:

5. Consultation on the Vision Statement ran from the 1st October 2020 to 8th November 2020. The consultation has received a total of 885 responses, from members of the public, organisations, and businesses through the Surrey Says consultation platform, email and by post.

RISK MANAGEMENT AND IMPLICATIONS:

6. The Board and Forum have no statutory powers and as such any decisions requiring approval by the responsible Authorities Constitution, in this case Surrey County Council, will have an individual risk assessment.

FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

7. The cost of the works will be identified within the Surrey County Council Report.

SECTION 151 OFFICER COMMENTARY

8. There are no other implications in respect of this Report.

LEGAL IMPLICATIONS – MONITORING OFFICER

9. Neither of the Boards nor the LLF have any Executive Powers. Any decisions made would require Surrey County Council to follow its own legal advice and its approval procedures.

EQUALITIES AND DIVERSITY

10. As part of Surrey County Council reporting requirements individual Equality Impact Assessments (EIAs) will be undertaken.

OTHER IMPLICATIONS:

11. There are no other implications in respect of this Report.

WHAT HAPPENS NEXT:

12. The Vision Statement and the feedback provided as part of the consultation, summarised in the Vision Statement Consultation Report, will be taken forward and used to inform the Optimised Infrastructure Programme (OIP).

Contact Officer:

Chris Tunstall

Farnham Programme Director

Chris.tunstall@surreycc.gov.uk

07866008912

Annexes:

Annex A – Vision Statement Consultation Report

Sources/background papers:

As detailed in Annex A

Annex A – Vision Statement Consultation Report

Agenda Item 4 -
Vision Statement
Consultation
Annex A
Vision Statement
Consultation Report

Vision Statement Consultation Report

Reference: 4D476001-ARC-PRG-PRS-000002

Version N°: 1.0

Date created: 23/10/2020

Status: Draft

Authored by: Katie Ludvigsen - Graduate Transport Planner

Reviewed by: Ben Funning – Major Projects Communications Manager

Approved by:

OFFICIAL

Reference: 4D476001-ARC-PRG-PRS-000002

Issue/ver: 1.0

Date: 13/11/2020

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Table 1 - Version history

| Issue | Date | Comments |
|-------|------------|-----------------------|
| 0.1 | 23/10/2020 | First Draft initiated |
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| | | |

Related Documents

The following documents are referenced in this document and are available in the Farnham Infrastructure Programme SharePoint.

Table 2 - Related documents

| Reference | Document | Document Identification Number/ Link |
|-----------|---|--------------------------------------|
| 1 | Farnham Infrastructure Programme Execution Plan | |
| 2 | Vision Statement | 4D476001-SCC-PRG-SCH-000001 |

OFFICIAL

Reference: 4D476001-ARC-PRG-PRS-000002

Issue/ver: 1.0

Date: 13/11/2020

1. Abbreviations

Abbreviations are explained in full on first use within this document. A comprehensive list of abbreviations and definitions is contained in the Glossary in the Programme Execution Plan [1].

Table 3 - Abbreviations

| Abbreviation | Description |
|--------------|----------------------------------|
| SCC | Surrey County Council |
| WBC | Waverley Borough Council |
| FTC | Farnham Town Council |
| FIP | Farnham Infrastructure Programme |
| OIP | Optimised Infrastructure Plan |
| COVID-19 | Coronavirus Disease 2019 |
| HGVs | Heavy Goods Vehicles |
| EV | Electric Vehicles |
| | |

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2. Executive summary

The Vision Statement [2] has been produced in collaboration between Surrey County Council (SCC), Waverley Borough Council (WBC) and Farnham Town Council (FTC). The statement summarises the key issues Farnham faces and provides a series of projects covering how these can be addressed through the Farnham Infrastructure Programme (FIP).

The consultation aimed to determine the current needs of Farnham, and if people with connections to the town have any potential solutions. The responses will be used to help shape the Optimised Infrastructure Plan (OIP), which will form the foundation of the FIP and define the scope of its projects.

There was a public consultation on the Vision Statement from 1st October 2020 to 8th November 2020. To encourage and enable participation from a range of respondents, the vision statement document and questionnaire were available online, with printed copies available on request. The consultation was promoted through a number of channels, including media releases, digital and social media, and a leaflet delivered to all households.

The consultation received a total of 885 responses, from members of the public, organisations and businesses through the Surrey Says consultation platform, email and by post.

The proposed Vision Statement has received broad support, and several suggestions have been made on how the document's aims can be achieved. Following consultation, the following conclusions have been made:

- The majority of respondents 'Agree' or 'Strongly Agree' that the vision statement is the right ambition for the programme, and most of the project themes are believed to be 'Essential' or 'High Priority'.
- Rerouting Heavy Goods Vehicles (HGVs) is believed to be 'Essential' by the overwhelming majority of consultees, but problems which may arise as a result of redirecting HGVs and other traffic away from the centre are of concern for many.
- Reducing congestion and through traffic within the town centre, and resolving concerns relating to air and noise pollution within the centre and neighbouring residential areas was seen as 'Essential' by the majority of consultees.
- Improving safety and other provisions for walking and cycling within Farnham Town Centre, along connecting routes from surrounding residential areas and around schools is a key priority. It is clear that the majority of consultees would like to see these changes included as part of the project outcomes of the FIP.
- Addressing congestion and its causes at Hickley's Corner, particularly the effect of the level crossing, is a key priority.

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- The majority of consultees 'Somewhat' or 'Strongly Favour' the possibility of Wrecclesham Relief Road evolving to become a western bypass, though a number have stated its location and cost would influence their decision.

It should be noted that the demographic data shows that the majority of respondents (57.2%) were aged 55 or older, and around a third of respondents identified their employment status as retired (36.7%). Only a small proportion of respondents were aged 18-34 (5.9%). This may influence the conclusions drawn from this consultation.

Despite low participation from younger age groups to the consultation, the responses showed that the views towards the Vision Statement, the programme themes and project proposals were broadly similar across all age groups. Further efforts will be made within future consultations regarding the FIP to encourage wider participation from younger residents.

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3. Approach

The consultation ran from 1st October 2020 to 8th November 2020. Efforts were made to maximise accessibility to both the vision statement and questionnaire, by making the documents easy to view online for screen readers, as well as providing printed copies upon request.

Consultation Promotion

The consultation was promoted using the following:

- **Social Media:** Posts were through the SCC Twitter, Facebook (in posts and into local groups) and Next Door accounts
- **Websites:** The Vision Statement and Questionnaire could be accessed through the SCC and FTC websites. The consultation was hosted on the Surrey Says platform.
- **Leaflets:** Leaflets were delivered to all addresses within the town.
- **Local News:** A release was issued to all media, and was highlighted in a subsequent feature in the Farnham Herald. The consultation was advertised in the Farnham Herald and Vantage Point magazine.
- **Local newsletters:** The consultation was promoted via the Surrey Matters e-newsletter.
- **Meetings:** The consultation has been raised at Local Liaison Forum meetings to encourage participation.
- **Other:** The consultation was shared with Farnham College students

Hard Copies

For those who were unable to access the consultation online, residents were also able to request a printed copy from FTC and the SCC contact centre.

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4. Who Responded?

In total, 885 people and organisations responded to the consultation. Most of the responses were received through Surrey Says or by post. More detailed responses to the consultation were provided by The Farnham Society and Performers Together.

Organisations and businesses that responded to the consultation were:

- Andrew Windsor Almshouses
- Carlton Psychology
- Clare Laughland Interiors
- Coffee Diem Farnham Ltd
- Downing Street Practice
- Farnham Biodiversity Partnership
- Farnham Cycle Campaign
- Farnham Physiotherapy
- Genivieve
- GodwinConsulting.Net Ltd
- Hogan International
- Hollidge Property Management LLP
- Jigsaw Electrical Services
- Keith Taylor Consulting Ltd
- Media Techniche Ltd
- Mirador Design Ltd
- New Ashgate Gallery Trust Ltd
- OSP Architecture
- Overture Pilates
- Park Steele
- Performers Together
- Posh Dress Boutique
- Racal Ltd
- Red Wheel Solutions Ltd
- Rushmoor Engineering
- Studio 13
- Surrey Taxis Farnham
- Switchfoot Accounting
- The Farnham Society

Demographic data was collected from respondents, however, most questions were optional, which means demographic data was not collected from all participants. However, the data collected as part of the consultation shows:

- The majority of residents identified their main connection to the town was as residents (89.7%)
- There were slightly more male responses (54.1%) than female (42.0%)
- The majority of respondents identified as White British (88.3%)
- A full breakdown of the responses by age group and occupation can be found below:

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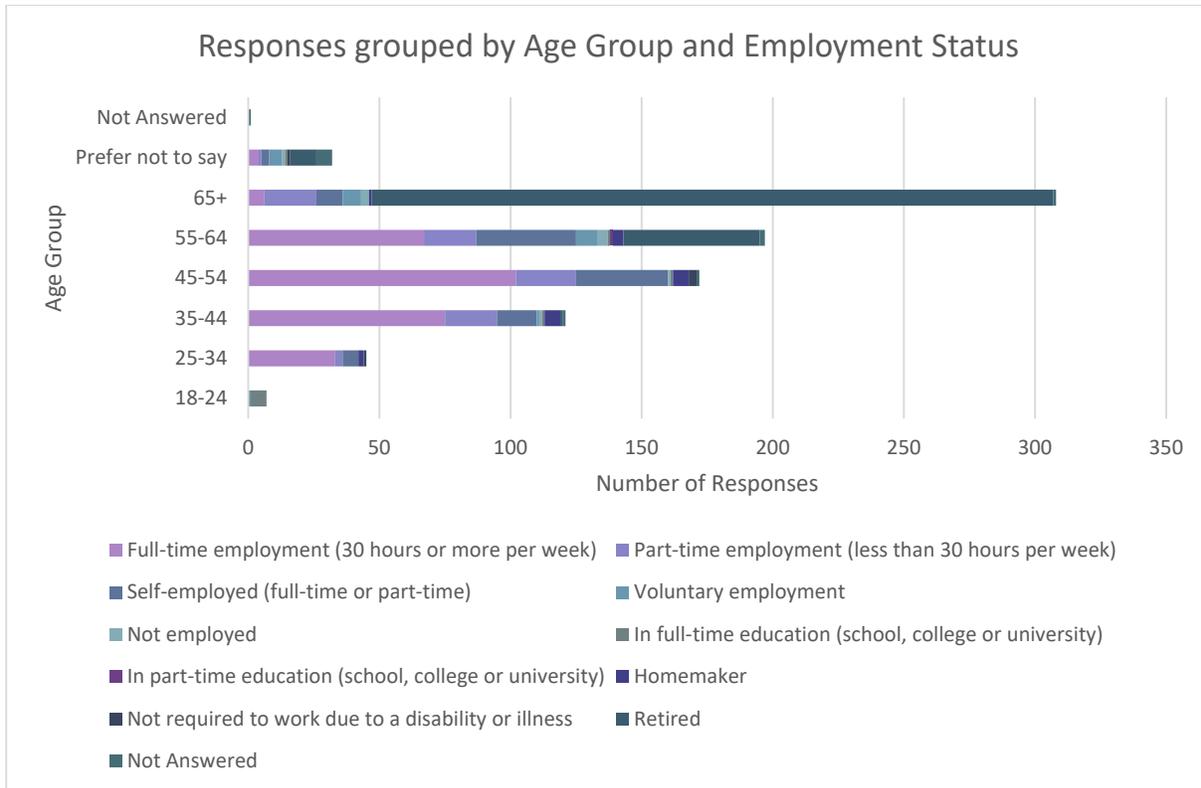


Figure 1 Graph of consultation responses grouped by Age Group and Employment Status

5. Summary of Responses

The overall response to the Vision Statement, the programme themes and project proposals can be found below. The common responses and suggestions regarding each of the themes and proposals have also been collated and summarised.

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5.1 Vision Statement and Programme Themes

Over 84% of respondents 'Agree' or 'Strongly Agree' that the vision statement is the right ambition for the programme.

| Programme Theme: | What was said |
|--|--|
| Prioritise health, safety and wellbeing | 84% of consultees agree that prioritising health, safety and wellbeing is 'Essential' or 'High Priority'. |
| Place community first | 79% of consultees agree that placing community first is 'Essential' or 'High Priority'. |
| Respond to the climate emergency | 70% of consultees agree that responding to the climate emergency is 'Essential' or 'High Priority'. |
| Enhance mobility and connectivity | 72% of consultees agree that enhancing mobility and connectivity is 'Essential' or 'High Priority'. |
| Support businesses and encourage economic growth | 78% of consultees agree that supporting businesses and encouraging economic growth is 'Essential' or 'High Priority'. |
| Integrate digital and technology into the new transport system | 67% of consultees agree that integrating digital and technology into the new transport system is 'Medium' or 'High Priority'. |
| Other | A small number of consultees have shared that they would like to see more focus placed towards accessibility, particularly those with limited mobility, within the Vision Statement. |

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5.2 Short - and medium - term improvements (quick wins)

| Project: | What was said |
|--|---|
| Rerouting of HGVs | <p>64% of consultees believe that the rerouting of HGVs is 'Essential'.</p> <p>However, there is general concern on where these vehicles will be rerouted to, and the impact this will have on residential areas, particularly Upper Hale, Wrecclesham and Crondall Lane.</p> <p>Suggestions on how to tackle HGVs have included:</p> <ul style="list-style-type: none"> • Introducing set hours in which HGVs can access town centre • Restricting access to selected roads • Implementing a full ban for HGVs that contribute to through traffic, and only allowing access to HGVs for deliveries • Introducing restrictions on the speed and weight of vehicles in residential areas and in the town centre. |
| Implementation of 20 miles per hour (mph) zones in central areas | <p>60% of consultees believe the implementation of 20mph speed limits in the town centre is 'Essential' or 'High Priority'.</p> <p>A number of consultees would to see similar speed limits extended beyond the centre and into neighbouring residential areas.</p> <p>A number of consultees have expressed concerns for pedestrian safety due to the current traffic speeds in residential areas, particularly along Wrecclesham and Upper Hale Roads and around local schools.</p> |
| Removing A road category status for the roads that cross the town centre | <p>67% of respondents believe removing A road category status for the roads that cross the town centre is 'Essential' or 'High Priority'.</p> <p>A small number of consultees stated they were unsure of the effect this change would have on reducing congestion and through traffic within the centre.</p> <p>A small number of consultees felt that removing the A road category status of roads that cross the town centre will only 'shift' congestion to other roads.</p> <p>A number of consultees stated that, despite alternative routes across Farnham, SatNavs continue to direct them through the centre as it is still the quickest route, and queried if anything can be done to resolve and help reduce the impact of through traffic.</p> |
| Addressing current concerns related to pedestrian safety on narrow pavements (also being temporarily addressed through COVID-19-related adjustments) | <p>67% of respondents believe that addressing the current concerns related to pedestrian safety on narrow pavements is 'Essential' or 'High Priority'.</p> <p>A number of consultees shared that they are currently deterred from travelling into Farnham town centre by foot due to safety concerns. These included traffic speed and pavement quality, particularly amongst those with prams, those with young children and those with limited mobility. Many would like to see pavement improvements extended beyond the town centre to create more safe and accessible routes connecting to residential areas.</p> |

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| | <p>A small number of respondents believe that the pavement widening is unnecessary, and that the COVID-19-related adjustments currently in place within the town centre are not used enough and are causing increased congestion on central roads. Some of these respondents feel that the changes are unsightly and 'hazardous' to both pedestrians and traffic.</p> <p>A small number of consultees have suggested the increased congestion due to impact of temporary pavement widening has worsened air quality in the town centre.</p> <p>A small number of consultees have also shared that they would like to see the removal of the planter beds placed within the centre, currently used to aid social distancing.</p> <p>One consultee has raised concern over disabled parking currently being out of action due to COVID-19-related adjustments.</p> |
| <p>Wider COVID-19-related changes, including walking and cycling</p> | <p>71% of consultees believe that wider COVID-19-related changes are 'Medium Priority' or higher.</p> <p>A small number of consultees commented on the wording of this proposal within the Vision Statement and believe that changes proposed to increase walking and cycling should stand alone from COVID-19 related changes. Some of these consultees feel that COVID-19 measures should be seen as 'temporary'.</p> |
| <p>Other emerging solutions</p> | <p>A number of consultees shared that they would like to see the introduction of EV charging points within the town centre. A small number of respondents have suggested providing incentives to local residents encourage the uptake of EVs.</p> <p>There was a mixed response provided by some consultees within the free text commentary regarding the COVID-19 related adjustments to enable social distancing:</p> <ul style="list-style-type: none"> • A number of consultees are in favour of keeping the current system in the town centre permanently, or similar provisions to reduce traffic in the centre. They believe the changes have deterred drivers and subsequently reduced congestion and through traffic, as well as improving accessibility for pedestrians. • A number of consultees have expressed concerns regarding the current arrangements, suggesting they have increased congestion and delay times, and that stationary traffic has worsened air quality in the centre. A number of these consultees feel that the pavement widening measures are not used regularly enough to justify the impact on congestion. |

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5.3 Farnham town centre transport infrastructure improvements

| Project: | What was said |
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| Providing improved measures to encourage walking and cycling | <p>62% of consultees believe that providing improved measures to encourage walking and cycling is either 'Essential' or 'High Priority'.</p> <p>A large number of consultees shared that they are favour of seeing more measures to increase active travel in Farnham. These included:</p> <ul style="list-style-type: none"> • Pavement improvements/widening (particularly along Upper Hale Road, Crondall Lane, Wreclesham Road and Farnham town centre) • Introducing cycle lanes within the centre, alongside well-connected cycle routes from residential areas • Bike storage facilities with the town centre and at Farnham Station • Cycle ramp along Bishops Steps • Investment in e-bikes and scooters (suggestions have been made to introduce a scheme to rent bikes from Farnham Station to reduce car trips from commuters) • Additional crossings introduced along West Street for children accessing Potters Gate, and at Castle Hill to access Castle Keep • Improvements to existing pedestrian crossings within town centre, including those along South Street and The Borough, as well as around local schools • More trees and shrubs planted within the centre • Green spaces within and around the centre for people to spend leisure time • Reducing parking hours and introducing car free zones within the centre <p>A large number of consultees are in favour of either full or partial pedestrianisation of centre. There is support for Castle Street and The Borough to be pedestrianised, or for reduced car access on these roads at set times of the day. A 'shared space' concept has also been suggested. A number of consultees have shared that, if the town centre is to be pedestrianised, they would like to see access maintained for public transport and those who require disabled parking. A small number of consultees are concerned that pedestrianising the town centre will have a negative impact on retail and business.</p> <p>One consultee has queried how taxi services, particularly those based in the centre, will be affected if the town centre is pedestrianised.</p> <p>A small number of consultees have expressed concerns towards accessibility, and how this will be maintained for those who currently rely on cars to access the town centre, such as the elderly or residents who have limited mobility. Some of these consultees are concerned on how Farnham's older residents will be accommodated as part of the shift towards active travel.</p> |

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| | <p>A small number of consultees have shared that they would like to see more done to increase accessibility for those with limited mobility. Suggestions have included increasing the number of disabled parking bays, addressing pavement obstructions, such as outdoor seating and café signs, and the addition of disabled toilets within the town centre.</p> <p>A small number of consultees feel that that prioritising cyclists will hinder retail and business, as it will deter shoppers who drive to the centre. Some of these consultees say the uptake of cycle lanes is small, and whether there is enough demand within Farnham.</p> <p>A small number of consultees are concerned on how Farnham's location and topography will impact on proposed measures to increase walking and cycling.</p> <p>A small number of consultees have raised concerns over space sharing, particularly between cars and cyclists, and how cycle lanes will fit along the narrower roads within the centre.</p> |
| <p>Providing improved public transport and connections to key transport hubs, including buses and connectivity to the railway station and across the town</p> | <p>89% of consultees believe providing improved public transport and connections to key transport hubs to be a 'Medium Priority' or higher.</p> <p>A number of consultees shared that they would like improvements to bus services within and around Farnham, to increase the accessibility of public transport. Other suggestions included:</p> <ul style="list-style-type: none"> • Improving connectivity from the North of Farnham to the town centre • Improving connectivity to Farnham Station • Increasing the bus frequency in the mornings, evenings and on Sundays on key services • Reducing fares to encourage users and increase accessibility • Introducing smaller, more regular buses for the elderly to increase access to the town centre • Reviewing the placement of bus stops and the average walking distances to these within residential areas • Construction of a bus station within Farnham town centre • Increased integration of public transport, including a review of timetabling to improve connectivity between multimodal journeys, particularly those which combine bus and rail) <p>A small number of consultees shared that they are in favour of a transition to electric and low emission buses to help reduce air pollution within the centre.</p> <p>A small number of consultees have suggested adding a train link to Bordon to accommodate the number of new residents and help reduce congestion in the centre caused by commuters accessing Farnham Station.</p> |
| <p>Addressing congestion and its causes, such as through on-street deliveries particularly during peak hours</p> | <p>83% of consultees believe that addressing congestion and its causes is 'Essential' or 'High Priority'.</p> <p>A small number of consultees have suggested implementing a ban on pavement parking within the centre and residential areas.</p> |

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| | <p>A small number of consultees highlighted the congestion caused by commuters travelling to the station from North Farnham and believe that limited public transport options within this area contribute to the large number of car trips through the centre during peak hours.</p> |
| <p>Reducing through traffic, which contributes to poor air quality and noise pollution</p> | <p>84% of consultees believe reducing traffic and improving air quality within Farnham is 'Essential'.</p> <p>A small number of consultees said they would like to see alternative routes provided to reduce the need to travel through the town centre when moving between the North and South of Farnham.</p> <p>A number of consultees expressed concerns towards rerouting traffic away from the centre and impact this may have on existing traffic levels within residential areas, particularly Upper Hale Road, Wrecclesham Road, Crondall Lane and smaller connecting roads.</p> <p>Whilst a large number of respondents shared that they would like to see a decrease in through traffic in the centre, a small number were not in favour and expressed concerns towards the potential for a complete ban on cars.</p> <p>A number of consultees highlighted that a significant proportion of traffic during rush hour is a result of children being dropped off and picked up from school. Many of these consultees have suggested that greater public transport options, improved pavement quality on school routes and a reduction in speed limits would help reduce people's reliance on cars for these journeys.</p> <p>A large number of consultees expressed concern towards the levels of air pollution and the impact HGVs and heavy traffic have on air quality around schools, residential areas such as Upper Hale, Wrecclesham Road and Guildford Road, and within Farnham town centre.</p> |
| <p>Providing new parking solutions for accessing the town centre, such as Park and Stride and Park and Ride</p> | <p>84% of consultees believe providing new parking solutions for accessing the town centre is a 'Medium Priority' or higher.</p> <p>A number of consultees feel that there isn't enough parking availability within the town centre.</p> <p>A small number of consultees have expressed concern for residents' street parking, and the availability of parking for those living in the centre. Suggestions have included introducing Street Permits, creating more parking bays, and enabling residents to park in existing car parks when spaces are unavailable.</p> <p>A number of consultees expressed that they are in favour of a Park and Ride/Park and Stride solution, though some shared that they are unsure where they could be placed. A number of consultees would like to see a shuttlebus service (mentions of this potentially being electric) from car parks to the centre to assist users carrying shopping and increase accessibility for those who have limited mobility. A small number of consultees highlighted the importance of walking distance and pavement quality along walking routes from potential Park and Stride carparks to the centre as an important factor in making this a desirable alternative.</p> |

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| | <p>A small number of consultees raised concerns over access to disabled parking within the centre. One consultee stated that these spaces are limited and that they are often occupied by commercial vehicles. Some of these consultees also expressed a desire for more disabled parking in the town centre.</p> <p>A small number of consultees believe the cost of parking is too high and stated this deters them from shopping in the town centre. Some of these consultees have suggested introducing free car parking within the centre. Others have suggested providing a limited provision of free parking at Park and Ride sites for those shopping to incentivise users to park outside of the town centre.</p> <p>A small number of consultees would like to see more presence from traffic wardens within the town centre to manage on street parking.</p> <p>One consultee has suggested exploring alternative measures to on street parking along Crondall Lane and Hale Road to reduce congestion.</p> |
| <p>Reducing congestion and HGV traffic on Upper Hale Road</p> | <p>66% of consultees believe reducing congestion and HGV traffic on Upper Hale Road is either 'High Priority' or 'Essential'.</p> <p>A large number of respondents expressed concerns towards the possibility of HGVs being rerouted from town centre and instead through Upper Hale Road. Many of these consultees cited safety concerns, such as the impact on children's school routes, and risk of further increasing congestion and air pollution in this area.</p> <p>A large number of consultees are concerned with the current speed of HGVs along this road, and state that the existing 30mph speed limit is not adhered to. Many of these consultees have also stated they are deterred from walking along this road amid safety concerns as a result of vehicle speed and air pollution.</p> <p>A small number of consultees have expressed concern towards the vibration caused by HGVs. A smaller number of these consultees also stated that vibration due the volume and speed of HGVs has caused damage to the road, pavement and properties along Upper Hale Road, as well as in Wrecclesham and Farnham Town Centre.</p> <p>A small number of consultees have suggested improving signage and introducing speed cameras along Upper Hale Road to make drivers more aware of the speed limit.</p> <p>A small number of consultees suggested removing A road category status of Upper Hale Road.</p> |
| <p>Preserving and highlighting the town's historic nature</p> | <p>78% of consultees believe preserving and highlighting the town's historic nature is 'Essential' or 'High Priority'.</p> <p>A small number of consultees shared that they would like to see this prioritised more within the Vision Statement and feel it should stand alone from 'community'.</p> <p>A small number of consultees would like to see more done to enhance Farnham's World Craft Status to encourage more visitors to the town centre.</p> |

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| | <p>A small number of consultees shared that they would like to see all new infrastructure within the town centre, as part of the FIP, to compliment the historic setting of Farnham.</p> |
| <p>Creating a connection linking the historic centre, Brightwells Centre and business parks to support retailers</p> | <p>63% of consultees believe that creating a connection linking the historic centre, Brightwell's Centre and business parks is a 'Medium' or 'High Priority'.</p> <p>A small number of consultees shared concerns regarding the uptake of retail space within Brightwell's Centre and Farnham town centre due to the economic impact of COVID-19.</p> <p>A small number of consultees feel that the cost of retail space in Farnham town centre is currently too high for smaller businesses.</p> <p>A small number of consultees feel that the development of Brightwell's centre may alleviate some of the existing parking issues within the town centre.</p> |
| <p>Reducing conflicts between pedestrians and traffic on narrow pavements</p> | <p>70% of consultees believe reducing conflicts between pedestrians and traffic on narrow pavements is 'Essential' or 'High Priority'.</p> <p>A large number of consultees support widening of pavements within the town centre and on walking routes leading from residential areas, particularly along Upper Hale Road and Wrecclesham Road.</p> <p>A number of consultees cite pavement quality, traffic levels and vehicle speeds in residential areas as the main deterrents to walking, especially those with young children, those with prams and limited mobility. The speed and proximity of HGVs and other traffic along Upper Hale Road and Guildford Road is also seen as a safety hazard for pedestrians along narrow pavements.</p> <p>A small number of consultees shared discontent towards existing path widening measures used to enable social distancing within the town centre. They believe that they are not used enough to warrant the restrictions and delay to vehicular traffic.</p> |
| <p>Supporting businesses to thrive and support local employment</p> | <p>81% of consultees believe that supporting businesses to thrive and supporting local employment is 'Essential' or 'High Priority'.</p> <p>A small number of consultees would like to see more incentives provided to encourage local businesses to take up empty spaces within the centre.</p> <p>A small number of consultees shared concerns towards introducing measures such as space sharing between cyclists and cars, pavement widening and the potential pedestrianisation of the town centre, and the impact this may have on businesses if people are unable to travel into the centre by car. However, a small number of consultees also shared that they feel the current levels of congestion in the town centre is discouraging visitors from shopping in Farnham, and a reduction of car use with the centre is essential to support local businesses thrive.</p> <p>A small number of consultees have shared that they would like to space for open air markets within the town centre</p> |

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Other

A small number of consultees have shared that they would like to see more leisure facilities within the town centre. These have included parks, play areas, a theatre and a bowling alley. One suggestion has been made remove Central Car Park to create space for social activities.

A small number of consultees have share suggestions towards the use of empty retail space within both the historic town centre and Brightwells Centre. These suggestions have included providing space for performing arts, rooms that can be hired for local fitness classes, as well as open plan space to enable remote working for those who don't have the facilities to work from home.

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5.4 Hickley's Corner improvements

| Project: | What was said |
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| Improving safety for drivers, while prioritising cyclists and pedestrians | <p>82% of consultees believe that improving safety for drivers, while prioritising cyclists and pedestrians, is a 'Medium Priority' or higher.</p> <p>A small number of consultees feel that pedestrian crossings at Hickley's Corner need to be improved. One consultee has stated that the existing pedestrian crossings are not clear and that the traffic lights at the slip road present green when straight ahead is red, causing confusion for those crossing at the junction.</p> <p>A large number of consultees have suggested a flyover or an underpass running from Station hill to South Street, either to</p> <ul style="list-style-type: none"> • separate pedestrians and cyclists from cars • separate vehicular traffic along the A31 and South Street/Station Hill and reduce conflicts |
| Reducing congestion, queuing and vehicles using the town centre as an alternative through route | <p>83% of consultees believe that reducing congestion, queuing and vehicles using the town centre as an alternative through route is 'Essential' or 'High Priority'.</p> <p>A small number of consultees feel that improved public transport, as well as improved provisions for pedestrians and cyclists, will help reduce congestion at Hickley's Corner, by encouraging more residents to use alternative means of transport where possible.</p> <p>A small number of consultees have suggested converting sections of the A31 into a bridge or tunnel to separate local and through traffic.</p> <p>A small number of consultees have suggested converting Hickley's Corner into a roundabout.</p> |
| Enabling right turns on the A31 and reducing town centre traffic | <p>77% of consultees believe enabling right turns on the A31 and reducing town centre traffic is a 'Medium Priority' or higher.</p> <p>A small number of consultees are unsure how enabling right turns will reduce congestion and feel it may instead increase the volume of traffic passing through the town centre, causing further delays to traffic on the A31. Some of these consultees feel that the increased length of time traffic could end up stationary as a result of right turning traffic may further increase the local levels of air pollution around the junction.</p> |
| Contributing to better connectivity to town and surrounding major roads, including the M3 | <p>61% of consultees believe that contributing to better connectivity to town and the surrounding major roads is a 'Medium' or 'High Priority'.</p> <p>A number of consultees shared that they are in favour of increasing the frequency of bus services to provide better connectivity to the town centre, and would like to use these services more regularly. However, they highlighted the long travel times due to congestion on the roads. These consultees also wanted to reinforce the importance of reducing traffic at Hickley's Corner, and within the town centre, on the future uptake of public transport.</p> |

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| <p>Resolving community severance by improving connectivity across Farnham</p> | <p>83% of consultees believe resolving community severance by improving connectivity across Farnham is a 'Medium Priority' or higher.</p> <p>A number of consultees would like to see improved North-South connectivity. Some of these consultees have also stated that they would like to see better connectivity and improved public transport services from North Farnham to the town centre and Farnham Station, to help reduce the reliance on cars for these short trips.</p> |
| <p>Reducing the impacts of the level crossing</p> | <p>86% of consultees believe that reducing the reducing the impact of the level crossing is a 'Medium Priority' or higher.</p> <p>A number of consultees believe that the impact of the level crossing on congestion at Hickley's Corner has worsened since the introduction of direct trains to Guildford. A small number of suggestions have been made to review the time which the barriers are closed prior to train passing.</p> <p>A number of consultees cite the level crossing as the main contributor to congestion at Hickley's corner. Some of these consultees have suggested the construction of an overpass/bridge across the railway line to its impact on traffic flow.</p> <p>A small number of consultees have suggested improving alternative routes connecting the North and South of Farnham will reduce the demand on the Station Hill Road, and in turn the impact of the level crossing.</p> |
| <p>Relieving congestion issues at Firgrove Hill Bridge</p> | <p>62% of consultees believe relieving congestion issues at Firgrove Hill Bridge is a 'Medium' or 'High Priority'.</p> <p>A small number of consultees have suggested widening Firgrove Hill Bridge to expand the A31 to two lanes below.</p> |
| <p>Potential adoption of Station Approach Road as a public highway linking the A287 with the A31 at Hickley's Corner</p> | <p>60% of consultees believe that the potential adoption of Station Approach Road as a public highway is a 'Medium' or 'High Priority'.</p> <p>A small number of consultees feel that Station Approach Road will need improvements, such as road widening, to enable its use as public highway. Some of these consultees raised safety concerns for HGVs and buses using this road in its current state.</p> <p>A small number of consultees stated they are unsure how the adoption of Station Approach Road would help reduce congestion and connectivity.</p> <p>A small number of consultees shared that they would like to more provisions for pedestrians on Station Approach Road, including pavement improvements and a pedestrian crossing near to the Farnham Station.</p> <p>A small number of consultees are concerned that the adoption of Station Approach Road will worsen congestion at Firgrove Hill and increase through traffic through the centre.</p> |
| <p>Other</p> | <p>A small number of consultees shared concerns on the impact on surrounding area whilst improvements to Hickley's Corner are undertaken, and how these could be mitigated.</p> |

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5.5 Wrecclesham Relief Road Project

| Project: | What was said |
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| | 80% of consultees believe that road safety issues, including bridge strikes by HGVs and walking and cycling, including children travelling to Weydon School, are 'Essential' or 'High Priority'. |

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| <p>Road safety issues, including bridge strikes by HGVs and walking and cycling, including children travelling to Weydon School.</p> | <p>A small number of consultees have suggested introducing more preventative measures around the bridge to help reduce vehicle strikes, including placing signage further away from the bridge itself to provide more warning.</p> <p>A number of consultees would like to see more provisions to encourage active travel in this area. Consultees would like to see lower speed limits and widened pavements along Wrecclesham Road, and feel this will help encourage more residents, particularly those with young children, to walk and cycle.</p> <p>A number of consultees feel reducing the volume and speed of traffic in Wrecclesham is essential for pedestrian and cyclist safety. One consultee suggested introducing a more gradual speed reduction for drivers leaving the A31 and entering the residential area, by introducing 50mph speed limit.</p> |
| <p>Detrimental impacts on Wrecclesham Village including the conservation area, due to considerable volumes of traffic in residential areas.</p> | <p>70% of consultees believe the detrimental impacts on Wrecclesham Village, including the conservation area, due to considerable volumes of traffic in residential areas is 'Essential' or 'High Priority'</p> <p>A large number of consultees are in favour of a western bypass to reduce the volumes of traffic passing through Wrecclesham, however some have also expressed concern as to where the bypass will go, and that its location and cost will influence their opinion.</p> <p>A small number of consultees have raised concerns towards the environmental impact of the project, and how its construction will align with the SCC Climate Change Strategy. Some of these consultees are concerned on how the bypass will impact on local biodiversity and habitats, and the use of green space around Farnham.</p> <p>A small number of consultees have expressed concern towards the impact the bypass may have on congestion in North Farnham.</p> |
| <p>Increasing volumes of traffic in residential areas, including providing high HGVs alternative routes to avoid the low railway bridge.</p> | <p>71% of consultees believe that addressing the increasing volumes of traffic in residential areas, including providing HGVs with alternative routes to avoid the low railway bridge, is 'Essential' or 'High Priority'.</p> <p>A number of consultees have expressed their concern towards the impact of recent and planned residential developments on existing traffic levels within and around Farnham.</p> <p>A small number of consultees have raised concerns that the construction of the bypass could lead to an increase the number of HGVs in Upper Hale. Consultees would like to see restrictions to the weight and speed of HGVs in Upper Hale, particularly around schools.</p> <p>A large number of consultees are unhappy with the current levels of HGVs and other traffic within Wrecclesham, and the impact they have on air and noise pollution, as well as damage to infrastructure.</p> |
| <p>The vision document suggests that the Wrecclesham Relief Road may evolve to become a western bypass. What do you think of this possibility?</p> | <p>67% of consultees 'Strongly' or 'Somewhat Favour' the possibility of Wrecclesham Relief Road evolving to become a Western Bypass,</p> <p>A number of consultees feel that a bypass is essential to reduce congestion within the town centre.</p> |

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| | <p>A small number of consultees were unsure what the Wrecclesham Relief Road would entail.</p> <p>A small number of consultees are concerned that increasing road capacity will induce demand, and lead to an increase in traffic and further congestion long term.</p> <p>It should be noted, the majority of consultees who 'Strongly' or 'Somewhat Favour' the possibility of Wrecclesham Relief Road evolving to become a Western Bypass, also believe that responding to the climate emergency is 'Essential' or 'High Priority'.</p> |
| Other | <p>A small number of consultees have suggested that congestion issues and their causes need to be addressed further along a greater length of the A31. Suggestions have included extending the project to encompass Coxbridge and Shepherd and Flock Roundabouts.</p> <p>A small number of consultees have shared suggestions on their preferred location of the bypass:</p> <ul style="list-style-type: none"> • One consultee suggests that the bypass should divert traffic away from the A287 before Castle Street to help reduce through traffic in the centre • A small number of consultees have suggested the bypass should connect the A325 to Coxbridge Roundabout • A small number of consultees have suggested extending the bypass up Odiham Road to connect to the M3. <p>One consultee has suggested providing infrastructure improvements to the road connecting Bucks Horn Oak to Bentley and allowing this to evolve into a western bypass.</p> |

5.6 Miscellaneous

| Other | What was said |
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| Housing | <p>A number of consultees have expressed concerns over recent and planned housing developments with and around Farnham, particularly around Bordon. Some of these consultees are unhappy with number of new builds and the strain they feel new developments are putting on existing transport and infrastructure. Some have suggested that new developers contribute to the costs of infrastructure improvements that are required as a result of increased congestion from new housing.</p> |

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| | Conversely, a small number of consultees have suggested they would like to see more affordable housing options, and incentives to help people to buy older houses in and around Farnham. |
| Rail Services | <p>A number of consultees have highlighted concerns towards the waiting times at the level crossing. Suggestions have been made to look at reducing the time in which the barriers are closed prior to train passing, reducing the number of train services and the construction of a bridge eliminate the conflict between rail and road traffic.</p> <p>One respondent has suggested the construction of a West Farnham railway station to reduce congestion within the centre from commuters travelling from the North of Farnham.</p> |
| Driving Behaviour | A number of consultees have raised concern for drivers leaving their engines running whilst stationary, and the impact this has on local air quality, especially within the town centre and around Hickley's Corner. Some consultees have queried what can be done to improve driving behaviour and have suggested signage to encourage drivers to turn their engines off when possible. |
| Other | Whilst it is noted within the vision statement that the document is not finalised and is only a proposal, a significant number of consultees stated they would like to see more specific plans and options to address the problems in the Farnham, as well as the associated benefits and cost of each project. |

6. Conclusions and next steps

The consultation has provided an invaluable opportunity to confirm the current needs of Farnham's residents, and ensure that the FIP and Vision Statement addresses the present issues of the town. The proposed Vision Statement has received broad support, and several suggestions have been made on how the document's aims can be achieved.

The Vision Statement is a live document and will evolve over the course of the programme. The comments, views and suggestions provided as part of this consultation towards the

OFFICIAL

Reference: 4D476001-ARC-PRG-PRS-000002

Issue/ver: 1.0

Date: 13/11/2020

Vision Statement, the programme themes and project proposals will be considered by Project Team, and the Vision Statement will be taken forward as part of the FIP.

Farnham Infrastructure Improvements Programme

Farnham Board Meeting

AGENDA ITEM: 5

DATE: 20 NOVEMBER 2020

DOC NO: 4D476001-SCC-PRG-PAP-000008 REV 2.2

REPORT OF: MR TIM OLIVER – BOARD CHAIR

LEAD OFFICER: CHRIS TUNSTALL

SUBJECT: HGV STUDY

SUMMARY OF ISSUE:

To note the outcome of the recent Heavy Goods Vehicle (HGV) Study (Annex A) and agree the recommended short-term/ quick-win interventions for further consultation and implementation and those interventions to be considered as part of the wider Optimised Infrastructure Plan (OIP).

RECOMMENDATIONS:

It is recommended that the Board:

1. Note the outcome and recommendations of the HGV Study; and
2. Agree the following short-term improvements for further consultation and implementation:
 - Restrict HGV through trips via Castle Street/ Folly Hall and Upper Hale via weight restriction on A287 (e.g. no vehicles beyond 7.5T);
 - Provision of temporary loading bays (whilst Covid-19 restrictions are present);
 - Provide alternative mailboxes for local residents e.g. Amazon lockers;
 - Produce guide/ protocol for loading and unloading in the Town Centre;
 - Undertake speed survey study of Upper Hale and the Town Centre;
 - VMS height warning for Wrecclesham Railway Bridge;
 - Liaise with local business to understand willingness to consolidate deliveries in partnership with neighbours; and
3. Agree those interventions to be considered as part of the wider OIP considerations detailed in paragraph 22.

REASON FOR RECOMMENDATIONS:

HGVs within Farnham Town Centre have been cited as a key concern by local members and residents.

As a result of this Project 1 'Quick Wins' within the Farnham Infrastructure Programme identified the need for an early Study in respect of HGV movements within the Town Centre and its immediate environs such as Upper Hale.

The Study (Annex A) details the findings and makes recommendations as to those interventions that could be pursued now, short-term improvements and those that should be part of the wider OIP consideration.

DETAILS:

Background

1. Understanding the issues and developing effective solutions for the town centre is a critical part of the OIP. Key stakeholders have emphasised the need to rapidly understand the current problems, their causes, and potential solutions. There is a need for both quick wins and long-term solutions to the problems faced in the town centre.
2. A specific problem perceived with HGVs has been identified. As a critical issue to the success of the overall OIP, this study has been undertaken to understand issues caused by HGVs in the town and identify how they might be addressed.
3. The study comprised:
 - ▶ Review of existing traffic reports, data and evidence base;
 - ▶ Identification of critical HGV issues and, where possible, root causes; and
 - ▶ Identification of a range of potential intervention measures, opportunities, constraints and recommendations.
4. Whilst the study's primary focus is HGVs, the assessment is not limited to this classification of vehicles. For clarity, the definitions adopted for this Study are:
 - ▶ Car – vehicles including taxis, estate cars and other passenger vehicles (for example camper vans) with a weight of less than 3.5 tonnes.
 - ▶ Light Goods Vehicle (LGV) –all goods vehicles up to 3.5 tonnes, including car delivery vans, transit vans, small pickup vans and milk floats.
 - ▶ Other Goods Vehicle 1 (OGV1) –all rigid vehicles over 3.5 tonnes with two or three axles, including ambulances, tractors and box vans.
 - ▶ Other Goods Vehicle 2 (OGV2) –all rigid vehicles with four or more axles and all articulated vehicles.
 - ▶ Heavy Goods Vehicle (HGV) –comprising OGV1 and OGV2.

Where “Goods Vehicles” are referred to in this study these include LGV, OGV1 and OGV2 for ease of reference.

5. It should be noted that due to the impact of Covid-19 the current traffic flows identified are not representative of pre Covid-19 flows but every effort has been taken to correlate the pre and post flows as far as is possible.
6. Any Short-Term/ Quick-Win interventions will need to be agreed, consulted on and implemented with the Highway Authority, Surrey County Council.

Findings

7. Full details of the findings and the background to them can be found in Annex A

Goods Vehicle Demand

8. Whilst the survey data indicates that HGVs make up a small proportion of total traffic, it is clear that there is a higher volume of other Goods Vehicles (LGVs, which includes other commercial vehicles such as transit vans and small pickup vans) in the town centre and Upper Hale. It is therefore important that any potential interventions include consideration of all goods vehicles, and not solely focus on HGVs.
9. The CCTV data indicates that there has been a drop in general traffic during the Covid-19 pandemic. This data may also have been influenced by local roadworks, including on Folly Hill and South Street. Whilst HGV volumes appear to have been largely unaffected, there may be changes to routing due to roadworks. The perceptions of HGV volumes may also have been impacted by the drop in general traffic in 2020, with a similar volume of HGVs making up 25% of all traffic during the pandemic compared to 2% in 2019.
10. Mix of through vehicles:

AM Peak Period:

- Between 07:45 and 08:30 – approx. 15 OGVs entering the Town Centre per 15 mins, of which 7-10 look to be delayed (so assumed loading) – up to 67% assumed to be servicing or delivering.
- Outside of this time – approx. 10 – 20 OGVs entering the Town Centre per 15 mins and up to 3 look to be delayed – indicates higher proportion of through trips, only 15-30% assumed to be servicing or delivering.
- Whilst it’s difficult to split through routing from servicing it appears that the highest volumes of OGVs typically enter on West Street and Castle Street and leave on South Street and Castle Street before 9am. After 9am East Street looks to become more well used.

PM Peak Period:

- Less activity all-round compared to AM.

- Between 16:15 and 17:00 – up to 10 OGVs entering the Town Centre per 15 mins, of which up to 6 look to be delayed (so assumed loading) – 60% assumed to be servicing or delivering.
- Outside of this time – approx. 4 OGVs entering per 15 mins and 1-2 look to be delayed (25% - 50%) by servicing/ delivering.
- Again it's difficult to split trips however on initial review they appear to be focused between West Street and Castle Street, although South Street is seen to be used in a few time periods.

11. The low bridge at Wreclesham on the A325 has a history of bridge strikes.

Goods Vehicle Routing

12. Journeys between Basingstoke and Guildford may find routing via Folly Hill or Upper Hale more attractive than the A331 based on comparable average journey times and distance.
13. The right turn from Upper Hale Road to Alma Road causes delays when a vehicle is waiting to turn right.

Speeding

14. Whilst no speed checks have been undertaken:
- There is local desire for the town centre and Upper Hale to be subject to a 20mph limit; pupils of local schools must cross the A325.
 - Vehicles speeds have been suggested by local Councillors to be high on the A325, through Heath End, on Upper Hale Road and Farnborough Road.

Kerb-side Servicing and Delivery

15. Anecdotal evidence and site observations indicate that vehicles delivering and servicing at kerbside often impact the free flow of traffic, with drivers required to filter into other live traffic lanes to manoeuvre around parked vehicles. This can result in queues and delays. This has been exacerbated by:
- Loading outside permitted times;
 - Limited off-street loading provision.
 - Parking and servicing occurs in multiple locations with multiple restrictions in the town centre, which can cause confusion.
16. On-street parking in Upper Hale restricts the free flow of traffic and can cause safety issues when cars follow the vehicle in front when manoeuvring around parked vehicles.

Interventions

17. Potential interventions have been developed in broad alignment with the key issues identified and 'type' of measure. The interventions have

then been reviewed using an appraisal framework to assess the strengths and weaknesses of each measure against objectives aligned to:

- ▶ Policy Fit (consistency with wider strategies and the OIP Vision objectives);
- ▶ Tackling Issues (ability to address the issues identified in this report); and
- ▶ Deliverability (technical feasibility, cost and affordability, likely acceptability and ease of implementation).

18. Each intervention has been considered on an individual basis, and assigned a rating against each objective:

- ▶ Red / -1 –does not align with objective or would have a negative impact
- ▶ Amber / 0 –neutral alignment with objective or negligible impact
- ▶ Green / +1 –aligns with objective or would have a positive impact

19. The results of this can be seen at page 20 of the Study, Annex A.

20. Whilst the priority of interventions will be dependent on the weighting given to each objective, each has been considered on a 'unweighted' basis and those that perform highest categorised into:

- ▶ Quick wins –those which could be implemented in a relatively short period of time, and independent of the OIP.
- ▶ Longer term –those which would need to be considered as part of the OIP.

Short term / quick wins

21. The following short term improvements to be subject to further consultation and implementation:

- Restrict HGV through trips via Castle Street/ Folly Hall and Upper Hale via weight restriction on A287 (e.g. no vehicles beyond 7.5T);
- Provision of temporary loading bays (while Covid-19 restrictions are present).
- Provide alternative mailboxes for local residents, e.g. Amazon lockers.
- Produce guide/ protocol for loading and unloading in the town centre.
- Undertake speed survey study of Upper Hale and the town centre.
- VMS height warning for Wrecclesham Railway Bridge.
- Liaise with local business to understand willingness to consolidate deliveries in partnership with neighbours.

To be considered as part of OIP

22. Interventions to be considered as part of the wider OIP considerations:

- Introduce loading pads (with timed restrictions) on widened footways.
- Refresh speed signage in Upper Hale / School 20mph Zone (Upper Hale).
- Parking capacity variable message signing in the town centre.
- Introduce micro-consolidation centres at local locations.
- Upper Hale –on-street parking restrictions.
- Introduce consolidation centre at strategic location.
- Upper Hale – all traffic right turn ban (onto Alma Lane).

CONSULTATION:

23. Internal Surrey consultation will be required in addition to consultation with Hampshire County Council, Highways England the Police and other Emergency Services in respect of the proposed weight restrictions together with Local Committee approval.

RISK MANAGEMENT AND IMPLICATIONS:

24. The Board and Forum have no Statutory powers and as such any decisions requiring approval by the responsible Authorities Constitution, in this case Surrey County Council, will have an individual risk assessment.

FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

25. The cost of the works will be identified within the Surrey County Council Report.

SECTION 151 OFFICER COMMENTARY

26. As proposals are developed that require necessary Surrey County Council approval, individual S151 approvals will be sought.

LEGAL IMPLICATIONS – MONITORING OFFICER

27. Neither of the Boards nor the LLF have any Executive Powers. Any decisions made would require Surrey County Council to follow its own legal advice and its approval procedures.

EQUALITIES AND DIVERSITY

28. As part of Surrey County Council reporting requirements individual Equality Impact Assessments EIAs will be undertaken.

OTHER IMPLICATIONS:

29. There are no other implications in respect of this Report.

WHAT HAPPENS NEXT:

30. The proposed short term improvements will be worked up in more detail for implementation and progress reports brought back to the Board.

Contact Officer:

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Farnham Programme Director

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07866008912

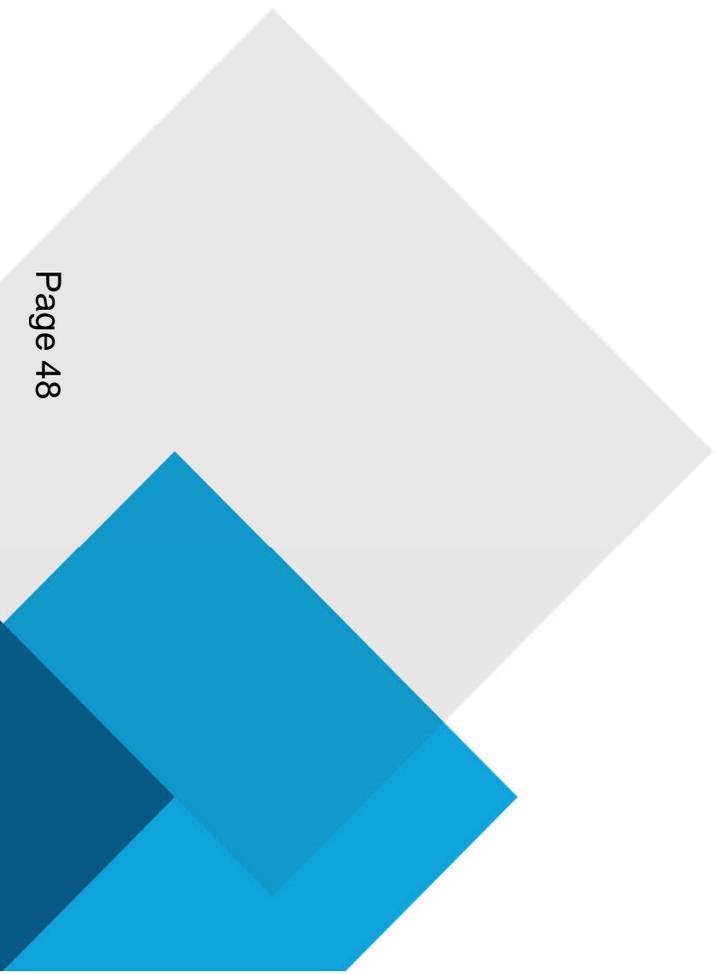
Annexes: Annex A – WS Atkins HGV Study

Sources/background papers: As detailed in Annex A

Annex A – WS Atkins HGV Study

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Agenda Item 5 -
HGV Review
Annex A
HGV Study v1.1



ATKINS

Member of the SNC-Lavalin Group

Farnham Town Centre: Optimised Infrastructure Plan

Project 1 – HGV Study

Notice

This document and its contents have been prepared and are intended solely as information for Surrey County Council and use in relation to the Farnham HGV Study.

SNC-Lavalin assumes no responsibility to any other party in respect of or arising out of or in connection with this document and/or its contents.

Document history

Document title: Project 1 - Farnham HGV Study

Document reference: 5199809.200

| Revision | Purpose description | Originated | Checked | Reviewed | Authorised | Date |
|----------|------------------------------|------------|---------|----------|------------|------------|
| Rev 1.0 | First Draft | LW/CO | AJP/RLF | CJC | JFC | 16/10/2020 |
| Rev 1.1 | Revisions following comments | RLF | AJP | AJP | JFC | 10/11/2020 |
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Introduction

Atkins has been commissioned by Surrey County Council to support the creation of an Optimised Infrastructure Plan (OIP) for Farnham, jointly produced by Surrey County Council, Waverley Borough Council and Farnham Town Council, with the support of Jeremy Hunt MP. The OIP is based on a collective assessment of the issues facing the town and how they can be addressed, with the goal of facilitating the required change in order to help Farnham become a better, more environmentally-friendly place for those who live, work, study in or visit the town.

Understanding the issues and developing effective solutions for the town centre is a critical part of the OIP. Key stakeholders have emphasised the need to rapidly understand the current problems, their causes, and potential solutions. There is a need for both quick wins (to lock-in the benefits of the emergency roadspace reallocation) and long-term solutions to the problems faced in the town centre.

The scope of the programme of work to develop the full OIP is currently being developed. This will include a work programme to develop evidence, consider scenarios, identify and sift options, and develop the optimised programme. In the meantime, there is a need for rapid assessment of the issues.

A particular problem perceived with Heavy Goods Vehicles (HGVs) has been identified. As a critical issue to the success of the overall OIP, this Study has been undertaken to understand issues caused by HGVs in the town and identify how they might be addressed.

The Study comprises:

- ▶ Review of existing traffic reports, data and evidence base;
- ▶ Identification of critical HGV issues and, where possible, root causes; and
- ▶ Identification of a range of potential intervention measures, opportunities, constraints and recommendations.



Introduction

Whilst the primary focus of the study is HGVs, the assessment is not limited to this classification of vehicles. For clarity, the definitions adopted for this Study are:

- ▶ Car – cars including taxis, estate cars and other passenger vehicles (for example camper vans) with a weight of less than 3.5 tonnes.
- ▶ Light Goods Vehicle (LGV) – all goods vehicles up to 3.5 tonnes, including car delivery vans, transit vans, small pickup vans and milk floats.
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- ▶ Other Goods Vehicle 2 (OGV2) – all rigid vehicles with four or more axles and all articulated vehicles.
- ▶ Heavy Goods Vehicle (HGV) – comprising OGV1 and OGV2.

Where “Goods Vehicles” are referred to in this study these include LGV, OGV1 and OGV2 for ease of reference.

The remainder of this report is structured as follows:

- ▶ The Executive Summary provides a brief introduction and summary of the Study.
- ▶ Section One outlines the baseline conditions, including a summary of analysis of traffic volumes, Goods Vehicle routing, queue data, collision statistics, and delivery and servicing activity.
- ▶ Section Two summarises the identified issues relating to Goods Vehicles.
- ▶ Section Three identifies potential intervention measures, assessed against objectives aligned to Policy Fit (consistency with wider strategies and the OIP Vision objectives); Tackling Issues (ability to address the issues identified in this report); and Deliverability (technical feasibility, cost and affordability, likely acceptability and ease of implementation).



Executive Summary

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Introduction

Understanding the issues and developing effective solutions for the town centre is a critical part of the Optimised Infrastructure Plan (OIP). Key stakeholders have emphasised the need to rapidly understand the current problems, their causes, and potential solutions. There is a need for both quick wins (to lock-in the benefits of the emergency roadspace reallocation) and long-term solutions to the problems faced in the town centre.

A particular problem perceived with Heavy Goods Vehicles (HGVs) has been identified. As a critical issue to the success of the overall OIP, this study has been undertaken to understand issues caused by HGVs in the town and identify how they might be addressed.

The study comprises:

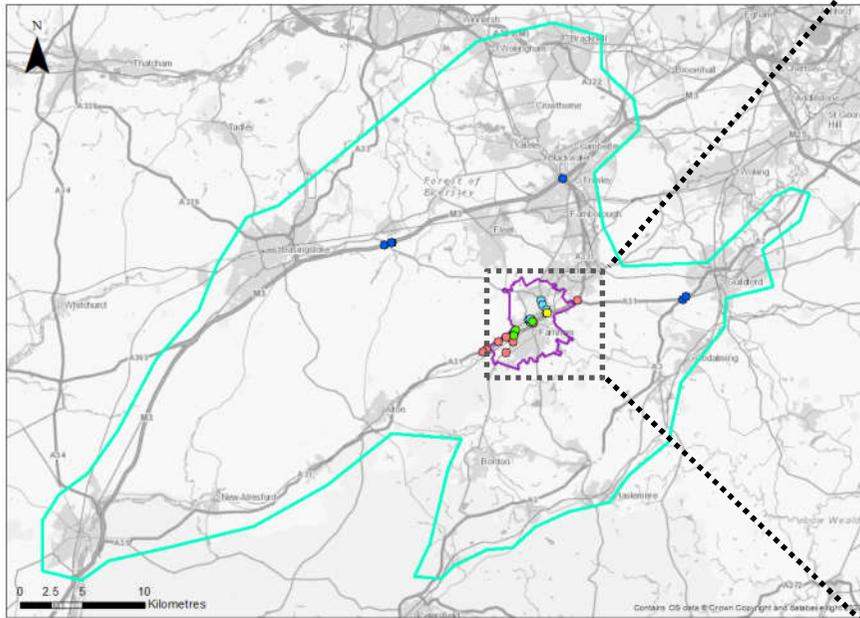
- ▶ Review of existing traffic reports, data and evidence base;
- ▶ Identification of critical HGV issues and, where possible, root causes; and
- ▶ Identification of a range of potential intervention measures, opportunities, constraints and recommendations.

Whilst the primary focus of the study is HGVs, the assessment is not limited to this classification of vehicles.

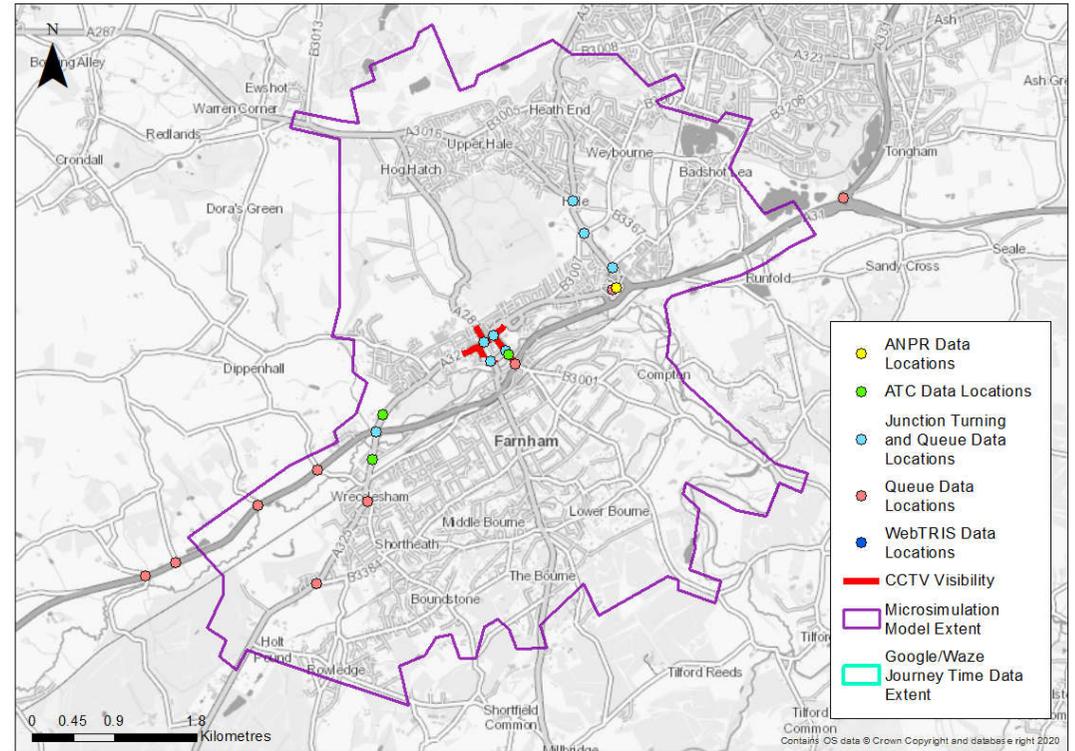


Data Reviewed

The maps below show the location and extent of data collected for this review. Further details of all data sources are provided in the following slides.



The locations of data reviewed in the wider region and Farnham town centre.



Data Reviewed

| Data Source | Dataset | Age | Comments / Use of Data |
|----------------------------------|---|------|--|
| CCTV Surveys | Traffic Counts | 2020 | "Live" CCTV data – available for 16 days between 1 st September and 25 th September 2020. Indicates current (post-Covid-19) traffic flows but cannot take into account implications of social distancing measures implemented within Town Centre and roadworks undertaken during survey period. <i>Used to understand Covid-19 pandemic traffic flows and compositions (daily, average day by hours and peak hours [worst-case for general traffic and HGVs]).</i> |
| iTransport data | Automatic Traffic Counts (ATCs) Manual Classified Counts (MCCs) ANPR Journey Time data ANPR OD Report ANPR Sample Rate Report ANPR Trip Chain Report | 2019 | Majority of the data from surveys conducted by Intelligent Data Collection in June and July 2019. Some additional data obtained from SCC from recent years. Up-to-date but will not show implications of Covid-19. <i>Used to understand pre- Covid-19 pandemic traffic flows and compositions (daily, average day by hours and peak hours [worst-case for general traffic and HGVs]), origin / destinations by vehicle type (AM 07:00-10:00, and PM 16:00-19:00) and queueing.</i> |
| WebTRIS | Speed and flow of roads using on road sensors of MIDAS, TMU, TAME and TRADS sites | 2020 | Data only available on Strategic Road Network (M3 and A3). <i>Used to observe trends on the Strategic Road Network at three locations in proximity to Farnham in June 2019; A3/A31 junction, M3 Junction 4 and M3 Junction 5.</i> |
| Google Maps | Live traffic conditions and "typical" conditions Route planner | 2020 | Typical travel times and suggested routes between origins and destinations, however influenced by Covid-19 Pandemic. Popular Sat Nav app (WAZE) is a subsidiary of Google. <i>Used to undertake typical journey time and route analysis; Monday in October (a neutral month), for AM Peak (0730-0830 hours), Interpeak (1230-1330 hours) and PM Peak (1730-1830 hours).</i> |
| TfSE | Road noise decibels AQMA areas Commuting areas Congestion AM peak as % of night-time speed Forecast of growth % difference in flow | 2019 | More holistic view for South East with little emphasis on Farnham specifically. No implications of Covid-19 registered. |
| Waverley Air Quality 2020 Report | Maps of AQMAs Details of automatic and non-automatic monitoring sites Mean NO2 & PM10 monitoring results | 2020 | No analysis on whether HGVs are contributing to poor air quality in Farnham. Only mention of HGVs in report refers to restricting access during peak hours. |

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Data Reviewed

| Data Source | Dataset | Age | Comments / Use of Data |
|---------------------|--|-------------|---|
| STATS19 | Collision Statistics | 2017 - 2019 | Provides point-based locations of collisions and their associated characteristics (circumstances, vehicle types and casualties). <i>Used to understand any collision trends between 2017 and 2019 inclusive.</i> |
| Interactive Mapping | Parking Locations | 2016 | Map does not show how well loading bays are used and does not take account of social distancing measures implemented within the Town Centre. <i>Used to understand current parking arrangements in the Town Centre.</i> |
| Census Data | Census datasets available from NOMIS | 2011 | Now 9 years out-of-date; however, this is latest Census data available. Does not provide data on HGV movements. Smallest geographic scale available is OA level. <i>Used to understand car ownership and method of travel to work by residents.</i> |
| Various | Anecdotal evidence and written representations | 2020 | Written representations provided, including commentary on issues experienced in Upper Hale and the Town Centre. <i>Used to understand local conditions / issues and to input into interventions long list.</i> |

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Anecdotal evidence (highlighted by local Councillors and on-site observations)

Speeding

- ▶ There is local desire for the town centre and Upper Hale to be subject to a 20mph limit; pupils of local schools must cross the A325.
- ▶ Vehicles speed on the A325 through Heath End, on Upper Hale Road and Farnborough Road.

Routing

- ▶ HGVs leave the M3 at the Hook exit (Junction 5) and use Upper Hale Road and Folly Hill / Castle Hill / Castle Street, rather than the A331.
- ▶ Large vehicles have been known to strike the low bridge at Wrecclesham.
- ▶ The right turn from Upper Hale Road to Alma Road causes delays when a vehicle is waiting to turn right.

Parking

- ▶ Residents park on The Borough and Park Row – there is a lack of residents-only parking.
- ▶ On-street parking in Upper Hale restricts the free flow of traffic and can cause safety issues when cars follow the vehicle in front when manoeuvring around parked vehicles.

Air Quality

- ▶ Traffic congestion and air pollution are major factors in The Borough.
- ▶ People have commented that Upper Hale Road has high air pollution.

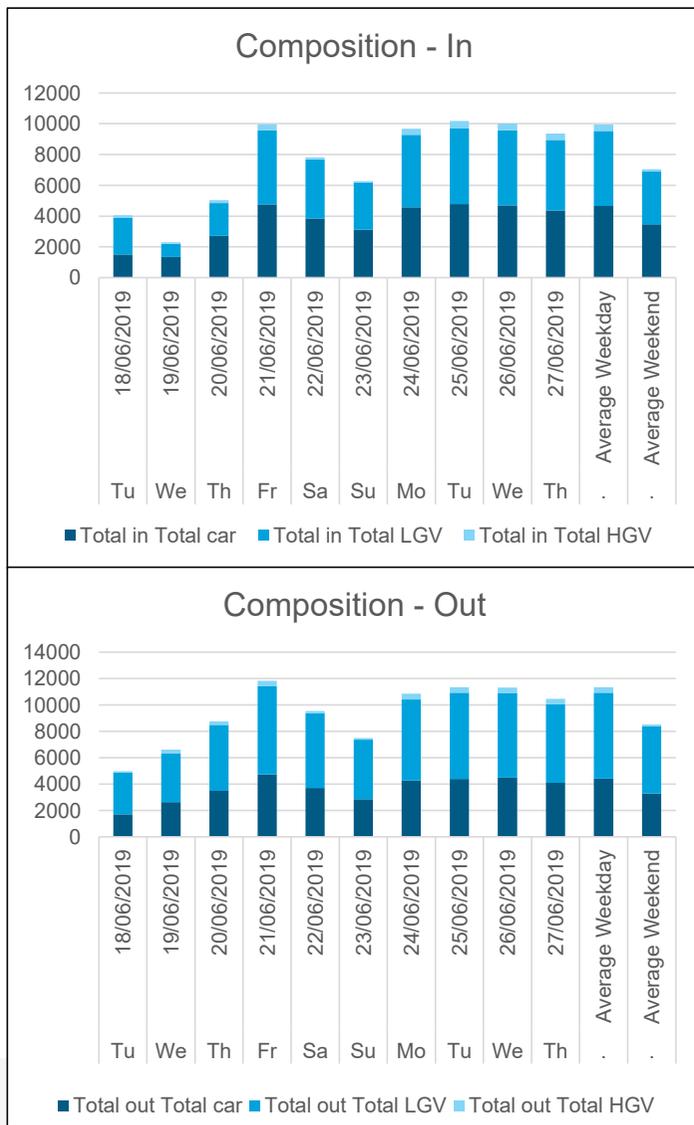


Traffic Volume Data (Before Covid-19)

Analysis of traffic volume data has been undertaken to understand traffic conditions both before and during the Covid-19 pandemic including daily traffic volumes, traffic composition and vehicle movements in the peak (worst-case) hours within the wider area, local area and Town Centre.

Pre-Covid19 Daily Flows – Town Centre (June 2019)

- ▶ The charts to the right show total daily traffic volumes from Automatic Traffic Count (ATC) data (from June 2019, i.e. before the COVID-19 pandemic) for routes into and from Farnham town centre (South Street and West Street).
- ▶ These show that HGVs made up a small proportion of total traffic (broadly 4% of all traffic entering and leaving).
- ▶ The data indicate that a significant proportion of all traffic at these two locations (approximately 50%) comprised Light Goods Vehicles (LGVs).
- ▶ When comparing daily flows, the data indicate that significantly less traffic was recorded between the 18th and 20th June 2019. This is due to the ATCs not recording all hours on these days.



Daily 2019 traffic volumes recorded by ATCs at South Street and West Street

Traffic Volume Data (Before Covid-19)

Pre-Covid19 Weekdays – Town Centre (June 2019)

- ▶ In the order of 4,500 vehicle movements were recorded in peak hours (total in and out), including up to 83 HGV movements (**2% of the overall traffic**) and 700 LGV movements (**15%**).
- ▶ General traffic was recorded to mainly enter the town centre from West Street, East Street and Long Bridge in peak hours, and leave via East Street or Castle Street (AM) / to the south (PM).
- ▶ The majority of HGVs recorded entered the town centre from West Street, Castle Street and East Street, and left via Castle Street or to the south.
- ▶ The majority of LGVs recorded entered the town centre from West Street (both peaks) and from the south (PM only) and left via East Street (AM) / Castle Street (PM).

Pre-Covid19 Weekdays – Upper Hale (June 2019)

- ▶ In the order of 1,000 vehicle movements were recorded in peak hours (total on Upper Hale Road at A325 junction), including up to 27 HGV movements (**3% of the overall traffic**) and 150 LGV movements (**15%**).
- ▶ General traffic mainly travelled to / from the south via the A325, with approximately 25% travelling to / from Hale Road and the remainder to / from the A31.
- ▶ Over 90% of HGVs recorded were travelling to / from the A31, and in the order of 85% of LGVs.

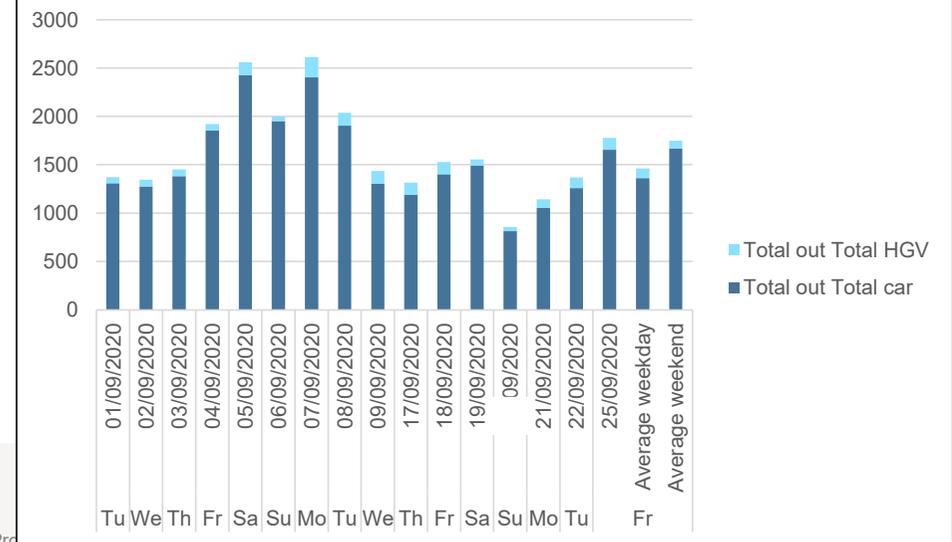
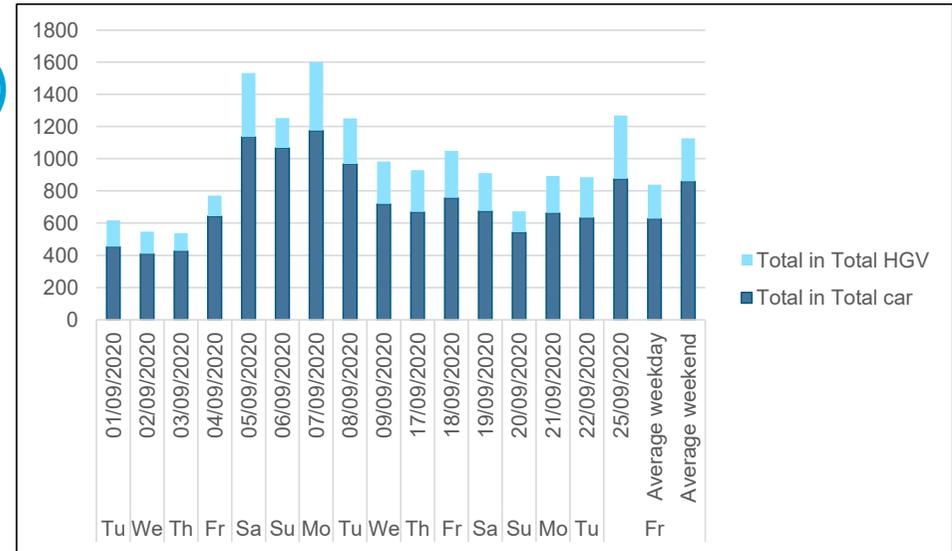


Traffic Volume Data (During Covid-19)

Post-Covid19 Daily Flows – Town Centre (September 2020)

- ▶ CCTV data (snapshot from September 2020, i.e. during COVID-19 pandemic) indicate that Heavy Goods Vehicles (HGVs) were recorded to make up broadly 25% of all traffic entering the surveyed area on any one day, however they comprised only 5% of all traffic leaving.
- ▶ When comparing total traffic recorded, the data indicates that less traffic in total was recorded entering the network than leaving. This could be due to a number of reasons, such as loss of CCTV camera signal.
- ▶ It is understood that the technology used to record vehicles has less accuracy in low light levels. Data has typically been captured by the CCTV cameras for 18 hours per day and therefore total daily traffic volumes may be higher than reported.

Total number of vehicles entering the surveyed network per day.

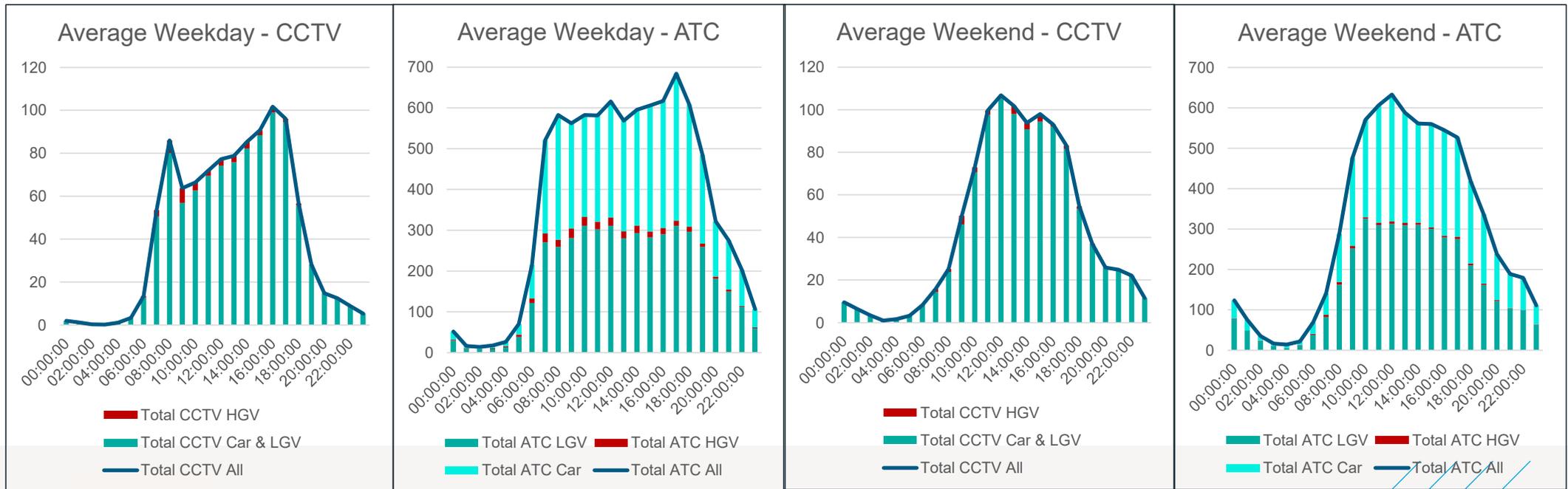


Total number of vehicles leaving the surveyed network per day.

Traffic Flow Comparison – South Street

- ▶ When comparing the data sets in a comparable location (South Street), it is evident the CCTV cameras recorded significantly less total average traffic in September 2020 (post-Covid-19) than the ATCs in June 2019 (pre-Covid-19). This is likely to have been impacted by Covid-19 pandemic associated change in travel. In addition the CCTV technology has less accuracy in low light levels – on average recording 18 hours on each survey day.
- ▶ Comparing HGV data indicates similar volumes recorded by both surveys, indicating that HGV demand has been less affected by the pandemic. Whilst the CCTV data does not allow disaggregation of LGVs, the ATC data indicates significant proportions across an average day.

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Traffic Volume Summary

- ▶ Whilst the survey data (June 2019) indicates that HGVs make up a small proportion of total traffic, it is clear that there is a higher volume of other goods vehicles (LGVs, which includes other commercial vehicles such as transit vans and small pickup vans) in the town centre and Upper Hale.
- ▶ It is therefore important that this study has included consideration of all Goods Vehicles, and not solely focus on HGVs.
- ▶ The CCTV data (September 2020) indicates that there has been a drop in general traffic during the Covid-19 pandemic. This data may also have been influenced by local roadworks, including on Folly Hill and South Street.
- ▶ Whilst HGV volumes appear to have been largely unaffected, there may be changes to routing due to roadworks. The perceptions of HGV volumes may also have been impacted by the drop in general traffic in 2020, with HGVs making up 25% of all traffic during the pandemic compared to 2% in 2019 despite minimal change in the number of HGVs recorded.
- ▶ Anecdotal evidence indicates that the town centre and Upper Hale experience congestion and queueing. The volume of traffic recorded as part of the surveys is not likely to be the sole reason for this congestion and queueing. Further study into potential causes has therefore been undertaken.



Goods Vehicle Routing

The traffic volume analysis indicates that whilst HGVs make up a small proportion of total traffic, there is a higher volume of other goods vehicles within the town centre and Upper Hale. Anecdotal evidence suggests that Goods Vehicles may route through local areas as part of a longer journey (in particular via the town centre, Upper Hale and Folly Hill), which could contribute to congestion and queueing. Analysis of origin / destination data and route planning software has been undertaken to understand key destinations and likely routing based on average journey time and distance:

- ▶ Origin / Destination data indicates that Light Goods Vehicles (LGVs) comprised the greatest number of movements to Farnham town centre compared to larger Ordinary Goods Vehicles (OGVs).
- ▶ LGV destinations were concentrated to the east of the town centre (where industrial and retail units are located), Wrecclesham and Upper Hale in the AM Peak. In the PM Peak, a significant proportion of all LGV destinations were concentrated in Upper Hale, as well as east and west of the town centre to a lesser extent.

For the majority of journeys between key origins and destinations in the wider area, the Strategic Road Network (SRN) and Major Road Network (MRN) (e.g. M3, A3, A31, A331) offer quicker and shorter routes compared to Local Roads, with the exception of:

- ▶ For journeys between **Farnborough and Wrecclesham, Upper Hale and Badshot Lea** local routes are shorter and quicker or comparable in journey time to the MRN. The A325, B3013 and B3007 may therefore be attractive routes for drivers travelling between these destinations.
- ▶ Journeys between **Basingstoke and Guildford** are likely to route through or past Farnham as this presents the shortest and quickest route. Distances and average journey times are comparable for routes using the M3 / A331 / A31 (via the Blackwater Valley Route); M3 / A287 / A3016 / A31 (through Upper Hale); and M3 / A287 (Folly Hill) / A31 (through the town centre). This means that routing via Folly Hill or Upper Hale may be attractive for some users compared to the A331.



Resulting Effects

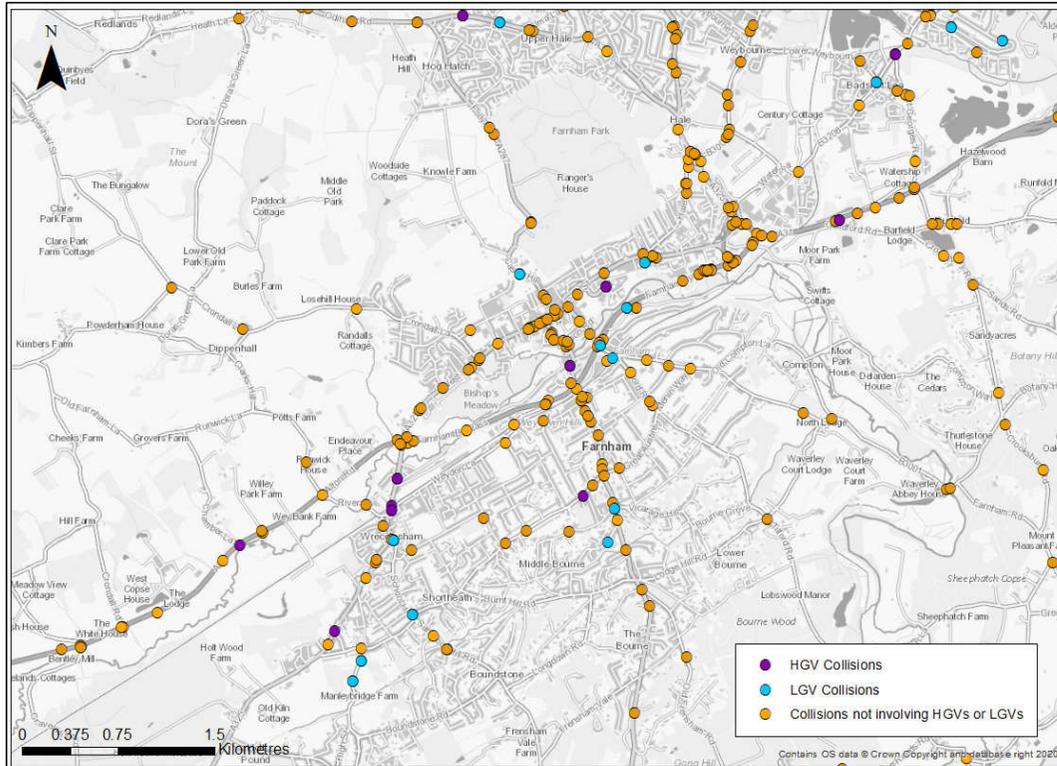
In addition to consideration of traffic volumes and routing, analysis has been undertaken to understand the effects of goods vehicles in the local area in terms of queuing, collisions, air quality and on-street loading:

- ▶ Queue report data from 2019 shows that a small proportion of queues are typically comprised of HGVs. Between 93.2% and 99.2% of the queues are comprised of Light Vehicles. Closure of the level crossing can result in queues into the town centre.
- ▶ A cluster of collisions causing injuries was identified (2017-2019) at the Shepherd and Flock Roundabout, A325 (Borough and West Street), Six Bells Roundabout and the A31 / South Street junction (Hickley's Corner). These collisions are shown in the map on the next page. The majority of collisions did not involve HGVs or LGVs, and there were no fatal collisions involving HGVs or LGVs. Three serious collisions involving goods vehicles were reported: two serious collisions involving LGVs (A31 Farnham Bypass at the Snailslynch exit and on Station Hill) and one involving a HGV (East Street). All other collisions involving HGVs or LGVs were a slight severity.
- ▶ The results of a manually enumerated parking beat survey indicate that loading is not always within permitted times. These are shown in the map of the town centre on the next page. On some occasions, on-street parking was preferred over using existing off-street loading spaces even if this meant becoming a hazard. Anecdotal evidence and site observations indicate that vehicles delivering and servicing at the kerbside often impact the free flow of traffic, with drivers required to filter into other live traffic lanes to manoeuvre around parked vehicles.
- ▶ Waverley Borough Council's 2020 Air Quality Annual Status Report (ASR) reports that whilst Annual Mean NO₂ concentrations in Farnham were typically below maximum annual mean Air Quality Objectives (AQO), some locations including Upper Hale Road saw monthly recordings in excess. Whilst the report indicates that all traffic, rather than explicitly large or goods vehicles, is responsible for poor air quality; interventions will need to include all motorised vehicles, including goods vehicles.

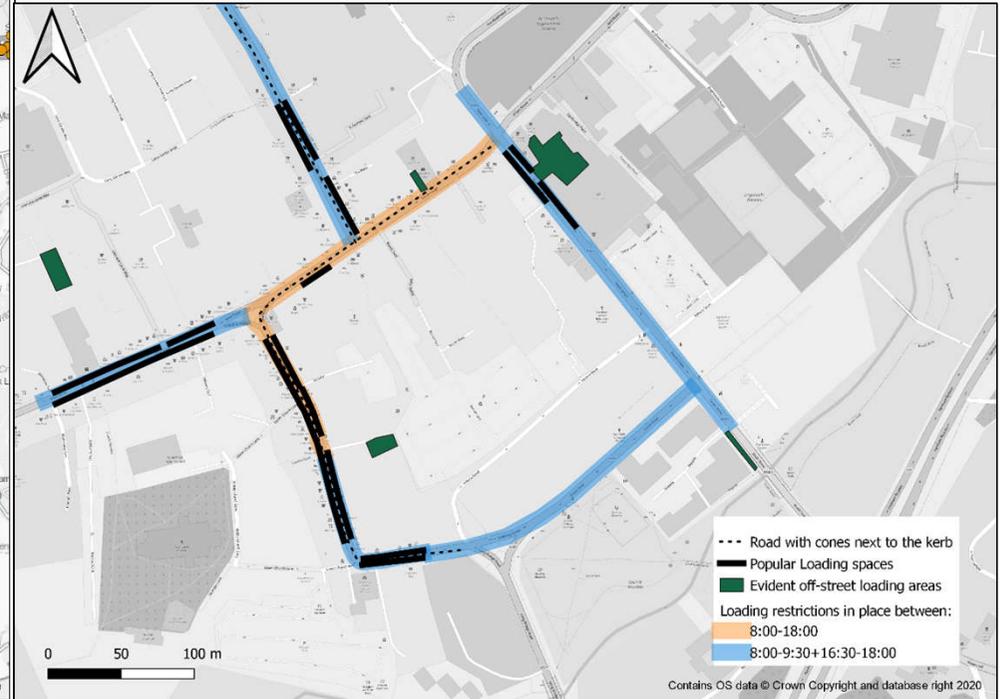


Resulting Effects

Collisions involving Goods Vehicles and all other vehicles in Farnham in 2017-2019.



Primary Data: Site Observations (2020)



Issues Identified

Goods Vehicle Demand

- ▶ Whilst the survey data indicates that HGVs make up a small proportion of total traffic, it is clear that there is a higher volume of other goods vehicles (LGVs, which includes other commercial vehicles such as transit vans and small pickup vans) in the town centre and Upper Hale. It is therefore important that any potential interventions include consideration of all goods vehicles, and not solely focus on HGVs.
- ▶ The CCTV data indicates that there has been a drop in general traffic during the Covid-19 pandemic. This data may also have been influenced by local roadworks, including on Folly Hill and South Street. Whilst HGV volumes appear to have been largely unaffected, there may be changes to routing due to roadworks. The perceptions of HGV volumes may also have been impacted by the drop in general traffic in 2020, with a similar volume of HGVs making up 25% of all traffic during the pandemic compared to 2% in 2019.
- ▶ Anecdotal evidence indicates that the town centre and Upper Hale experience congestion and queueing; the volume of traffic is not considered likely to be the sole reason for this. Further study into potential causes has therefore been undertaken.
- ▶ There are high levels of car / van ownership in Farnham, indicating ease of access to vehicles. A high proportion of people work from home or within a short distance of home, and 65.5% of people who work within 10km of home drive to work. The high levels of car use in the area are therefore a critical factor in the congestion in the town.

Goods Vehicle Routing

- ▶ Journeys between Basingstoke and Guildford may find routing via Folly Hill or Upper Hale more attractive than the A331 based on comparable average journey times and distance.
- ▶ Large vehicles travelling on the A325 have been known to strike the low bridge at Wrecclisham.
- ▶ The right turn from Upper Hale Road to Alma Road causes delays when a vehicle is waiting to turn right.



Issues Identified

Speeding

- ▶ There is local desire for the town centre and Upper Hale to be subject to a 20mph limit; pupils of local schools must cross the A325.
- ▶ Vehicle speeds have been suggested by local Councillors to be high on the A325, through Heath End, on Upper Hale Road and Farnborough Road.

Kerb-side Servicing and Delivery

- ▶ Anecdotal evidence and site observations indicate that vehicles delivering and servicing at the kerbside often impact the free flow of traffic, with drivers required to filter into other live traffic lanes to manoeuvre around parked vehicles. This can result in queues and delays.
- ▶ Loading has been observed outside permitted times.
- ▶ There is currently limited off-street loading provision. There is also limited on-street loading space due to the social distancing measures that have been introduced in the town centre.
- ▶ Parking and servicing occur in multiple locations with multiple restrictions in the town centre, which may cause confusion.
- ▶ On-street parking in Upper Hale restricts the free flow of traffic and can cause safety issues when cars follow the vehicle in front when manoeuvring around parked vehicles.



Potential Interventions

Potential interventions have been developed in response to the issues identified in this study. Interventions have then been reviewed using an appraisal framework to assess the strengths and weaknesses of each measure against objectives aligned to:

Policy Fit:

- ▶ Alignment with Surrey Wider Policy Context – including SCC Place Ambition 2050, SCC Vision 2030, SCC Electric Vehicle Strategy, Surrey Climate Change Strategy, Surrey LTP3, SCC Economic Development Strategy and Surrey Infrastructure Plan.
- ▶ Alignment with OIP Objectives – including prioritising health, safety and wellbeing, placing community first, responding to the climate emergency, enhancing mobility and connectivity, supporting businesses and encouraging economic growth, integrating digital and technology.

Tackling Issues:

- ▶ Supporting the Town Centre operation;
- ▶ Reducing Traffic Volumes;
- ▶ Improving Road Safety;
- ▶ Improving Air Quality; and
- ▶ Improving Streetscape.

Deliverability:

- ▶ Technical Feasibility;
- ▶ Scheme Cost and Affordability;
- ▶ Stakeholder Acceptability; and
- ▶ Ease of implementation.



Potential Interventions

Each intervention has been considered on an individual basis, and assigned a rating against each objective:

- ▶ Red / -1 – does not align with objective or would have a negative impact.
- ▶ Amber / 0 – neutral alignment with objective or negligible impact.
- ▶ Green / +1 – aligns with objective or would have a positive impact.

Whilst the priority of interventions will be dependent on the weighting given to each objective, each has been considered on an 'unweighted' basis.

All interventions have been categorised into:

- ▶ Quick wins – those that could be implemented in a relatively short period of time, and independent of the OIP.
- ▶ Longer term – those that would need to be considered as part of the OIP.



Potential Interventions

| Intervention | Description |
|---|---|
| Dedicated On-Street Loading and Servicing Provision | Provision of temporary loading bays (while Covid-19 restrictions are present) |
| | Guide for Loading and Unloading |
| | Introduce loading pads (with timed restrictions) on widened footways |
| Increased Off-Street Loading & Servicing Provision | Introduce dedicated loading bays within town centre car park(s) |
| Freight Consolidation | Encourage businesses to consolidate deliveries in partnership with neighbours |
| | Introduce micro-consolidation centres at local locations |
| | Provide alternative mailboxes for local residents e.g. Amazon lockers |
| | Introduce a consolidation centre at a strategic location |
| Speed Reduction | Undertake a speed survey of Upper Hale |
| | Introduce a School Safety Zone in Upper Hale |
| | 20mph zones in town centre and Upper Hale |
| | Refresh speed signage in Upper Hale |
| Reduction of on-carriageway obstacles | VMS height warning at Wrecclesham Railway Bridge |
| | On-street parking restrictions – Upper Hale |

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Potential Interventions

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| Intervention | Description |
|--|---|
| Reduction of on-carriageway obstacles (continued) | One-way priority working sections – Upper Hale |
| | Ban right turn from Upper Hale Road onto Alma Lane |
| | Introduce one-way system in Upper Hale to allow single lane working and on-street parking |
| Discourage HGV through-trips via Folly Hill and Upper Hale | Introduce weight restriction on A287 |
| Improvement of general parking | Parking capacity variable message signing (VMS) |
| | Parking rationalisation |
| Other | Undertake a town-centre delivery and servicing survey in 2021 |
| | Explore engagement with Highways England's 'try-before-you-buy' scheme* |

* Two-month free trial of electric vehicles for businesses, as part of Highways England Designated Funds programme.

These interventions were then assessed using the appraisal framework. The completed assessment is shown on the following page.

- ▶ Red / -1 – does not align with objective or would have a negative impact.
- ▶ Amber / 0 – neutral alignment with objective or negligible impact.
- ▶ Green / +1 – aligns with objective or would have a positive impact.



| Assessment of Interventions | Alignment with Surrey Wider Policy Context | Alignment with OIP Objectives | Support the Town Centre operation | Reduce Traffic Volumes | Improve Road Safety | Improve Air Quality | Improve Streetscape | Technical Feasibility | Scheme Cost and Affordability | Stakeholder Acceptability | Ease of Implementation | Category |
|---|--|-------------------------------|-----------------------------------|------------------------|---------------------|---------------------|---------------------|-----------------------|-------------------------------|---------------------------|------------------------|-------------|
| Provision of temporary loading bays (while COVID restrictions are present) | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 1 | Quick Win |
| Undertake speed survey of Upper Hale | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | Quick Win |
| Encourage businesses to consolidate deliveries in partnership with neighbours | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 0 | 1 | 0 | -1 | Quick Win |
| Guide for Loading and Unloading | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | Quick Win |
| Provide alternative mailboxes for local residents e.g. Amazon lockers | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 1 | 0 | 1 | Quick Win |
| VMS height warning at Wrecclesham Railway Bridge | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | Quick Win |
| Introduce weight restriction on A287 | -1 | 0 | -1 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | -1 | Quick Win |
| Introduce micro-consolidation centres at local locations | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | -1 | 1 | 0 | Longer Term |
| School 20mph Zone (Upper Hale) | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | Longer Term |
| 20mph zones in Upper Hale and the Town Centre | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | -1 | Longer Term |
| Introduce loading pads (with timed restrictions) on widened footways | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | Longer Term |
| Parking capacity VMS | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | Longer Term |
| Introduce dedicated loading bays within Town Centre car park(s) | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | -1 | 1 | Longer Term |
| Refresh speed signage in Upper Hale | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | Longer Term |
| Upper Hale – on-street parking restrictions | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | -1 | 1 | Longer Term |
| Introduce consolidation centre at strategic location | 1 | 1 | 1 | 1 | 1 | 1 | 1 | -1 | -1 | 0 | -1 | Longer Term |
| Upper Hale - Right Turn ban (onto Alma Lane) | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | -1 | 1 | Longer Term |
| Parking rationalisation | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | -1 | 0 | 0 | Longer Term |
| Upper Hale – one-way priority working sections | 0 | 0 | -1 | -1 | 1 | 0 | 0 | 1 | 0 | -1 | 0 | Longer Term |
| Upper Hale – one-way system | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | -1 | -1 | -1 | Longer Term |

Recommendations

In response to this analysis, our recommendations on the actions to follow are:

Short term / quick wins:

- ▶ Provision of temporary loading bays (while Covid-19 restrictions are present);
- ▶ Undertake speed survey of Upper Hale and Town Centre;
- ▶ Liaise with local business to understand willingness to consolidate deliveries in partnership with neighbours;
- ▶ Produce guide / protocol for loading and unloading in the town centre;
- ▶ Provide alternative mailboxes for local residents, e.g. Amazon lockers;
- ▶ Implement VMS height warning at Wrecclesham Railway Bridge; and
- ▶ Restrict HGV through-trips via Castle Street / Folly Hill and Upper Hale via weight restriction on A287 (e.g. no vehicles over 7.5T).

To be considered as part of OIP (longer-term):

- ▶ Introduction of micro-consolidation centres at local locations;
- ▶ Refresh of speed signage in Upper Hale / School 20mph Zone (Upper Hale) / 20mph zones (subject to outcome of speed survey);
- ▶ Introduction of loading pads (with timed restrictions) on widened footways;
- ▶ Review of parking capacity variable message signing in the town centre;
- ▶ Introduction of dedicated loading bays within Town Centre car park(s) including provision of “last mile” routes;
- ▶ Introduction of consolidation centre at strategic location;
- ▶ Upper Hale – introduction of scheme to reduce on-carriageway obstructions including on-street parking restrictions and / or one-way priority working sections and / or one-way system; and
- ▶ Upper Hale - right turn ban (onto Alma Lane).

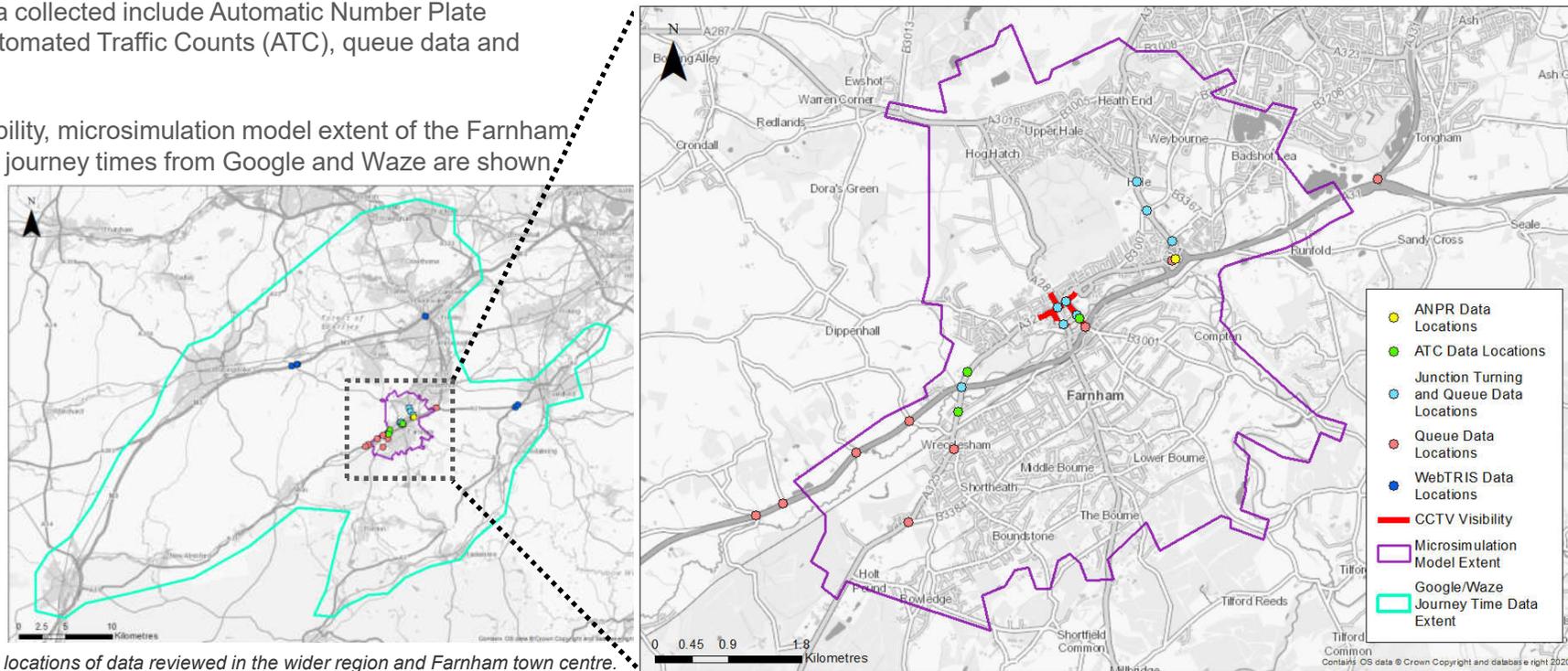


1. Baseline Conditions

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Introduction

- ▶ The maps below show the location and extent of data collected for this review. Further details of all data sources are provided in the following slides.
- ▶ All point locations of data collected include Automatic Number Plate Recognition (ANPR), Automated Traffic Counts (ATC), queue data and WebTRIS data.
- ▶ The extent of CCTV visibility, microsimulation model extent of the Farnham wider area and extent of journey times from Google and Waze are shown.



The locations of data reviewed in the wider region and Farnham town centre.

Data Reviewed

| Data Source | Dataset | Age | Comments / Use of Data |
|----------------------------------|---|------|---|
| CCTV Surveys | Traffic Counts | 2020 | "Live" CCTV data – available for 16 days between 1 st September and 25 th September 2020. Indicates current (Covid-19) traffic flows but cannot take into account implications of social distancing measures implemented within Town Centre and roadworks undertaken during survey period. <i>Used to understand Covid-19 pandemic traffic flows and compositions (daily, average day by hours and peak hours [worst-case for general traffic and HGVs]).</i> |
| iTransport data | Automatic Traffic Counts (ATCs) Manual Classified Counts (MCCs) ANPR Journey Time data ANPR OD Report ANPR Sample Rate Report ANPR Trip Chain Report | 2019 | Majority of the data from surveys conducted by Intelligent Data Collection in June and July 2019. Some additional data obtained from SCC from recent years. Up-to-date but will not show implications of Covid-19. <i>Used to understand pre- Covid-19 pandemic traffic flows and compositions (daily, average day by hours and peak hours [worst-case for general traffic and HGVs]), origin / destinations by vehicle type (AM 07:00-10:00, and PM 16:00-19:00) and queueing.</i> |
| WebTRIS | Speed and flow of roads using on road sensors of MIDAS, TMU, TAME and TRADS sites | 2020 | Data only available on Strategic Road Network (M3 and A3). <i>Used to observe trends on the Strategic Road Network at three locations in proximity to Farnham in June 2019; A3/A31 junction, M3 Junction 4 and M3 Junction 5.</i> |
| Google Maps | Live traffic conditions and "typical" conditions Route planner | 2020 | Typical travel times and suggested routes between origins and destinations, however influenced by Covid-19 Pandemic. Popular Sat Nav app (WAZE) is a subsidiary of Google. <i>Used to undertake typical journey time and route analysis; Monday in October (a neutral month), for AM Peak (0730-0830 hours), Interpeak (1230-1330 hours) and PM Peak (1730-1830 hours).</i> |
| TfSE | Road noise decibels AQMA areas Commuting areas Congestion AM peak as % of night-time speed Forecast of growth % difference in flow | 2019 | More holistic view for South East with little emphasis on Farnham specifically. No implications of Covid-19 registered. |
| Waverley Air Quality 2020 Report | Maps of AQMAs Details of automatic and non-automatic monitoring sites Mean NO2 & PM10 monitoring results | 2020 | No analysis on whether HGVs are contributing to poor air quality in Farnham. Only mention of HGVs in report refers to restricting access during peak hours. |

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Data Reviewed

| Data Source | Dataset | Age | Comments / Use of Data |
|---------------------|--|-------------|---|
| STATS19 | Collision Statistics | 2017 - 2019 | Provides point-based locations of collisions and their associated characteristics (circumstances, vehicle types and casualties). <i>Used to understand any collision trends between 2017 and 2019 inclusive.</i> |
| Interactive Mapping | Parking Locations | 2016 | Map does not show how well loading bays are used and does not take account of social distancing measures implemented within the Town Centre. <i>Used to understand current parking arrangements in the Town Centre.</i> |
| Census Data | Census datasets available from NOMIS | 2011 | Now 9 years out-of-date; however, this is latest Census data available. Does not provide data on HGV movements. Smallest geographic scale available is OA level. <i>Used to understand car ownership and method of travel to work by residents.</i> |
| Various | Anecdotal evidence and written representations | 2020 | Written representations provided, including commentary on issues experienced in Upper Hale and the Town Centre. <i>Used to understand local conditions / issues and to input into interventions long list.</i> |

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Anecdotal evidence (highlighted by local Councillors and on-site observations)

Speeding

- ▶ There is local desire for the town centre and Upper Hale to be subject to a 20mph limit; pupils of local schools must cross the A325.
- ▶ Vehicles speed on the A325 through Heath End, on Upper Hale Road and Farnborough Road.

Routing

- ▶ HGVs leave the M3 at the Hook exit (Junction 5) and use Upper Hale Road and Folly Hill / Castle Hill / Castle Street, rather than the A331.
- ▶ Large vehicles have been known to strike the low bridge at Wrecclesham.
- ▶ The right turn from Upper Hale Road to Alma Road causes delays when a vehicle is waiting to turn right.

Parking

- ▶ Residents park on The Borough and Park Row – there is a lack of residents-only parking.
- ▶ On-street parking in Upper Hale restricts the free flow of traffic and can cause safety issues when cars follow the vehicle in front when manoeuvring around parked vehicles.

Air Quality

- ▶ Traffic congestion and air pollution are major factors in The Borough.
- ▶ People have commented that Upper Hale Road has high air pollution.



1.1 Traffic Volumes

Introduction

Analysis of traffic volume data has been undertaken to understand baseline conditions both before and during the Covid-19 pandemic:

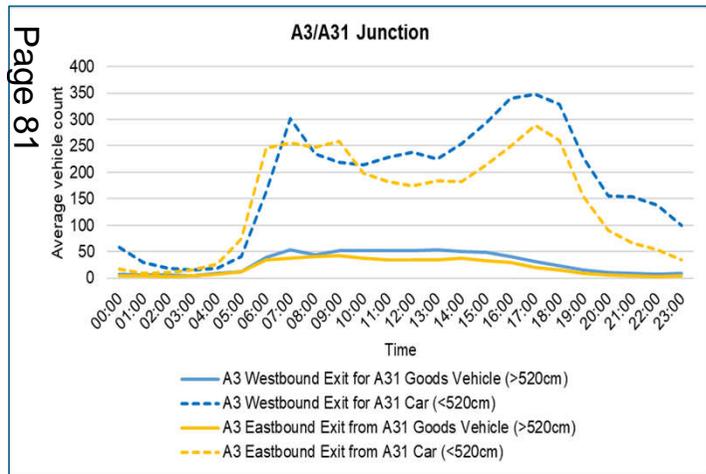
- ▶ The Highways England WebTRIS database provides information on traffic leaving the Strategic Road Network (SRN) at M3 Junction 4, M3 Junction 5 and the junction of A3/A31. This data indicates trends in traffic leaving the SRN at three locations in proximity to Farnham, classified into car (less than 520cm) and goods vehicles (greater than 520cm).
- ▶ Farnham town centre CCTV data has been collected for 16 days between 1st September and 25th September 2020. This data represents a snapshot of traffic flows (during Covid-19 pandemic) classified into car (Light Goods Vehicles including cars and vans), “truck” (Heavy Goods Vehicles), person, bus and motorcycle. The data collected cannot take into account implications of the social distancing measures implemented within the town centre or roadworks undertaken during survey period.
- ▶ i-Transport Automatic Traffic Count (ATC) and Manual Classified Count (MCC) data was collected in June and July 2019. This data represents pre-Covid-19 pandemic traffic flows.

Analysis of this data has been undertaken to understand daily traffic volumes, traffic composition and vehicle movements in the peak (worst-case) hours within the wider area (WebTRIS data), local area (i-Transport data) and town centre (CCTV data and i-Transport data).

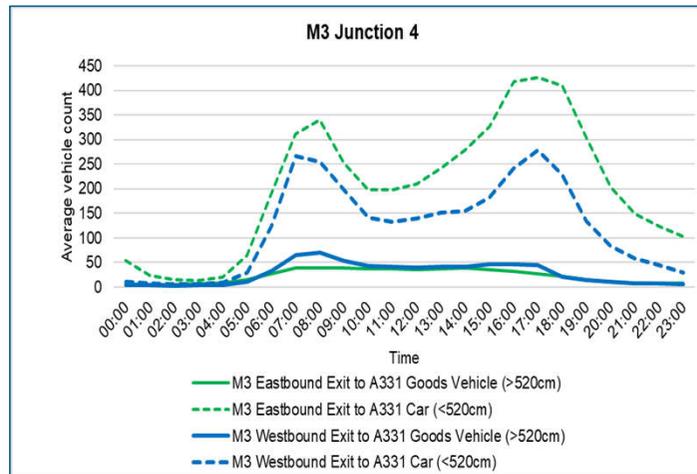


Highways England WebTRIS Data

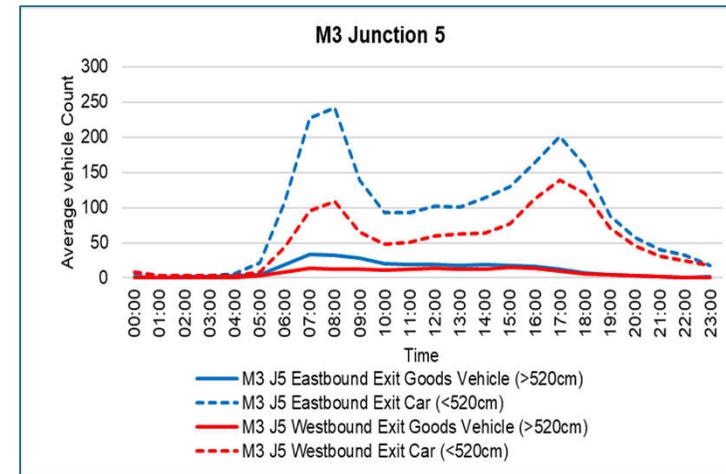
- ▶ Significantly higher volumes of traffic were recorded leaving and entering the SRN at M3 Junction 4, compared to M3 Junction 5 and the junction of A3/A31. This is consistent with M3 Junction 4 providing strategic access to a number of key destinations such as Farnham, Farnborough, Aldershot and Guildford via the A331 and A31, rather than local access only.
- ▶ Movements exiting onto roads towards Farnham (A31, A331 and A287) consistently comprised of fewer goods vehicles than cars.
- ▶ Goods Vehicle movements were recorded to have broadly consistent hourly flows throughout the daylight hours versus distinct peaks in car movements (07:00-10:00 and 16:00-19:00).



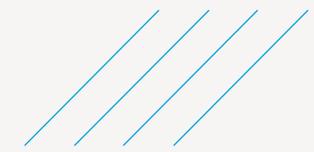
Total hourly weekday flow (June 2019) at the A3/A31 Junction.



Total hourly weekday flow (June 2019) at the M3 Junction 4.

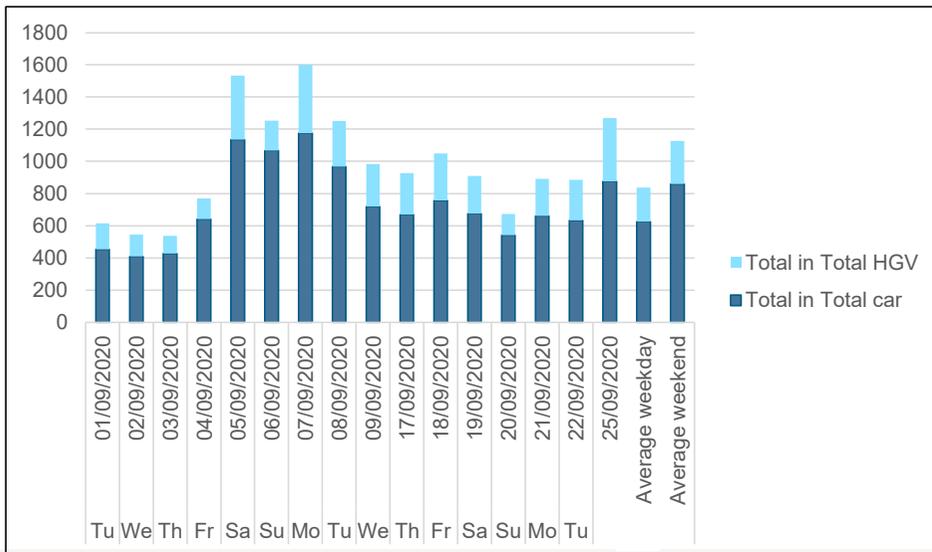


Total hourly weekday flow (June 2019) at the M3 Junction 5.

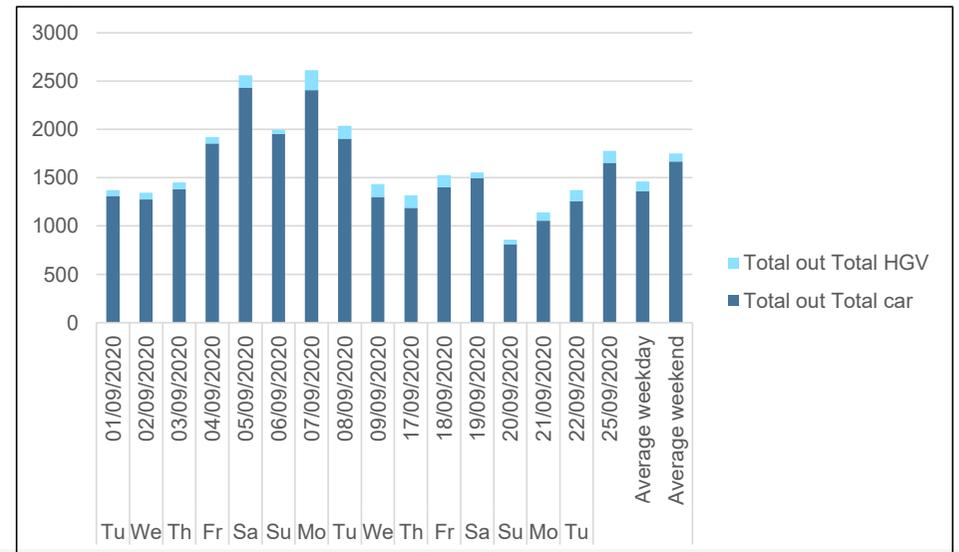


Farnham Town Centre CCTV – Vehicle Composition

- ▶ CCTV data (snapshot from September 2020, i.e. during COVID-19 pandemic) indicated that Heavy Goods Vehicles (HGVs) were recorded to make up broadly 25% of all traffic entering the surveyed area on any one day, however they comprised only 5% of all traffic leaving.
- ▶ When comparing total traffic recorded, the data indicates that less traffic in total was recorded entering the network than leaving. This could be due to a number of reasons, such as loss of CCTV camera signal.
- ▶ It is understood that the technology used to record vehicles has less accuracy in low light levels. Data has typically been captured by the CCTV cameras for 18 hours per day and therefore total daily traffic volumes may be higher than reported.



Total number of vehicles entering the surveyed network per day.

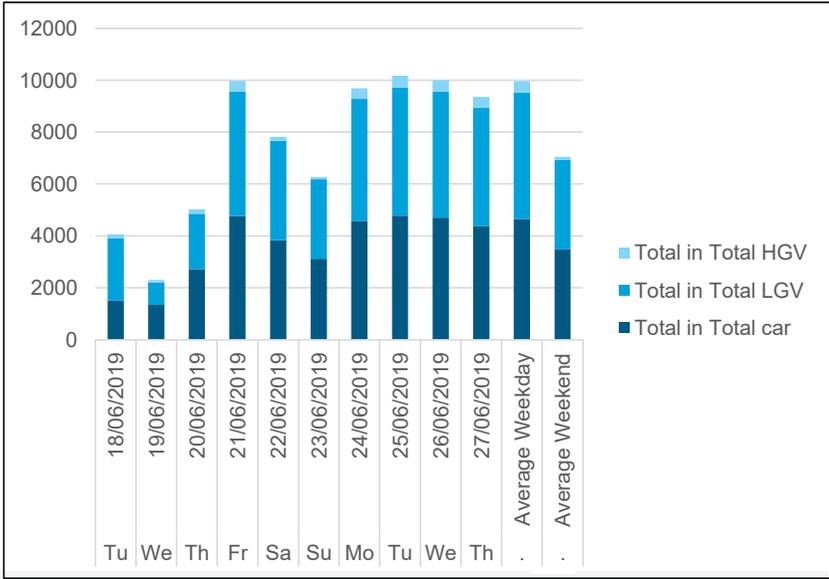


Total number of vehicles leaving the surveyed network per day.

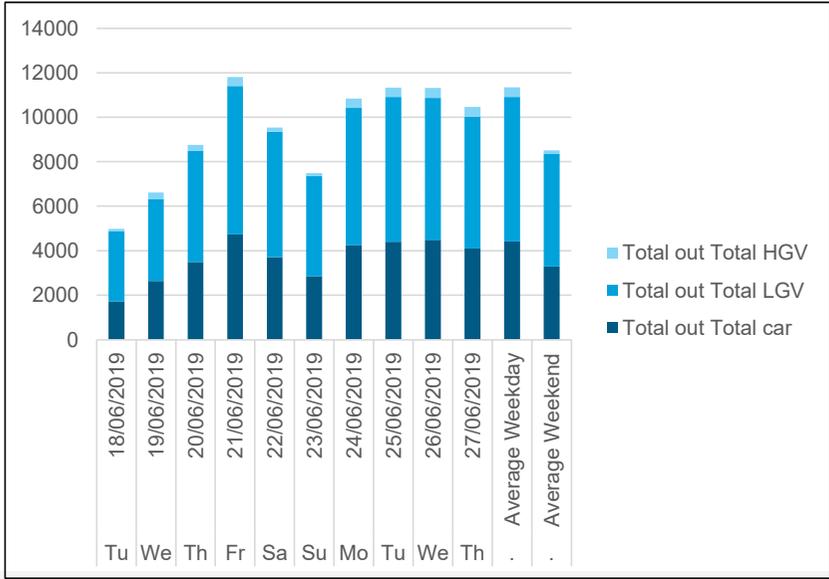


ATC Data (i-Transport) – Vehicle Composition

- ▶ Automatic Traffic Count (ATC) data (from June 2019, i.e. before the COVID-19 pandemic) for routes into and from Farnham town centre (South Street and West Street) indicate that HGVs made up a small proportion of total traffic (broadly 4% of all traffic entering and leaving).
- ▶ The data indicates that a significant proportion of all traffic at these two locations (approximately 50%) comprised Light Goods Vehicles (LGVs).
- ▶ When comparing daily flows, the data indicates that significantly less traffic was recorded between the 18th and 20th June 2019. This is due to the ATC not recording all hours on these days.



Daily traffic volumes recorded by ATCs at South Street and West Street (inbound)

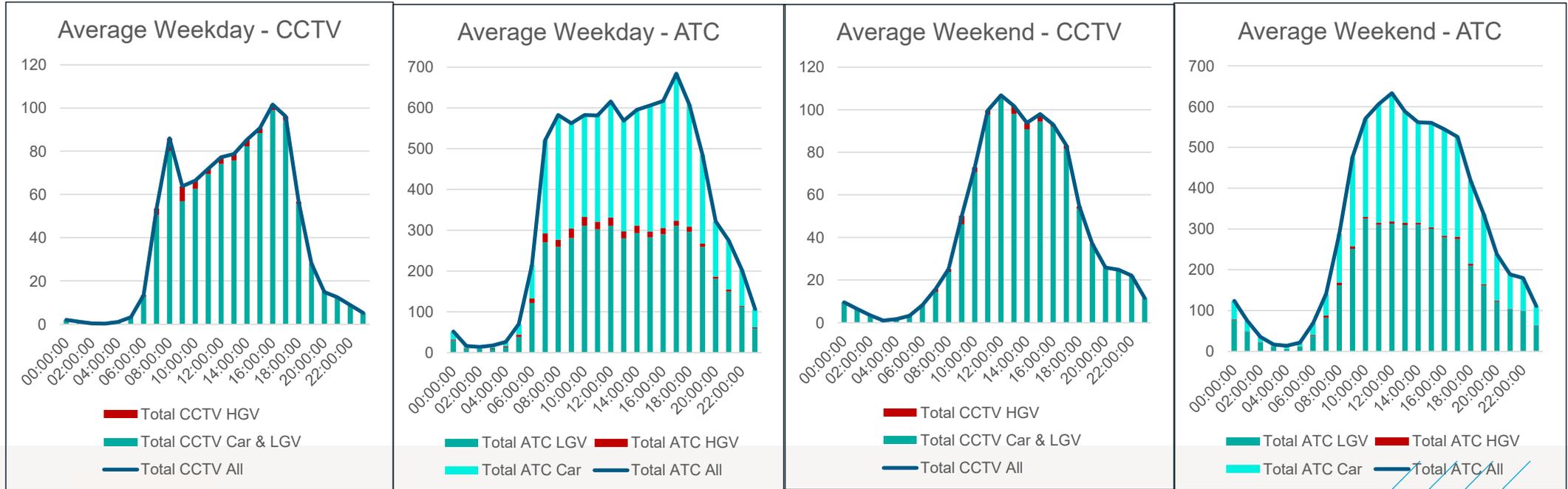


Daily traffic volumes recorded by ATCs at South Street and West Street (outbound)

Traffic Flow Comparison – South Street

- ▶ When comparing the data sets in a comparable location (South Street), it is evident the CCTV cameras recorded significantly less total average traffic in September 2020 than the ATCs in June 2019. This is likely to have been impacted by the Covid-19 pandemic and associated change in travel. In addition the CCTV technology has less accuracy in low light levels – on average recording 18 hours on each survey day.
- ▶ Comparing HGV data indicates similar volumes recorded by both surveys, indicating that HGV demand has been less affected by the pandemic. Whilst the CCTV data does not allow disaggregation of LGVs, the ATC data indicates significant proportions across an average day.

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Farnham Town Centre CCTV – Peak Day Patterns

Weekdays (September 2020)

- ▶ Approximately 500 vehicle movements were recorded in peak hours of the peak day (total in and out), including up to 72 HGV movements. Daily traffic flows indicate that approximately 25% of the overall traffic recorded was HGVs. It should be noted that movements in/out via Long Bridge were not included and therefore this may be an underestimate of total traffic volumes.
- ▶ General traffic was recorded to mainly enter the town centre from Castle Street and East Street, and leave via East Street or to the south (South Street / Long Bridge).
- ▶ The majority of HGVs recorded entered the town centre from East Street and Castle Street, and left via East Street or to the south.

Weekends (September 2020)

- ▶ Approximately 500 vehicle movements were recorded in peak hours of the peak day (total in and out), including up to 82 HGV movements. Daily traffic flows indicate that approximately 20% of the overall traffic recorded was HGVs. It should be noted that movements in/out via Long Bridge were not included and therefore this may be an underestimate of total traffic volumes.
- ▶ General traffic was recorded to mainly enter the town centre from Castle Street and East Street, and leave via East Street or to the south.
- ▶ The majority of HGVs recorded entered the town centre from East Street and Castle Street, and left via East Street and Castle Street.



Manual Classified Count Data (i-Transport) – Peak Day Patterns

Weekdays – Town Centre (June 2019)

- ▶ In the order of 4,500 vehicle movements were recorded in peak hours (total in and out), including up to 83 HGV movements (**2% of the overall traffic**) and 700 LGV movements (**15%**).
- ▶ General traffic was recorded to mainly enter the town centre from West Street, East Street and Long Bridge in peak hours, and leave via East Street or Castle Street (AM) / to the south (PM).
- ▶ The majority of HGVs recorded entered the town centre from West Street, Castle Street and East Street, and left via Castle Street or to the south.
- ▶ The majority of LGVs recorded entered the town centre from West Street (both peaks) and from the south (PM only) and left via East Street (AM) / Castle Street (PM).

Weekdays – Upper Hale (June 2019)

- ▶ In the order of 1,000 vehicle movements were recorded in peak hours (total on Upper Hale Road at A325 junction), including up to 27 HGV movements (**3% of the overall traffic**) and 150 LGV movements (**15%**).
- ▶ General traffic mainly travelled to / from the south via the A325, with approximately 25% travelling to/from Hale Road and the remainder to/from the A31.
- ▶ Over 90% of HGVs recorded were travelling to / from the A31, and in the order of 85% of LGVs.



Traffic Volume Summary

- ▶ Whilst the 2019 survey data indicates that HGVs made up a small proportion of total traffic, it is clear that there is a higher volume of other goods vehicles (LGVs, which includes other commercial vehicles such as transit vans and small pickup vans) within the town centre and Upper Hale. It is therefore important that this study includes consideration of all Goods Vehicles, and not solely focus on HGVs.
- ▶ The 2020 CCTV data indicates that there has been a drop in general traffic during the Covid-19 pandemic. This data may also have been influenced by local roadworks, including on Folly Hill and South Street.
- ▶ Whilst HGV volumes appear to have been largely unaffected, there may be changes to routing due to roadworks. The perceptions of HGV volumes may also have been impacted by the drop in general traffic in 2020, with HGVs making up 25% of all traffic during the pandemic compared to 2% in 2019 despite similar numbers of HGVs being recorded.
- ▶ Anecdotal evidence indicates that the town centre and Upper Hale experience congestion and queueing. The volume of traffic recorded as part of the surveys is not likely to be the sole reason for this congestion and queueing. Further study into potential causes has therefore been undertaken.



1.2 Goods Vehicle Routing

Introduction

The traffic volume analysis indicates that whilst HGVs make up a small proportion of total traffic, there is a higher volume of other Goods Vehicles within the town centre and Upper Hale. Anecdotal evidence suggests that goods vehicles may route through local areas as part of a longer journey (in particular the town centre, Upper Hale and via Folly Hill), which could contribute to congestion and queueing.

- ▶ Analysis of origin / destination data and route planning software has been undertaken to understand key destinations and likely routing based on average journey time and distance.
- ▶ Surrey County Council Microsimulation Model outputs (derived from i-Transport data collected in 2019) have been used to understand volume and type of vehicles with destinations within the town centre and local area within peak hours. This data represents pre-Covid-19 pandemic conditions.
- ▶ Census Data provides a snapshot of the population and its characteristics, by Output Area (OA). Data has been extracted for Waverley by Middle Layer Super Output Area (MSOA) to understand population density, car ownership levels and method of travel to work by local residents.
- ▶ Most Sat Nav systems allow users to select routes by either distance or time (based on live or typical traffic). Google Maps has been used to identify “typical” peak hour travel time and distances for routes between key origins and destinations in the South East. This has enabled review of which local Farnham roads may offer an attractive alternatives to use of the Strategic and / or Major Road Networks.



Surrey County Council Microsimulation Model Outputs (2019)

AM (07:00 – 10:00)

- ▶ Origin / Destination data indicates that Light Goods Vehicles (LGVs) comprised the greatest number of movements to Farnham town centre compared to larger Ordinary Goods Vehicles (OGVs).
- ▶ OGV destinations were recorded across Farnham and Upper Hale, with no single area being a destination for more than 13 OGVs in the AM peak period (07:00-10:00).
- ▶ LGV destinations were concentrated to the east of the town centre (where industrial and retail units are located), Wrecclesham and Upper Hale. It is noted that the Microsimulation model zones (built using survey data) within the latter two are larger, and therefore a higher volume would be anticipated compared to the smaller zones within the town centre.

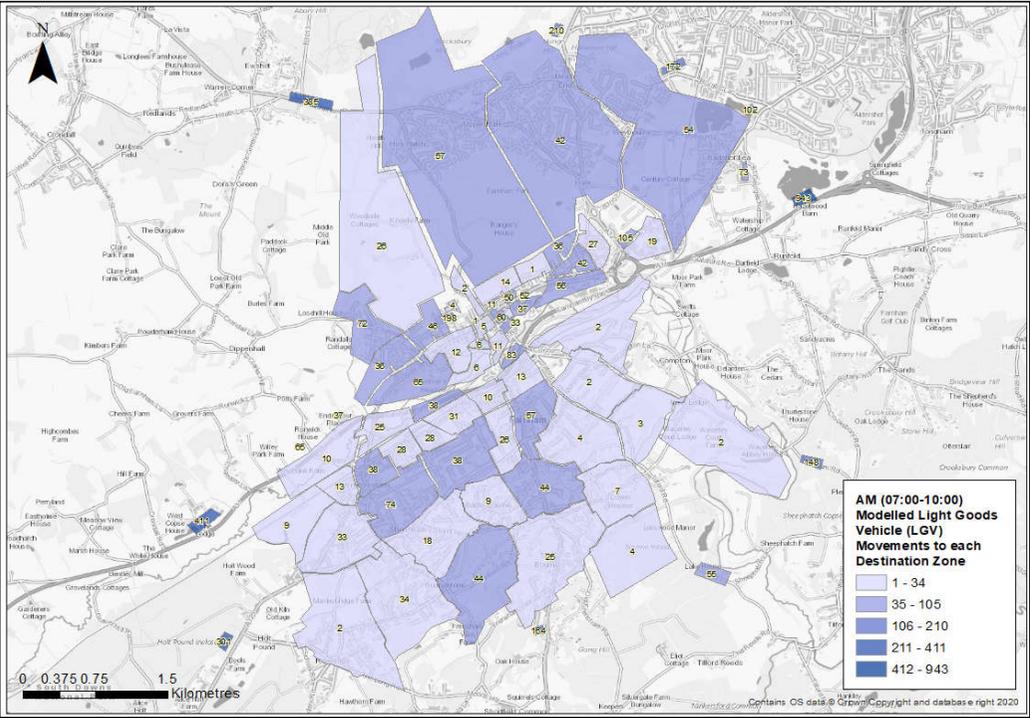
PM (16:00 – 19:00)

- ▶ Similar to the AM, the PM data indicates that Light Goods Vehicles (LGVs) comprised the greatest number of movements to Farnham town centre compared to larger Ordinary Goods Vehicles (OGVs).
- ▶ OGV destinations were recorded across Farnham and Upper Hale, with no single area being a destination for more than 9 OGVs in the PM peak period (16:00-19:00).
- ▶ A significant proportion of all LGV destinations are concentrated in Upper Hale, as well as east and west of the town centre to a lesser extent.

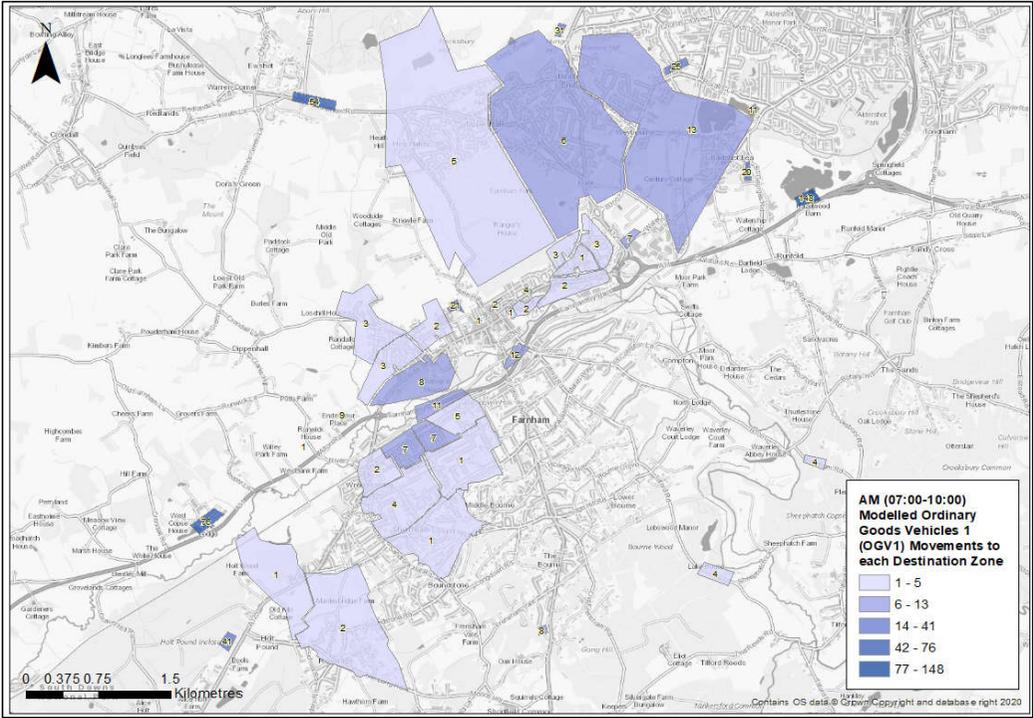


Surrey County Council Microsimulation Model Outputs (2019), AM (07:00-10:00)

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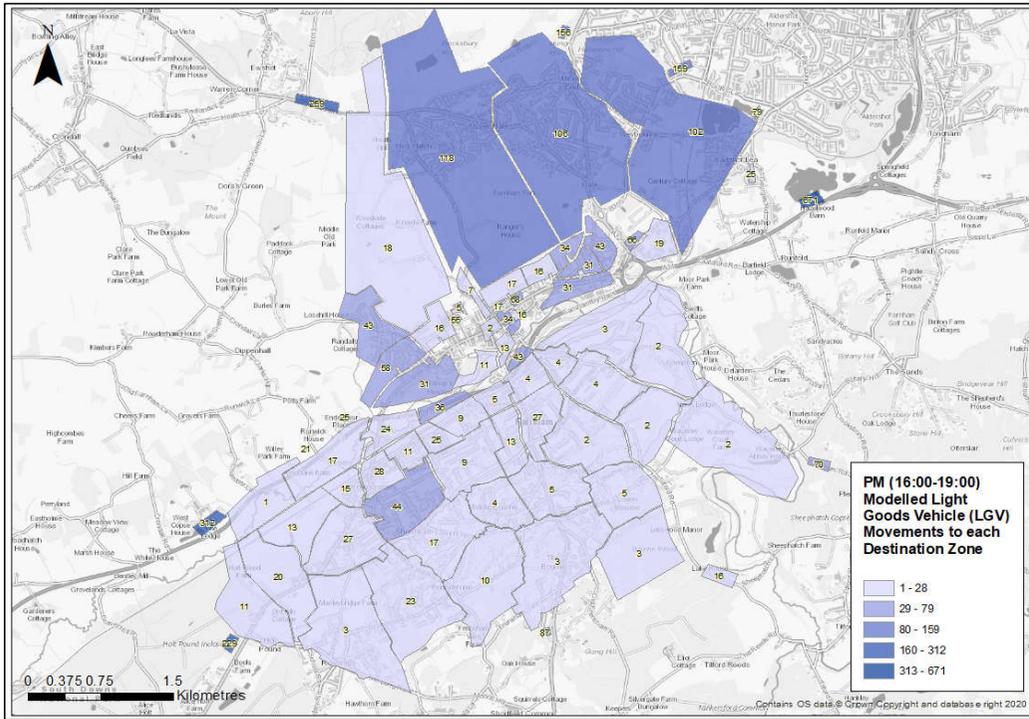
Modelled LGV movements to each destination zone in the AM period.



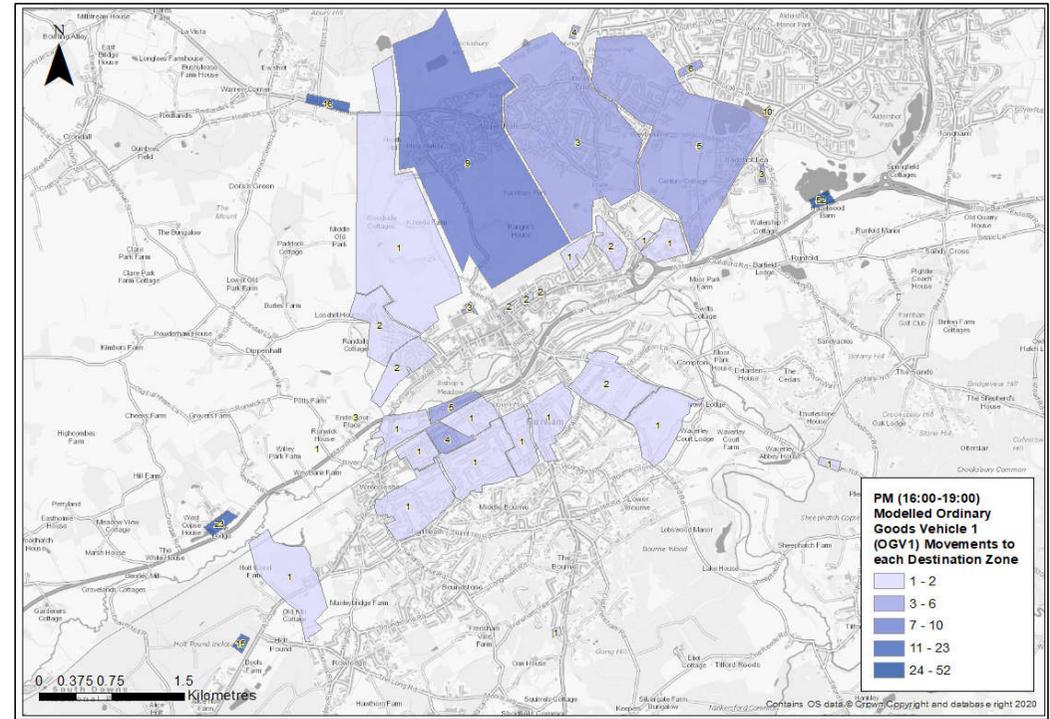
Modelled OGV1 movements to each destination zone in the AM period.



Surrey County Council Microsimulation Model Outputs (2019), PM (16:00-19:00)



Modelled LGV movements to each destination zone in the PM period.



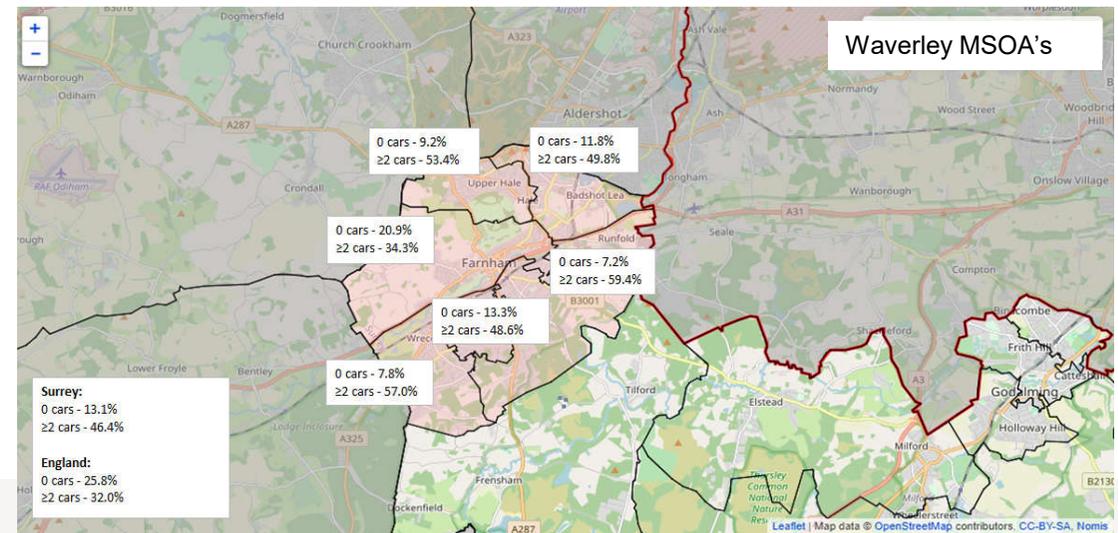
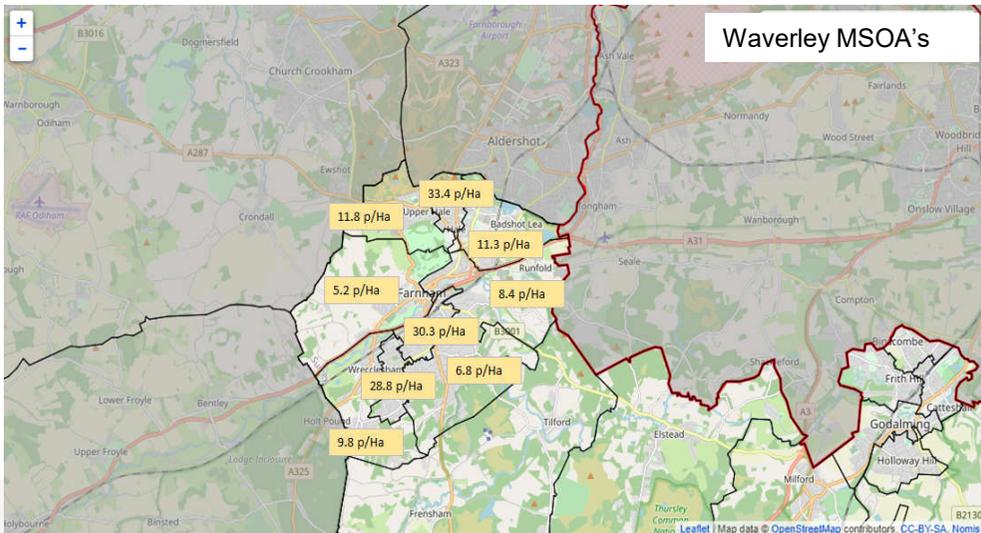
Modelled OGV1 movements to each destination zone in the PM period.



Census Data (ONS/NOMIS)

- ▶ Population density is relatively high in three Medium Super Output Areas (MSOAs) - at over 28 people per hectare. These areas of relatively high population density correlate with the Microsimulation model zones which show high LGV movements. This indicates that e-commerce, deliveries and servicing activity to residential areas, as well as commercial enterprises, contribute to the high numbers and proportions of LGVs in the town.
- ▶ 50.4% of households own 2 or more vehicles, which includes cars and vans (compared to 46.4% in Surrey overall and 32.0% across England) while only 11.7% of households own no vehicles (compared to 13.1% in Surrey overall and 25.8% across England).
- ▶ High proportions of people work from home or within a short distance of home: 22.0% within 2km or at home (compared to 19.3% in Surrey and 17.4% across England) and 30.6% within 5km or at home (compared to 29.2% in Surrey and 29.3% across England). Despite this, 65.5% of people who work within 10km of home drive to work. The high numbers of residents travelling by car for local journeys are a major contributor to congestion in the town.

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ATKINS 2011 Census data (2011): population density
Member of the SNC-Lavalin Group

Farnham Town Centre: Optimised Infrastructure Plan. Project 1 – HGV Study
Contains sensitive information

2011 Census data (2011): car ownership data

Google Journey Time / Route Data

Anecdotal evidence indicates that Farnham may be used as a cut-through by traffic seeking to bypass parts of the Strategic Road Network (SRN) and/or Major Road Network (MRN). Whilst survey data does not indicate this, it is noted that Sat-Nav systems can be set to calculate routes on a 'fastest time' or 'shortest route' basis. Routing will also be down to individual preference of drivers.

- ▶ For journeys (both southbound and northbound) using the A3 corridor as part of their journey towards Farnham, Google average journey time data indicates that using the SRN and MRN is quicker and shorter than local routes to reach destinations in central Farnham, Wrecclesham, Upper Hale and Heath End. Destinations in Badshot Lea, Compton and Lower Bourne have shorter local route options, but the SRN and MRN provides comparable journey lengths – route selection for these three may be influenced by individual preference, however they are not likely to be seen as significantly more attractive than the SRN and MRN.
- ▶ For journeys between **Winchester and Farnham**, the A31 offers shorter options than the M3 (by between 2 and 7 miles) and shorter journey times – it is likely that users will choose to use this route rather than the M3.
- ▶ For journeys between **Farnborough and central Farnham, Lower Bourne and Compton**, the MRN (A331) is a longer distance but consistently quicker than local routes. For Wrecclesham, Upper Hale and

Badshot Lea local routes are shorter and quicker or comparable in journey time to the MRN. The A325, B3013 and B3007 may therefore be attractive routes for drivers travelling between these destinations.

- ▶ For journeys between **Bordon and Farnham** (all destinations) the MRN (A325) presents a shorter and quicker option than local routes.
- ▶ Journeys between **Winchester and most other regional destinations** (e.g. Bracknell, Basingstoke) are unlikely to divert via Farnham as this route is significantly longer in distance and duration than the SRN / MRN. Journeys between **Winchester and Guildford** will use the A31 as this is the shortest and quickest route
- ▶ Journeys between **Basingstoke and most other regional destinations** (e.g. Bracknell and Winchester) are unlikely to divert via Farnham as this route offers no journey time or distance benefits, or is longer compared to the SRN / MRN.
- ▶ Journeys between **Basingstoke and Guildford** are likely to route through or past Farnham as this presents the shortest and quickest route. Of particular note is the comparable distance and average journey times using the M3 / A331 / A31 (via the Blackwater Valley Route); M3 / A287 / A3016 / A31 (through Upper Hale); and M3 / A287 (Folly Hill) / A31 (through the town centre). This means that routing via Folly Hill or Upper Hale may be attractive for some users compared to the A331.



1.3 Resulting Effects

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Introduction

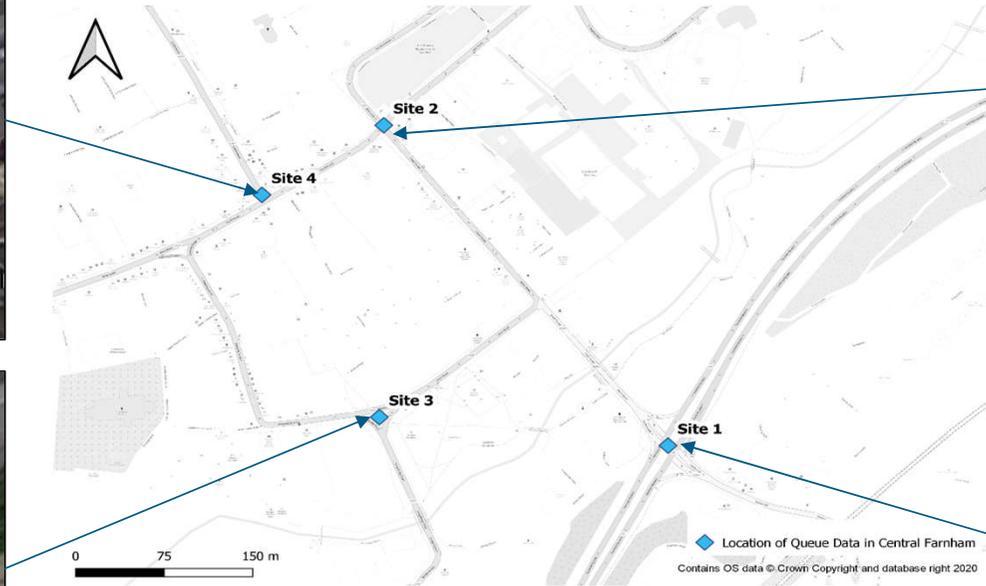
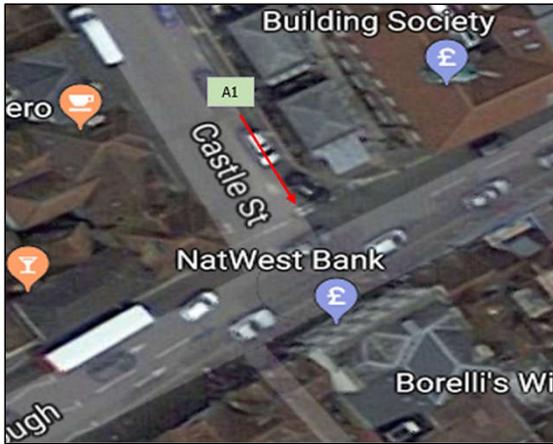
In addition to consideration of traffic volumes and routing, analysis has been undertaken to understand the effects of goods vehicles movements in the local area in terms of queueing, collisions, air quality and on-street loading:

- ▶ i-Transport Queue Report data (collected in 2019) includes queueing lengths by vehicle type within the town centre. This data represents pre-Covid-19 pandemic conditions and has been used to understand what proportion of queueing was associated with HGVs compared to other vehicles.
- ▶ STATS-19 collision data provides point-based locations of collisions and their associated characteristics (circumstances, vehicle types and casualties). This has been used to understand trends in collisions resulting in injuries which involved LGVs or HGVs, as well as other modes, within the last three years.
- ▶ Waverley Borough Council's 2020 Air Quality Annual Status Report (ASR) was published in July 2020. The report has been used to understand Air Quality conditions within the local area.
- ▶ A manually enumerated parking beat survey has been carried out to understand currently loading and servicing activity on-street within the town centre.

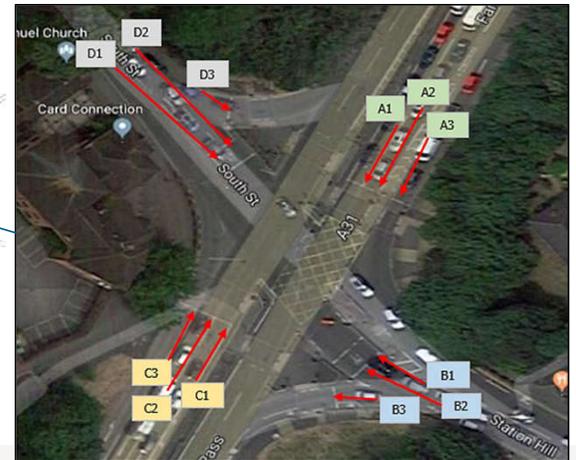


Queue Composition in Central Farnham: Location of Data

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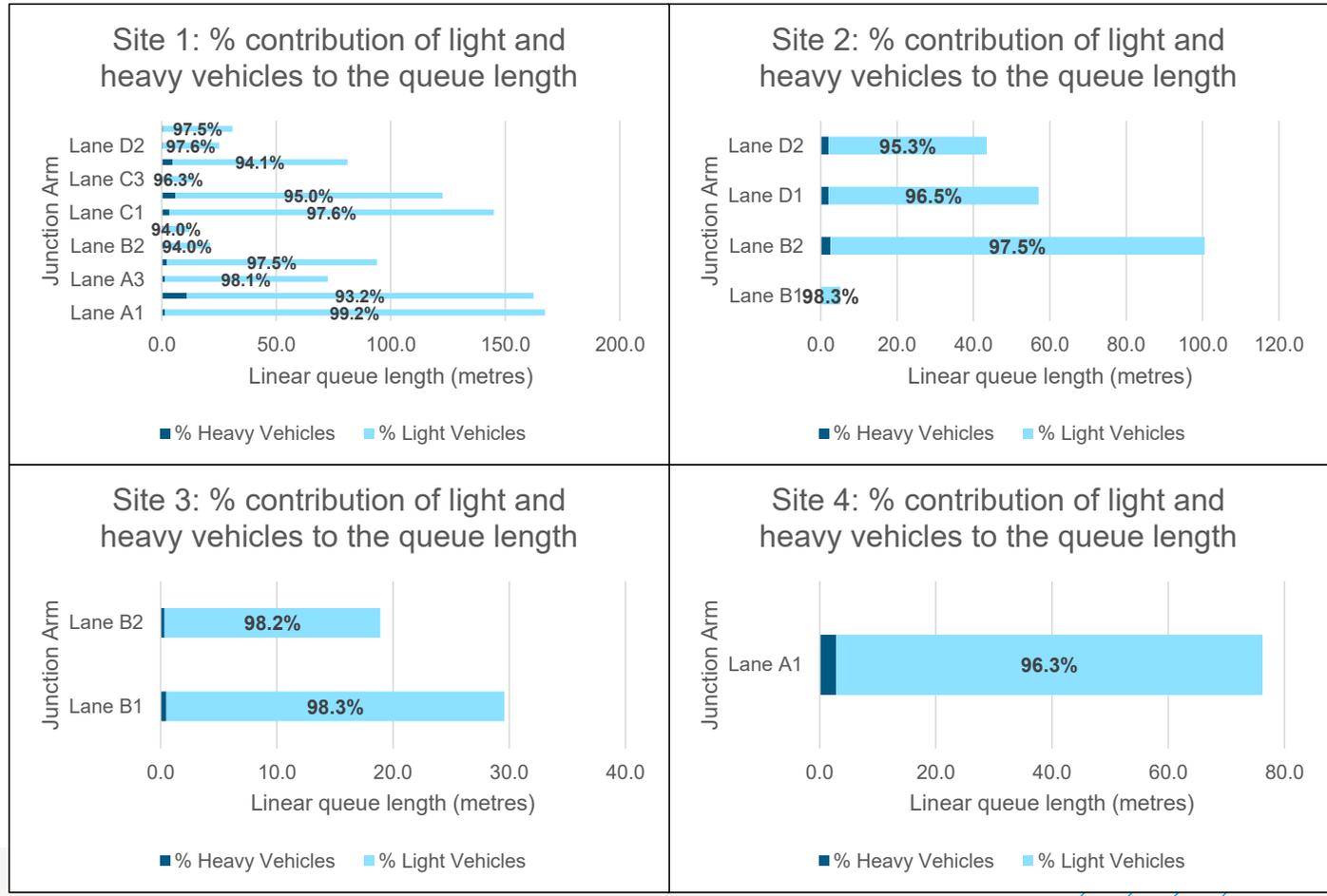


- ▶ Site 1: A31 junction with Station Hill/South Street
- ▶ Site 2: A325 junction with Bear Lane/South Street
- ▶ Site 3: Union Road junction Long Bridge
- ▶ Site 4: A325 junction with Castle Street



Queue Composition in Central Farnham: continued

- ▶ The bar charts show the hourly average length of queue in each lane at the site and the percentage of each queue comprised of light (car and LGV) and heavy (HGV and buses) vehicles.
- ▶ Queue report data from 2019 shows that a small proportion of queues are typically comprised of HGVs.
- ▶ Between 93.2% and 99.2% of the queues are comprised of Light Vehicles.
- ▶ There is little or no relation between the length of the queue and the number of HGVs making up the queue.
- ▶ Closure of the level crossing (south of Site 1) can result in queues into the town centre.



STATS19 Collision Data (2017-2019)

The maps on the following pages show the clusters of collisions resulting in injuries in Farnham and Upper Hale. The following conclusions can be drawn.

Farnham

- ▶ A cluster of collisions causing injuries was identified (2017-2019) at the Shepherd and Flock Roundabout, A325 (Borough and West Street), Six Bells Roundabout and the A31 / South Street junction (Hickley's Corner). Most collisions did not involve HGVs or LGVs.
- ▶ There were no fatal collisions involving HGVs or LGVs. Three serious collisions involving Goods Vehicles were reported: two serious collisions involving LGVs (A31 Farnham Bypass at the Snailslynch exit and on Station Hill) and one involving a HGV (East Street). All other collisions involving HGVs or LGVs were of a slight severity.

Upper Hale

- ▶ In the Upper Hale area there was less evidence of concentrations of collisions in comparison to central Farnham. A small number of collisions were identified on the A3016 and A325. The vast majority of collisions did not involve LGVs or HGVs.
- ▶ One serious collision involving a LGV was identified in Upper Hale on the A3016 near to the entrance to Spring Lane. All other collisions involving LGVs and HGVs were of a slight severity.

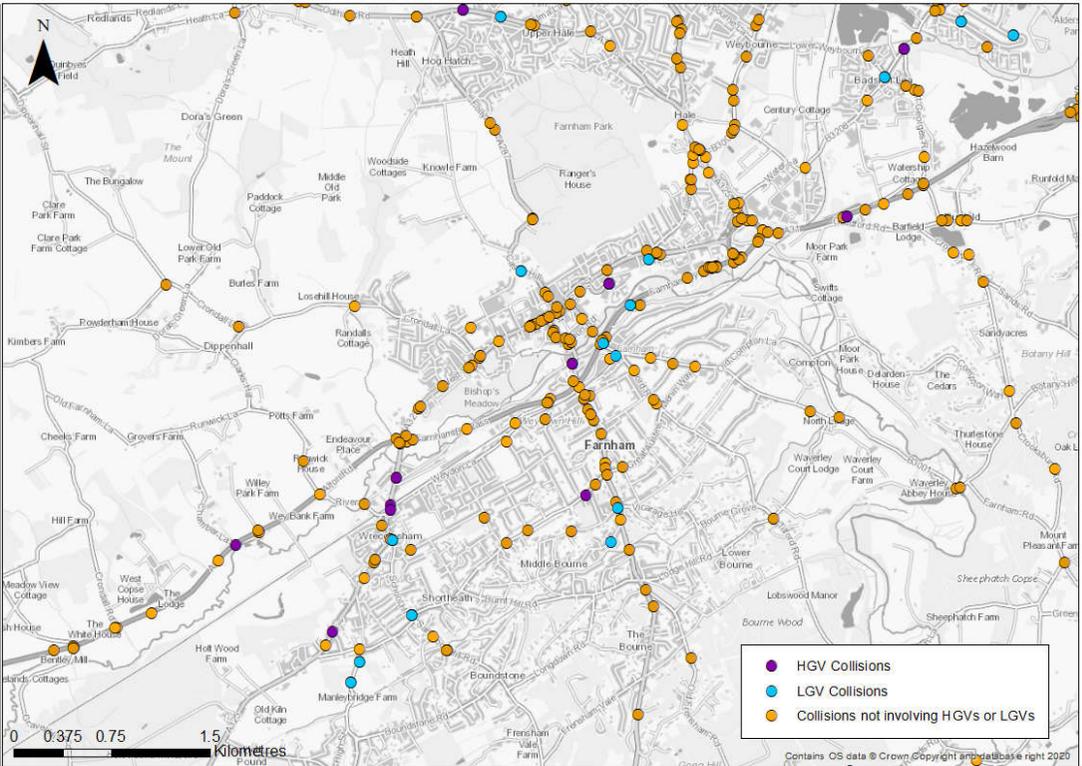


STATS19 Collision Data (2017-2019) – Farnham

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Collision heatmap of the Farnham area in 2017-2019.



Collisions involving Goods Vehicles and all other vehicles in Farnham in 2017-2019.

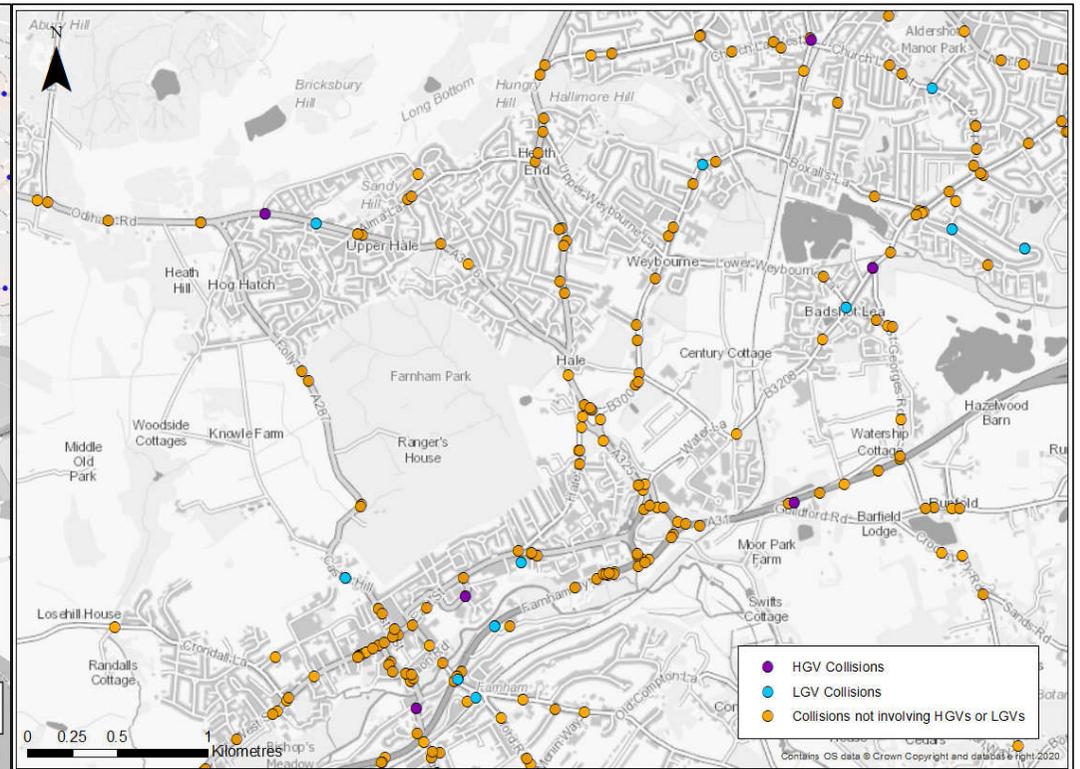


STATS19 Collision Data (2017-2019) – Upper Hale

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Collision heatmap of Upper Hale and northern Farnham in 2017-2019.



Collisions involving Goods Vehicles and all other vehicles in Upper Hale and northern Farnham in 2017-2019.



Air Quality

Waverley Borough Council's 2020 Air Quality Annual Status Report (ASR), produced by Woods and published in July 2020, reports that:

- ▶ “concentrations of carbon monoxide, benzene, 1-3 butadiene, lead, sulphur dioxide (SO₂) and particulates (PM₁₀) are compliant with UK Air Quality Objectives (AQOs). However, concentrations of nitrogen dioxide (NO₂) have been found to exceed the annual mean AQO at various locations within the Borough.”
- ▶ Air Quality is monitored at a variety of locations, including: The Woolmead, Badshot Lea, Upper Hale Road, Guildford Road, Cherry Tree Close, South Street, The Borough, West Street, Downing Street, Union Road, Bridge Square, Station Hill, Waverley Road, Wrecclesham Road, Ridgeway Road and Wey Hill.
- ▶ Concentrations of PM₁₀ monitored at the Farnham automatic analyser were below the annual mean AQO of 40µg/m³.
- ▶ Annual Mean NO₂ concentrations in Farnham were below the annual mean AQO of 40µg/m³ at all but one location (The Borough at 49.2µg/m³ – though the nearest receptor recorded 35.9µg/m³). It is noted that some locations, including Upper Hale Road, saw monthly recordings in excess of 40µg/m³.
- ▶ Whilst the report indicates that all traffic, rather than explicitly large or goods vehicles, is responsible for poor air quality; interventions will need to include all motorised vehicles, including goods vehicles.

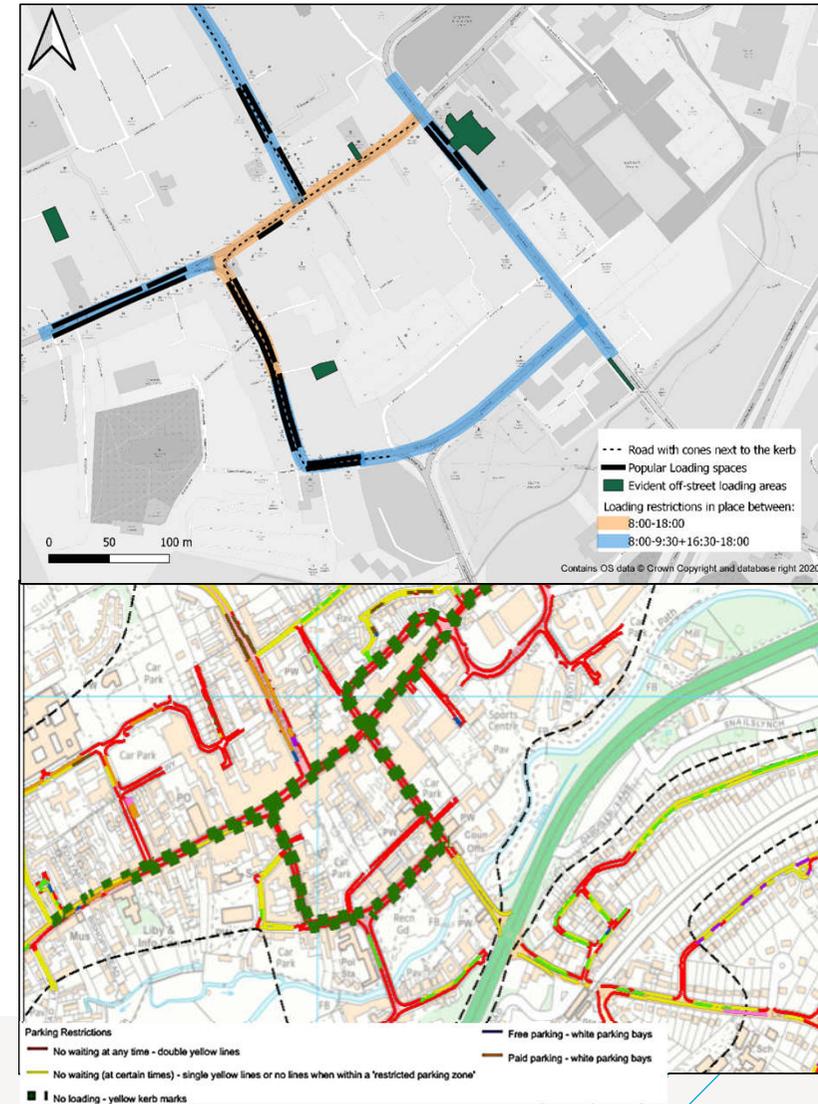
The report concludes that “Surrey has the highest car usage in the UK, and in some of the more rural areas within Waverley the infrastructure for public transport is limited, encouraging vehicular usage further. The air pollution in Waverley is mainly traffic-related and therefore every resident within the Borough has a role to play in reducing emissions.”



Farnham parking and loading restrictions

- ▶ The first map on this page shows the observations from a manually enumerated parking beat survey (carried out on a site visit on 07/10/2020 between 9:00am-12:00pm).
- ▶ The second map shows the Surrey County Council interactive map of on-street parking and loading restrictions across the town centre.
- ▶ The parking beat survey indicated that loading is not always within permitted times. On some occasions, on-street parking was preferred over using existing off-street loading spaces even if this meant becoming a hazard.
- ▶ Anecdotal evidence and site observations indicate that vehicles delivering and servicing at the kerbside often impact the free flow of traffic, with drivers required to filter into other live traffic lanes to manoeuvre around parked vehicles. This can result in queues and delays.
- ▶ Goods vehicles disregarding yellow kerb marks may be due to driver confusion because of the mixed nature of restrictions in the town centre (e.g. different timed restrictions).

Primary Data: Site Observations (2020)



1.4 Strengths and Weaknesses of Data

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Strengths and weaknesses in the data collected

| Data | Strengths | Weaknesses |
|---|---|--|
| iTransport traffic survey data | <ul style="list-style-type: none"> ▶ The data is mostly up to date (2019). | <ul style="list-style-type: none"> ▶ The data does not show the effects of the Covid-19 pandemic on Farnham. ▶ Some data has been recorded incorrectly, which has affected the reliability of the data. ▶ Limited availability of ANPR data of goods vehicles, only available at one site. |
| Farnham Town Centre CCTV traffic survey data | <ul style="list-style-type: none"> ▶ The data is up to date (2020). ▶ The data is evidenced with videos. | <ul style="list-style-type: none"> ▶ The data is impacted by the ongoing Covid-19 pandemic. ▶ Routing may be affected by local roadworks. ▶ Disaggregation by more detailed vehicle types is not available. |
| STATS19 collision data | <ul style="list-style-type: none"> ▶ All road safety data has been validated by the Department for Transport. ▶ Highly detailed outline of circumstances of each collision. | <ul style="list-style-type: none"> ▶ Reporting of the circumstances of a collision may be subjective from person to person. ▶ Does not identify collisions not reported to the police. ▶ Only identifies collisions where injuries have been sustained. |
| Highways England WebTRIS data (2019) | <ul style="list-style-type: none"> ▶ Provides a vast database of information up to 2020 at many locations on the Strategic Road Network. | <ul style="list-style-type: none"> ▶ Goods Vehicles identified as vehicles with lengths greater than 520cm, this is an arbitrary figure which adds uncertainty to the vehicle type identified. ▶ This covers the Strategic Road Network and not local roads to view vehicle movements in the Farnham area. |
| Surrey County Council Microsimulation model outputs | <ul style="list-style-type: none"> ▶ Model includes a diverse range of input data from 2019; ANPR, counts and journey time data. ▶ Covers the whole of the Farnham built-up area, including Upper Hale and Wrecclesham. | <ul style="list-style-type: none"> ▶ Modelled data has not been updated with latest 2020 vehicle movements. |
| Farnham parking and loading restrictions (Interactive Map compared to primary data) | <ul style="list-style-type: none"> ▶ The Surrey County Council Map covers the whole of Farnham. | <ul style="list-style-type: none"> ▶ Data on the Interactive map does not match reality (e.g. central Farnham is shown as 'No waiting at any time' on the interactive map, whereas there are only specific times when loading is not permitted). ▶ No loading spaces are shown in Farnham. |
| Google / Waze journey time / route data | <ul style="list-style-type: none"> ▶ The data is up to date (2020). | <ul style="list-style-type: none"> ▶ The data is impacted by the Covid-19 pandemic. ▶ Disaggregation by more detailed vehicle types is not available. |
| Census data (ONS / Nomis) | <ul style="list-style-type: none"> ▶ Latest Census data available. ▶ Demographic data for local area | <ul style="list-style-type: none"> ▶ Now 9 years out-of-date. ▶ Does not provide data on HGV movements. ▶ Smallest geographic scale available is OA level. |

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2. Identified Issues relating to Goods Vehicles

Issues Identified

Goods Vehicle Demand

- ▶ Whilst the 2019 survey data indicates that HGVs made up a small proportion of total traffic, it is clear that there is a higher volume of other Goods Vehicles (LGVs, which includes other commercial vehicles such as transit vans and small pickup vans) in the town centre and Upper Hale. It is therefore important that any potential interventions include consideration of all goods vehicles, and not solely focus on HGVs.
- ▶ The 2020 CCTV data indicates that there has been a drop in general traffic during the Covid-19 pandemic. This data may also have been influenced by local roadworks, including on Folly Hill and South Street. Whilst HGV volumes appear to have been largely unaffected, there may be changes to routing due to roadworks. The perceptions of HGV volumes may also have been impacted by the drop in general traffic in 2020, with a similar volume of HGVs making up 25% of all traffic during the pandemic compared to 2% in 2019.
- ▶ Anecdotal evidence indicates that the town centre and Upper Hale experience congestion and queuing; the volume of traffic is not considered likely to be the sole reason for this. Further study into potential causes has therefore been undertaken.
- ▶ There are high levels of car / van ownership in Farnham, indicating ease of access to vehicles. A high proportion of people work from home or within a short distance of home, and 65.5% of people who work within 10km of home drive to work. The high levels of car use in the area are therefore a critical factor in the congestion in the town.

Goods Vehicle Routing

- ▶ Journeys between Basingstoke and Guildford may find routing via Folly Hill or Upper Hale more attractive than the A331 based on comparable average journey times and distance.
- ▶ Large vehicles travelling on the A325 have been known to strike the low bridge at Wrecclesham.
- ▶ The right turn from Upper Hale Road to Alma Road causes delays when a vehicle is waiting to turn right.



Issues Identified

Speeding

- ▶ There is local desire for the town centre and Upper Hale to be subject to a 20mph limit; pupils of local schools must cross the A325.
- ▶ Vehicle speeds have been suggested by local Councillors to be high on the A325, through Heath End, on Upper Hale Road and Farnborough Road.

Kerb-side Servicing and Delivery

- ▶ Anecdotal evidence and site observations indicate that vehicles delivering and servicing at kerbside often impact the free flow of traffic, with drivers required to filter into other live traffic lanes to manoeuvre around parked vehicles. This can result in queues and delays.
- ▶ Loading has been observed outside permitted times.
- ▶ There is currently limited off-street loading provision. There is also limited on-street loading space due to the social distancing measures introduced in the town centre.
- ▶ Parking and servicing occur in multiple locations with multiple restrictions in the town centre, which may cause confusion.
- ▶ On-street parking in Upper Hale restricts the free flow of traffic and can cause safety issues when cars follow the vehicle in front when manoeuvring around parked vehicles.



3. Intervention Measures

Introduction

Potential interventions have been developed to respond to the key issues identified in this study:

- ▶ Provision of dedicated on-street loading & servicing space.
- ▶ Increased off-street loading and servicing provision.
- ▶ Freight consolidation.
- ▶ Speed reduction.
- ▶ Reduction of on-carriageway obstacles.
- ▶ Discouragement of HGV through-trips via Folly Hill and Upper Hale.
- ▶ Improvement of general parking.
- ▶ Further studies.

Interventions have then been reviewed using an appraisal framework to assess the strengths and weaknesses of each measure.



Potential Interventions

| Intervention | Description | Notes |
|---|---|---|
| Dedicated On-Street Loading and Servicing Provision | Provision of temporary loading bays (while COVID restrictions are present) | Whilst Covid-19 restrictions are present in the town centre, review areas provided for vehicles to stop kerb-side and align with areas of high demand. |
| | Guide for Loading and Unloading | Produce a guide of locations for legal loading and unloading, including time restrictions and alternative off-street provision |
| | Introduce loading pads (with timed restrictions) on widened footways | Locate at areas of high demand around the town centre. Restrict loading in undesirable locations using kerb-blips or physical measures. |
| Increased Off-Street Loading & Servicing Provision | Introduce dedicated loading bays within town centre car park(s) | Dedicate areas within town centre car park(s) for loading and servicing e.g. within Central Car Park. Ensure appropriate routes for both small and large deliveries (e.g. cages) from car park(s) to end destinations are provided. |
| Freight Consolidation | Encourage businesses to consolidate deliveries in partnership with neighbours | Could be developed in conjunction with a Business Investment District initiative. |
| | Introduce micro-consolidation centres at local locations | Vehicles can unload off-street with 'final mile' deliveries to customers undertaken via electric cargo-bikes |
| | Provide alternative mailboxes for local residents e.g. Amazon lockers | Locate in areas of high demand for deliveries. |
| | Introduce consolidation centre at strategic location | Vehicles can unload with 'final mile' deliveries to customers undertaken via electric vehicles. Potential to link with Park & Ride site. |

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Potential Interventions

| Intervention | Description | Notes |
|---------------------------------------|--|---|
| Speed Reduction | Undertake a speed survey of Upper Hale | Results of speed survey could be used to inform implementation of measures and support anecdotal evidence |
| | Introduce School Safety Zone in Upper Hale | Introduction of 20mph zone during school start and finish times – would require further discussion with Surrey County Highways |
| | 20mph zones in town centre and Upper Hale | If speed survey results support, re-open discussions with Surrey County Highways regarding the implementation of 20mph speed limits |
| | Refresh speed signage in Upper Hale | If speed survey supports, review and refresh signage strategy in Upper Hale. |
| Reduction of on-carriageway obstacles | VMS height warning at Wrecclesham Railway Bridge | Installation of a vehicle warning system to alert HGV drivers of over-height vehicles on approach to the bridge |
| | On-street parking restrictions – Upper Hale | Review and amend on-street parking restrictions on Upper Hale Road to manage on-street parking in key pinch point locations and assist traffic flow |
| | One-way priority working sections – Upper Hale | Implement one-way working sections on Upper Hale Road to formalise passing places. Build-outs would also work as a natural speed reduction measure |

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Potential Interventions

| Intervention | Description | Notes |
|--|---|---|
| Reduction of on-carriageway obstacles (continued) | Ban right turn from Upper Hale Road onto Alma Lane | Alternative diversion routes would need to be identified, which could have a knock on impact on other local roads |
| | Introduce one-way system in Upper Hale to allow single lane working and on-street parking | Route traffic Upper Hale Road – Alma Lane – Farnborough Road. Would also discourage through traffic. |
| Discourage HGV through-trips via Folly Hill and Upper Hale | Introduce weight restriction on A287 | Locate to the west of Folly Hill / Upper Hale Road to discourage through-trips, although this location is not likely to be endorsed by Surrey County Highways. Note: this restriction would only impact HGVs, which surveys indicate are not significant in volume. |
| Improvement of general parking | Parking capacity variable message signing (VMS) | Comprehensive VMS to indicate availability of off-street parking spaces within car parks in the town centre |
| | Parking rationalisation | Review and rationalise town centre parking to consolidate short- and long-term parking within the town centre. |
| Other | Undertake a town-centre delivery and servicing survey in 2021 | Enable better understanding of key metrics: demand peaks, kerbside loading locations, vehicle / fleet composition, duration of activities, and destinations – to inform design solutions and future freight improvements |
| | Explore engagement with Highways England’s ‘try-before-you-buy’ scheme* | Facilitate local businesses trialling electric vans (https://www.gov.uk/government/news/leading-the-charge-on-world-ev-day) |

* Two-month free trial of electric vehicles for businesses, as part of Highways England Designated Funds programme.



Potential Interventions

Potential interventions have been developed in response to the issues identified in this study. Interventions have then been reviewed using an appraisal framework to assess the strengths and weaknesses of each measure against objectives aligned to:

Policy Fit:

- ▶ Alignment with Surrey Wider Policy Context – including SCC Place Ambition 2050, SCC Vision 2030, SCC Electric Vehicle Strategy, Surrey Climate Change Strategy, Surrey LTP3, SCC Economic Development Strategy and Surrey Infrastructure Plan.
- ▶ Alignment with OIP Objectives – including prioritising health, safety and wellbeing, placing community first, responding to the climate emergency, enhancing mobility and connectivity, supporting businesses and encouraging economic growth, integrating digital and technology.

Tackling Issues:

- ▶ Supporting the Town Centre operation;
- ▶ Reducing Traffic Volumes;
- ▶ Improving Road Safety;
- ▶ Improving Air Quality; and
- ▶ Improving Streetscape.

Deliverability:

- ▶ Technical Feasibility;
- ▶ Scheme Cost and Affordability;
- ▶ Stakeholder Acceptability; and
- ▶ Ease of implementation.



Potential Interventions

Each intervention has been considered on an individual basis, and assigned a rating against each objective:

- ▶ Red / -1 – does not align with objective or would have a negative impact;
- ▶ Amber / 0 – neutral alignment with objective or negligible impact; and
- ▶ Green / +1 – aligns with objective or would have a positive impact.

The table on the next page shows the results of this assessment.

Whilst the priority of interventions will be dependent on the weighting given to each objective, each has been considered on an ‘unweighted’ basis.

All interventions have been categorised into:

- ▶ Quick wins – those that could be implemented in a relatively short period of time, and independent of the OIP.
- ▶ Longer term – those that would need to be considered as part of the OIP.



| Assessment of Interventions | Alignment with Surrey Wider Policy Context | Alignment with OIP Objectives | Support the Town Centre operation | Reduce Traffic Volumes | Improve Road Safety | Improve Air Quality | Improve Streetscape | Technical Feasibility | Scheme Cost and Affordability | Stakeholder Acceptability | Ease of Implementation | Category |
|---|--|-------------------------------|-----------------------------------|------------------------|---------------------|---------------------|---------------------|-----------------------|-------------------------------|---------------------------|------------------------|-------------|
| Provision of temporary loading bays (while COVID restrictions are present) | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 1 | Quick Win |
| Undertake speed survey of Upper Hale | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | Quick Win |
| Encourage businesses to consolidate deliveries in partnership with neighbours | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 0 | 1 | 0 | -1 | Quick Win |
| Guide for Loading and Unloading | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | Quick Win |
| Provide alternative mailboxes for local residents e.g. Amazon lockers | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 1 | 0 | 1 | Quick Win |
| VMS height warning at Wrecclesham Railway Bridge | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | Quick Win |
| Introduce weight restriction on A287 | -1 | 0 | -1 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | -1 | Quick Win |
| Introduce micro-consolidation centres at local locations | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | -1 | 1 | 0 | Longer Term |
| School 20mph Zone (Upper Hale) | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | Longer Term |
| 20mph zones in Upper Hale and the Town Centre | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | -1 | Longer Term |
| Introduce loading pads (with timed restrictions) on widened footways | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | Longer Term |
| Parking capacity VMS | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | Longer Term |
| Introduce dedicated loading bays within Town Centre car park(s) | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | -1 | 1 | Longer Term |
| Refresh speed signage in Upper Hale | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | Longer Term |
| Upper Hale – on-street parking restrictions | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | -1 | 1 | Longer Term |
| Introduce consolidation centre at strategic location | 1 | 1 | 1 | 1 | 1 | 1 | 1 | -1 | -1 | 0 | -1 | Longer Term |
| Upper Hale - Right Turn ban (onto Alma Lane) | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | -1 | 1 | Longer Term |
| Parking rationalisation | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | -1 | 0 | 0 | Longer Term |
| Upper Hale – one-way priority working sections | 0 | 0 | -1 | -1 | 1 | 0 | 0 | 1 | 0 | -1 | 0 | Longer Term |
| Upper Hale – one-way system | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | -1 | -1 | -1 | Longer Term |

Slide 69

FJ [2]62 see comments on the same slide in the Exec Summary. this needs to be corrected.
Foster-Clark, Jonathan, 10/11/2020

Recommendations

In response to this analysis, our recommendations on the actions to follow are:

Short term / quick wins:

- ▶ Provision of temporary loading bays (while Covid-19 restrictions are present);
- ▶ Undertake speed survey of Upper Hale and Town Centre;
- ▶ Liaise with local business to understand willingness to consolidate deliveries in partnership with neighbours;
- ▶ Produce guide / protocol for loading and unloading in the town centre;
- ▶ Provide alternative mailboxes for local residents, e.g. Amazon lockers;
- ▶ Implement VMS height warning at Wrecclesham Railway Bridge; and
- ▶ Restrict HGV through-trips via Castle Street / Folly Hill and Upper Hale via weight restriction on A287 (e.g. no vehicles over 7.5T).

To be considered as part of OIP (longer-term):

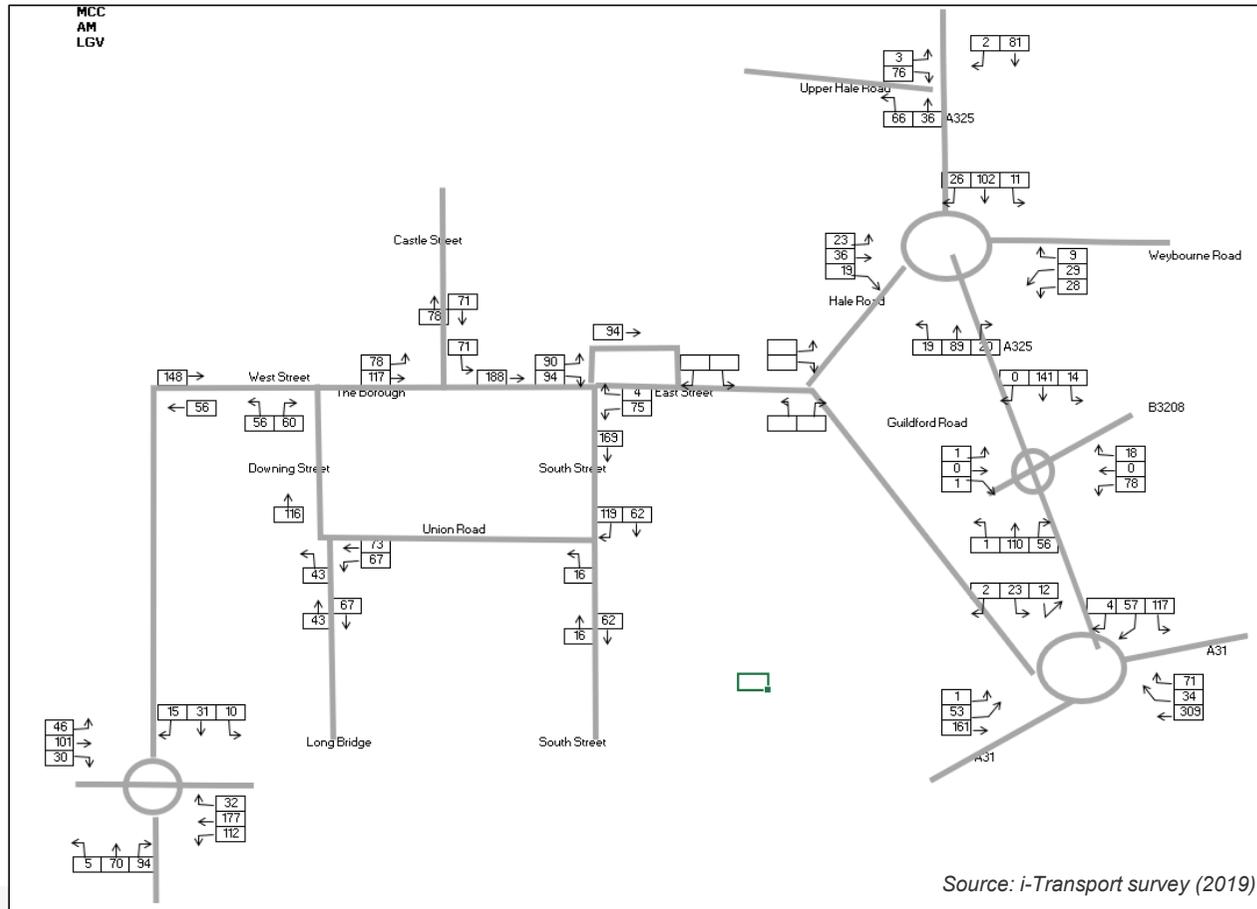
- ▶ Introduction of micro-consolidation centres at local locations;
- ▶ Refresh of speed signage in Upper Hale / School 20mph Zone (Upper Hale) / 20mph zones (subject to outcome of speed survey);
- ▶ Introduction of loading pads (with timed restrictions) on widened footways;
- ▶ Review of parking capacity variable message signing in the town centre;
- ▶ Introduction of dedicated loading bays within Town Centre car park(s) including provision of “last mile” routes;
- ▶ Introduction of consolidation centre at strategic location;
- ▶ Upper Hale – introduction of scheme to reduce on-carriageway obstructions including on-street parking restrictions and / or one-way priority working sections and / or one-way system; and
- ▶ Upper Hale - right turn ban (onto Alma Lane).



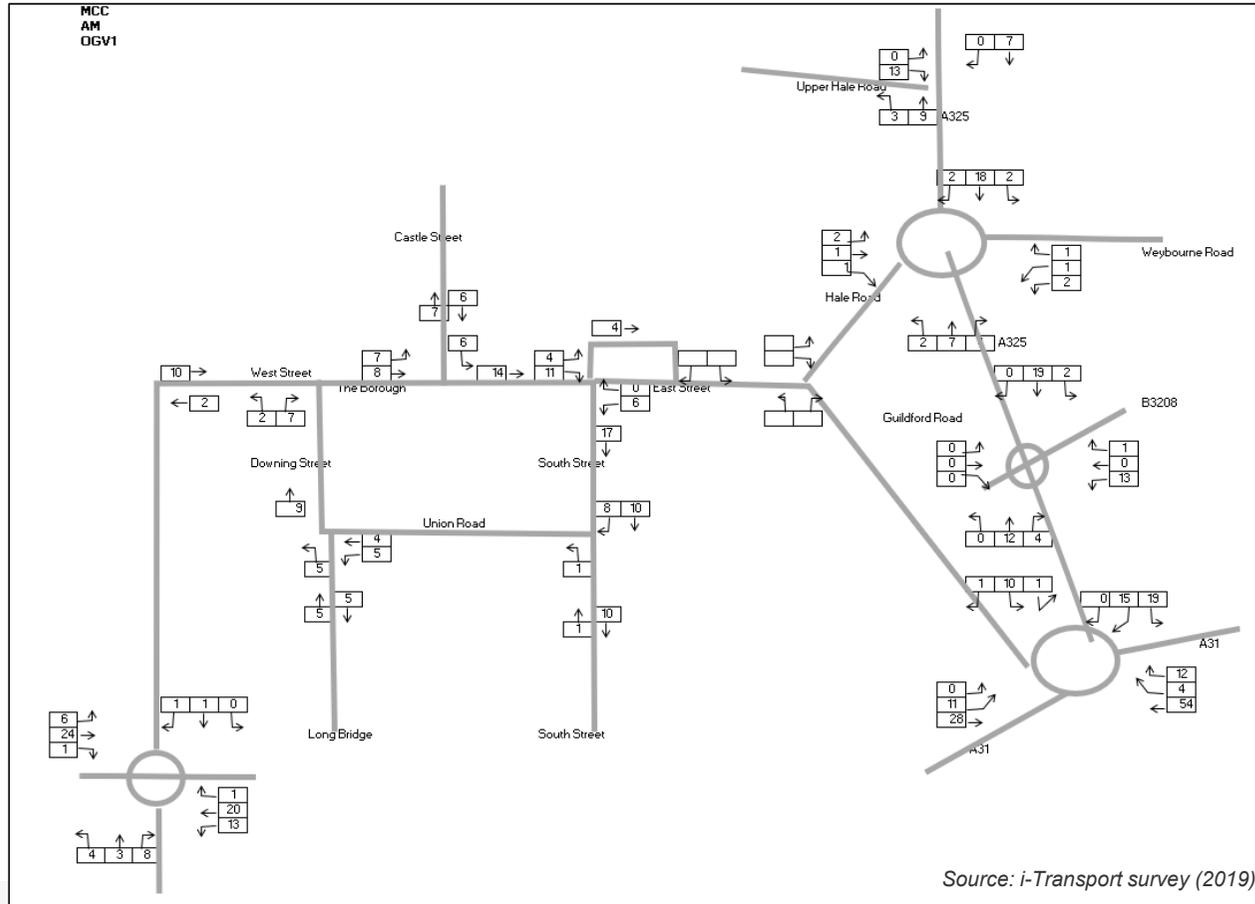
Appendices

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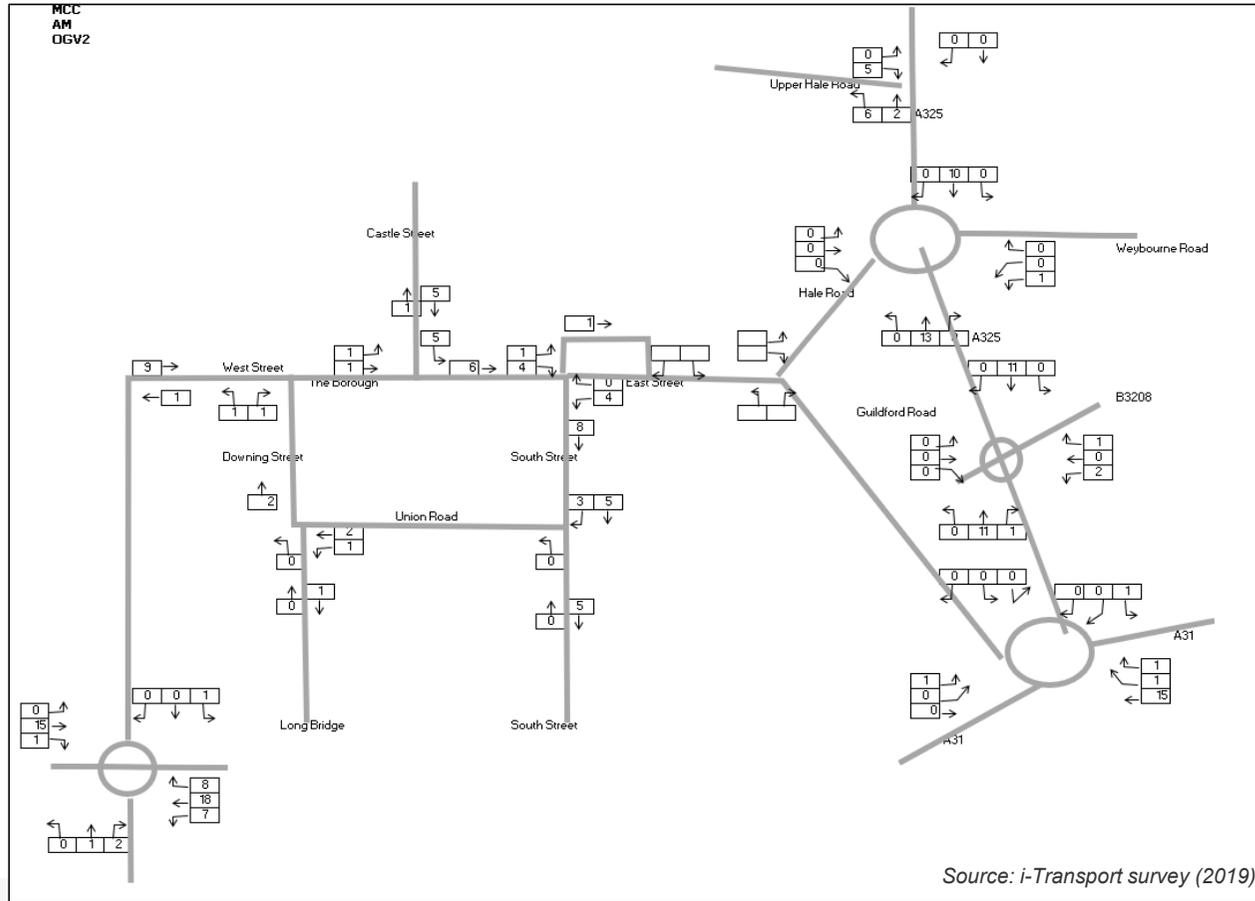
Manual Classified Traffic Count Data: LGV, AM Peak Hour



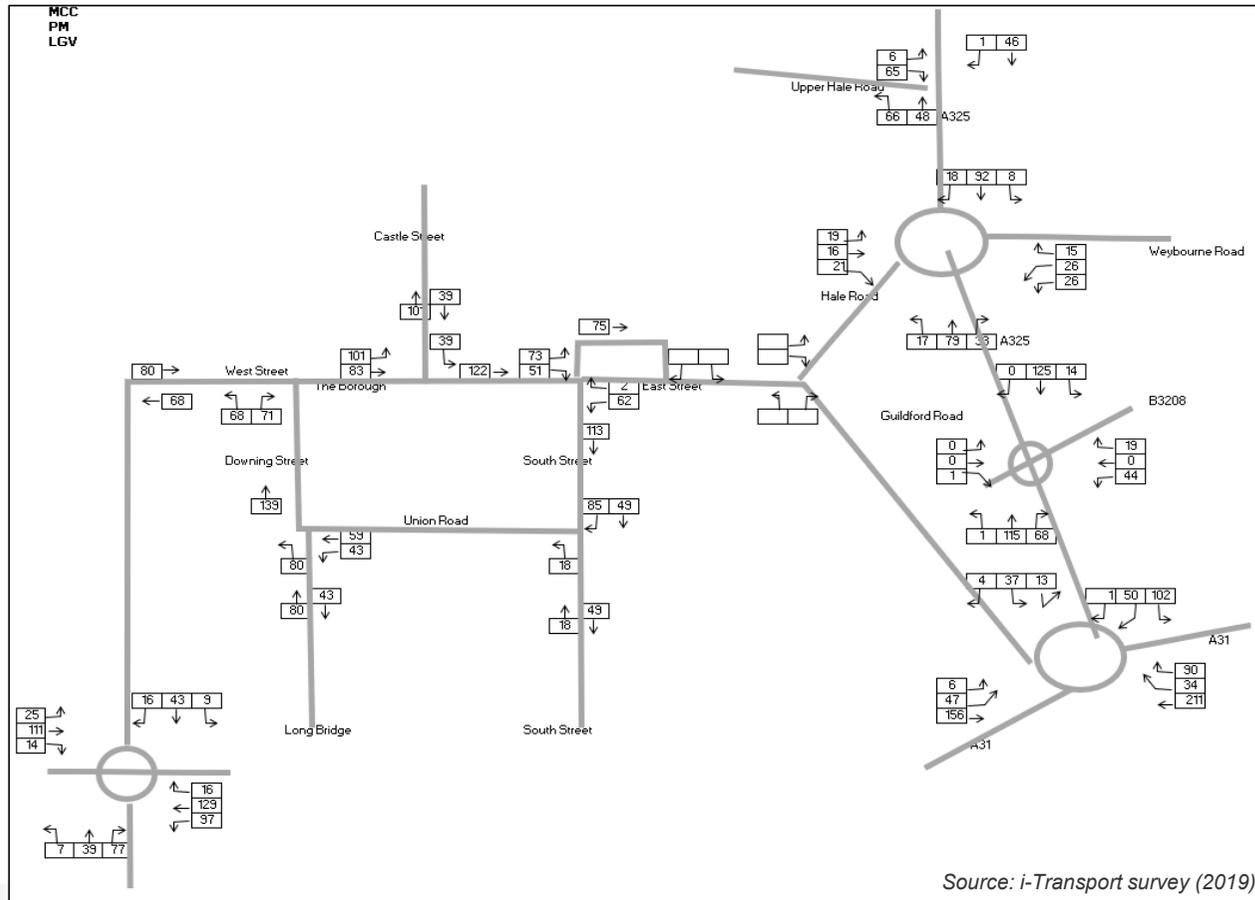
Manual Classified Traffic Count Data: OGV1, AM Peak Hour



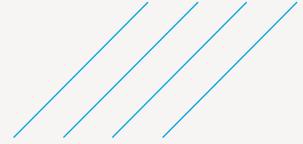
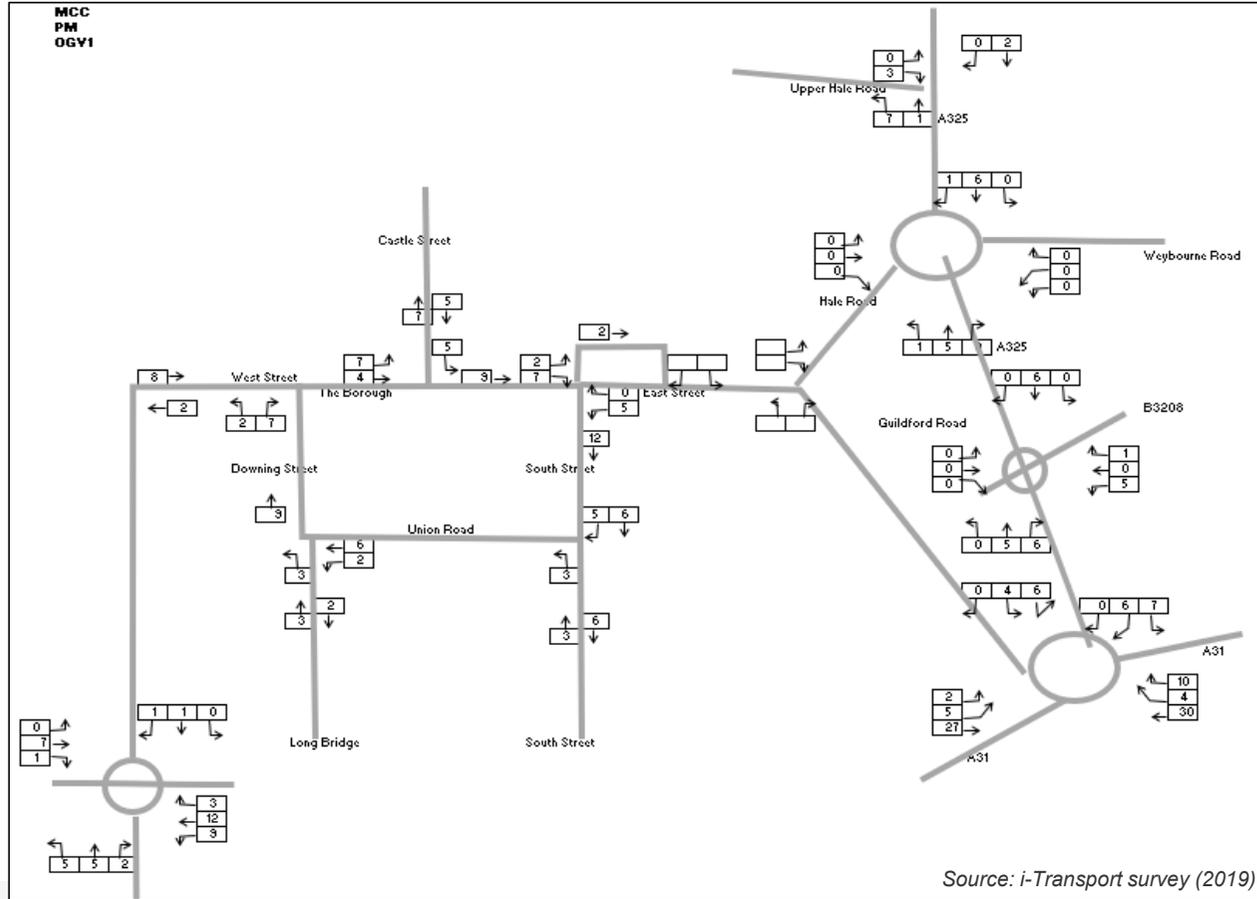
Manual Classified Traffic Count Data: OGV2, AM Peak Hour



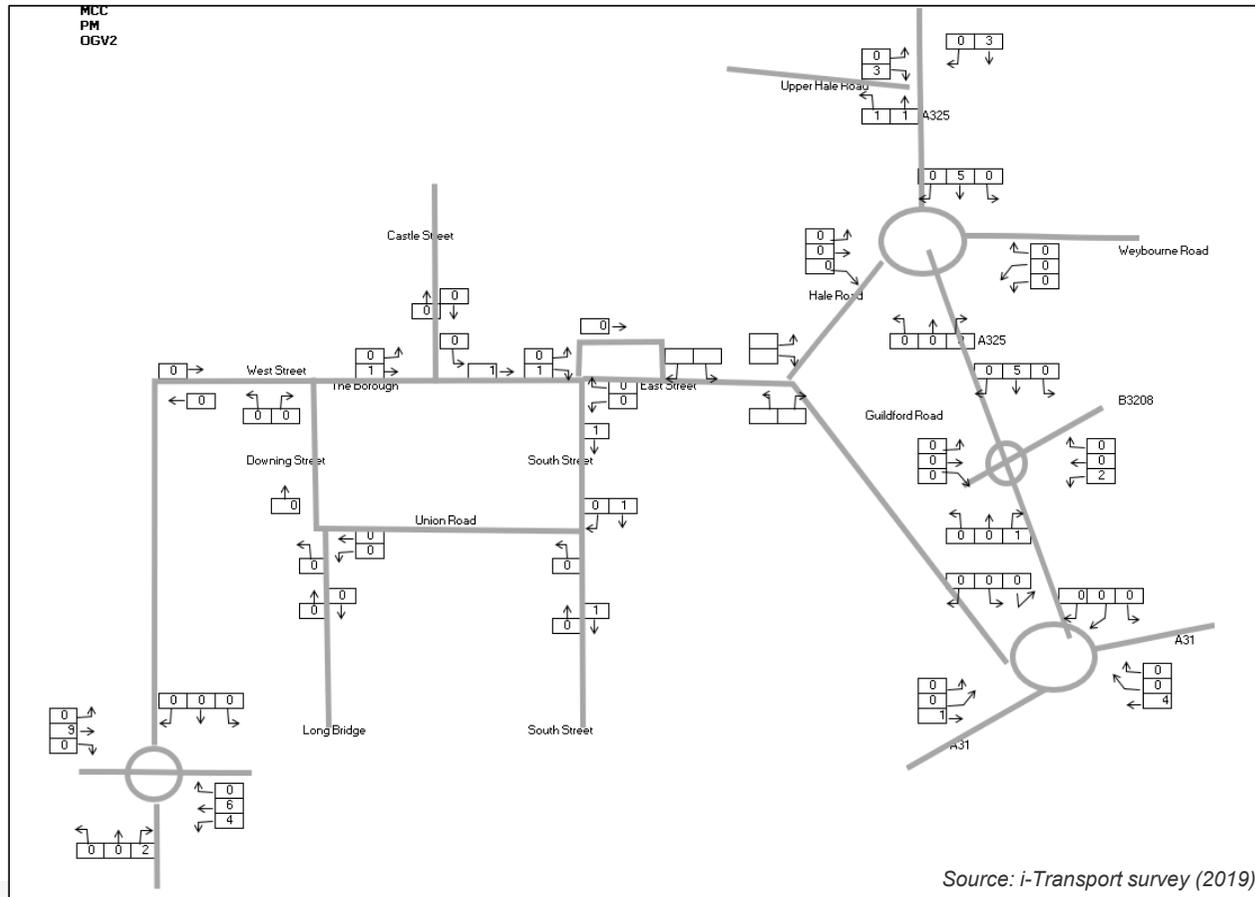
Manual Classified Traffic Count Data: LGV, PM Peak Hour



Manual Classified Traffic Count Data: OGV1, PM Peak Hour

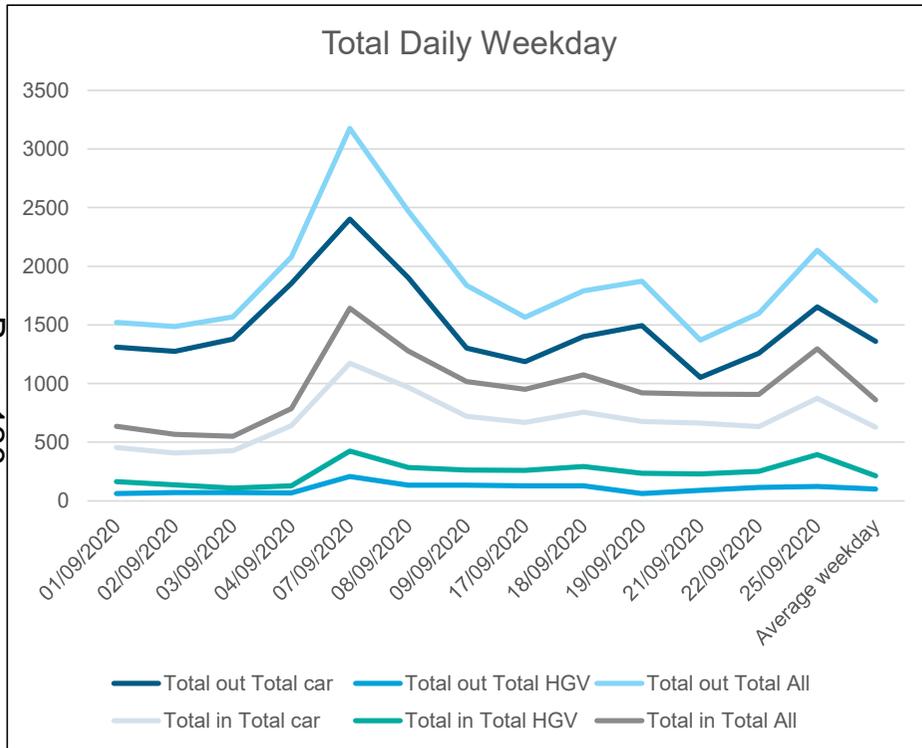


Manual Classified Traffic Count Data: OGV2, PM Peak Hour

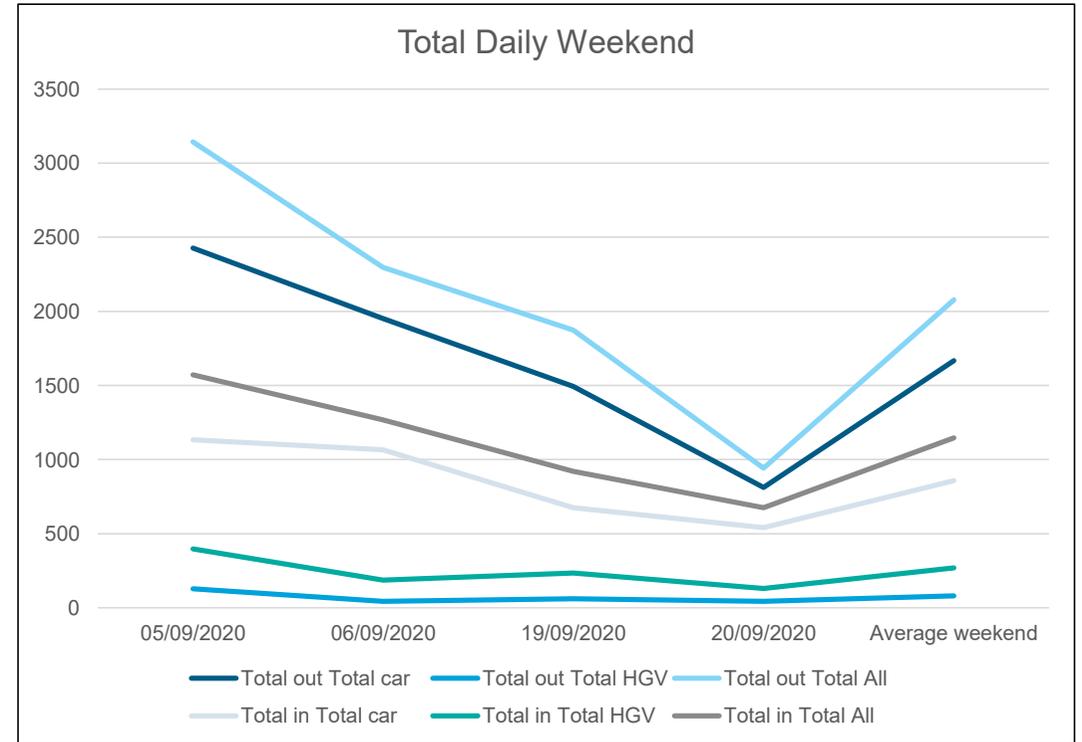


Farnham Town Centre CCTV traffic survey data (2020)

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Total Daily Weekday traffic flows split by mode type.

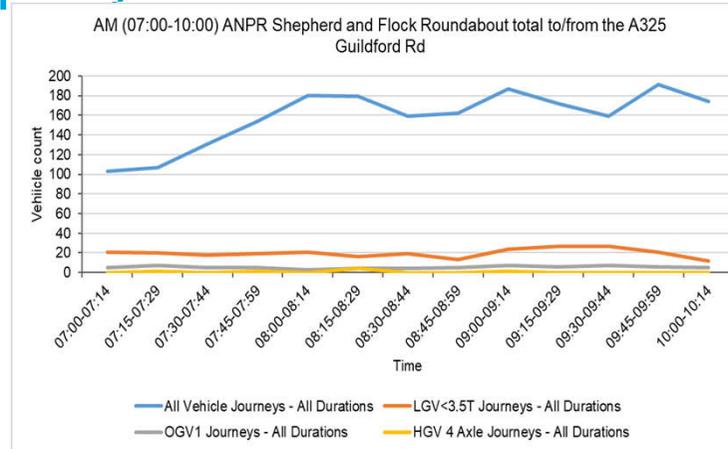


Total Daily Weekend traffic flows split by mode type.

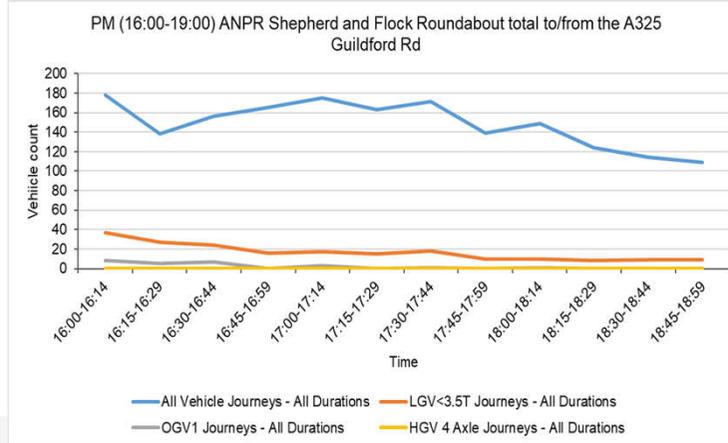


ANPR Data (i-Transport)

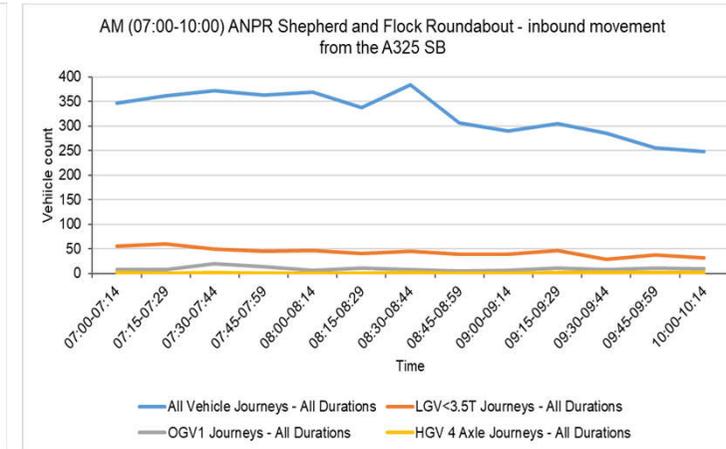
- ▶ ANPR Data taken from the Shepherd and Flock Roundabout showed a greater number of LGV movements than other goods vehicles into and out of the town centre along the A325 and inbound at the northern arm of the roundabout from the A325.
- ▶ OGV and HGV movements recorded remained low at both sites.



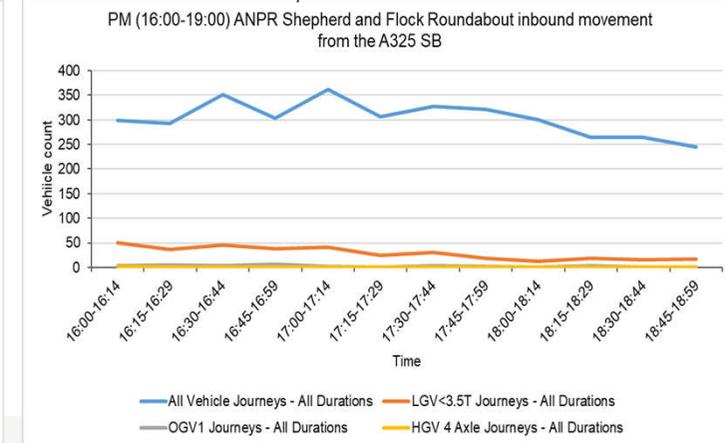
AM ANPR traffic flows to/from town centre from Shepherd and Flock.



PM ANPR traffic flows to/from town centre from Shepherd and Flock.



AM ANPR traffic flows to Shepherd and Flock Roundabout northern arm.

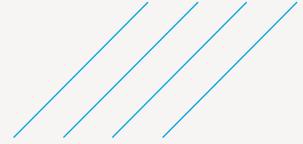


PM ANPR traffic flows to Shepherd and Flock Roundabout northern arm.

Farnham Town Centre: Optimised Infrastructure Plan. Project 1 – HGV Study
Contains sensitive information

Google / Waze Journey Time Data Review

| Origin | Destination | Route | Distance (miles) | Journey Time range (minutes) | | | | | | Average Journey Time (mins) | | | JT Variability | | | |
|--------------------|----------------------|----------------------|------------------|------------------------------|----|-------|----|----|----|-----------------------------|-------|--------|----------------|--------|--------|--------|
| | | | | AM | | INTER | | PM | | AM | INTER | PM | AM | INTER | PM | |
| A3 n-bound at Liss | Farnham (central) | A3 | 15.0 | 24 | 35 | 26 | 40 | 24 | 35 | 30 | 33 | 30 | 145.8% | 153.8% | 145.8% | |
| | | A31 | 19.1 | 26 | 40 | 28 | 40 | 26 | 35 | 31 | 34 | 31 | 153.8% | 142.9% | 134.6% | |
| | | A287 | 18.4 | 26 | 35 | 28 | 40 | 28 | 35 | 31 | 34 | 32 | 134.6% | 142.9% | 125.0% | |
| | Upper Hale | A3 / A31 | 26.9 | 30 | 40 | 30 | 45 | 30 | 40 | 35 | 38 | 35 | 133.3% | 150.0% | 133.3% | |
| | | A325 | 16.9 | 28 | 40 | 28 | 45 | 28 | 40 | 34 | 37 | 34 | 142.9% | 160.7% | 142.9% | |
| | | B3006 / A31 | 21.0 | 30 | 45 | 30 | 45 | 30 | 45 | 38 | 38 | 38 | 150.0% | 150.0% | 150.0% | |
| | Heath End | A3 / A31 | 26.9 | 30 | 40 | 30 | 45 | 30 | 40 | 35 | 38 | 35 | 133.3% | 150.0% | 133.3% | |
| | | A325 | 16.9 | 28 | 40 | 28 | 45 | 28 | 40 | 34 | 37 | 34 | 142.9% | 160.7% | 142.9% | |
| | | B3006 / A31 | 21.1 | 30 | 45 | 30 | 45 | 30 | 45 | 38 | 38 | 38 | 150.0% | 150.0% | 150.0% | |
| | Wrecclesham | A325 | 13.1 | 20 | 28 | 22 | 30 | 20 | 28 | 24 | 26 | 24 | 140.0% | 136.4% | 140.0% | |
| | | B2070 / B3004 / A325 | 16.2 | 26 | 35 | 28 | 40 | 26 | 35 | 31 | 34 | 31 | 134.6% | 142.9% | 134.6% | |
| | | B3006 / A31 | 18.3 | 24 | 35 | 26 | 35 | 26 | 35 | 30 | 31 | 31 | 145.8% | 134.6% | 134.6% | |
| | Badshot Lea | A3 | 23.1 | 28 | 40 | 30 | 40 | 30 | 40 | 34 | 35 | 35 | 142.9% | 133.3% | 133.3% | |
| | | A325 | 16.8 | 28 | 40 | 28 | 45 | 28 | 40 | 34 | 37 | 34 | 142.9% | 160.7% | 142.9% | |
| | | B3006 / A31 | 20.9 | 30 | 45 | 30 | 45 | 30 | 40 | 38 | 38 | 35 | 150.0% | 150.0% | 133.3% | |
| | Compton | A3 / B3001 | 22.7 | 28 | 35 | 28 | 40 | 28 | 40 | 32 | 34 | 34 | 125.0% | 142.9% | 142.9% | |
| | | A325 | 15.1 | 26 | 35 | 26 | 40 | 26 | 35 | 31 | 33 | 31 | 134.6% | 153.8% | 134.6% | |
| | | B3006 / A31 | 19.5 | 28 | 40 | 30 | 45 | 28 | 40 | 34 | 38 | 34 | 142.9% | 150.0% | 142.9% | |
| | Lower Bourne | A3 / A287 | 17.2 | 24 | 30 | 24 | 35 | 24 | 35 | 27 | 30 | 30 | 125.0% | 145.8% | 145.8% | |
| | | A325 | 14.2 | 24 | 35 | 26 | 35 | 24 | 35 | 30 | 31 | 30 | 145.8% | 134.6% | 145.8% | |
| | | B3006 / A31 | 19.9 | 30 | 40 | 30 | 45 | 30 | 40 | 35 | 38 | 35 | 133.3% | 150.0% | 133.3% | |
| | A3 s-bound at Ripley | Farnham (central) | A3 / A31 | 17.2 | 20 | 30 | 22 | 35 | 20 | 30 | 25 | 29 | 25 | 150.0% | 159.1% | 150.0% |
| | | | B380 | 18.3 | 35 | 50 | 35 | 55 | 35 | 50 | 43 | 45 | 43 | 142.9% | 157.1% | 142.9% |
| | | | A3 / A31 | 17.2 | 20 | 28 | 22 | 30 | 20 | 28 | 24 | 26 | 24 | 140.0% | 136.4% | 140.0% |
| Upper Hale | | A3 / A324 | 18.7 | 30 | 50 | 30 | 50 | 30 | 45 | 40 | 40 | 38 | 166.7% | 166.7% | 150.0% | |
| | | A3 / A31 | 17.3 | 20 | 28 | 22 | 30 | 20 | 28 | 24 | 26 | 24 | 140.0% | 136.4% | 140.0% | |
| | | B380 | 16.7 | 35 | 50 | 35 | 50 | 35 | 50 | 43 | 43 | 43 | 142.9% | 142.9% | 142.9% | |
| Wrecclesham | | M3 | 22.5 | 35 | 50 | 35 | 50 | 35 | 50 | 43 | 43 | 43 | 142.9% | 142.9% | 142.9% | |
| | | A3 / A31 | 18.2 | 22 | 30 | 22 | 35 | 22 | 30 | 26 | 29 | 26 | 136.4% | 159.1% | 136.4% | |
| | | A3 / A31 | 15.6 | 20 | 28 | 20 | 28 | 20 | 28 | 23 | 24 | 23 | 130.0% | 140.0% | 150.0% | |
| Badshot Lea | | A3 / A323 | 15.9 | 28 | 45 | 28 | 45 | 28 | 45 | 37 | 37 | 37 | 160.7% | 160.7% | 160.7% | |
| | | B380 | 15.5 | 30 | 45 | 30 | 50 | 30 | 45 | 38 | 40 | 38 | 150.0% | 166.7% | 150.0% | |
| | | A3 / A31 | 17.1 | 20 | 28 | 20 | 35 | 20 | 28 | 24 | 28 | 24 | 140.0% | 175.0% | 140.0% | |
| Compton | B380 | 18.1 | 30 | 50 | 35 | 55 | 30 | 50 | 40 | 45 | 40 | 166.7% | 157.1% | 166.7% | | |
| | A3 / A31 | 18.0 | 22 | 35 | 24 | 35 | 22 | 30 | 29 | 30 | 26 | 159.1% | 145.8% | 136.4% | | |
| | B380 | 19.0 | 35 | 55 | 35 | 55 | 35 | 50 | 45 | 45 | 43 | 157.1% | 157.1% | 142.9% | | |
| Winchester | Farnham (central) | A31 | 27.1 | 35 | 45 | 35 | 50 | 35 | 45 | 40 | 43 | 40 | 128.6% | 142.9% | 128.6% | |
| | | M3 | 33.6 | 40 | 60 | 45 | 60 | 40 | 55 | 50 | 53 | 48 | 150.0% | 133.3% | 137.5% | |
| | | A32 / A31 | 33.5 | 50 | 65 | 55 | 70 | 40 | 55 | 58 | 63 | 48 | 130.0% | 127.3% | 137.5% | |
| | Upper Hale | A31 | 29.0 | 35 | 50 | 40 | 55 | 35 | 50 | 43 | 48 | 43 | 142.9% | 137.5% | 142.9% | |
| | | M3 | 31.4 | 35 | 55 | 35 | 55 | 35 | 50 | 45 | 45 | 43 | 157.1% | 157.1% | 142.9% | |
| | | A31 | 29.1 | 35 | 50 | 40 | 55 | 35 | 50 | 43 | 48 | 43 | 142.9% | 137.5% | 142.9% | |
| | Heath End | M3 | 31.7 | 35 | 55 | 35 | 55 | 35 | 50 | 45 | 45 | 43 | 157.1% | 157.1% | 142.9% | |
| | | A31 | 26.3 | 30 | 45 | 35 | 45 | 30 | 45 | 38 | 40 | 38 | 150.0% | 128.6% | 150.0% | |
| | | M3 | 31.2 | 40 | 60 | 40 | 60 | 40 | 55 | 50 | 50 | 48 | 150.0% | 137.5% | 137.5% | |
| | Wrecclesham | A31 | 28.9 | 35 | 50 | 40 | 55 | 35 | 50 | 43 | 48 | 43 | 142.9% | 137.5% | 142.9% | |
| | | M3 | 33.4 | 40 | 60 | 40 | 60 | 40 | 55 | 50 | 50 | 48 | 150.0% | 150.0% | 137.5% | |
| | | A31 | 27.5 | 35 | 50 | 40 | 55 | 35 | 50 | 43 | 48 | 43 | 142.9% | 137.5% | 142.9% | |
| Badshot Lea | M3 | 34.1 | 40 | 60 | 40 | 65 | 40 | 60 | 50 | 53 | 50 | 150.0% | 162.5% | 150.0% | | |
| | A31 | 27.9 | 35 | 50 | 40 | 55 | 35 | 50 | 43 | 48 | 43 | 142.9% | 137.5% | 142.9% | | |
| | M3 | 35.0 | 45 | 65 | 45 | 65 | 40 | 60 | 55 | 55 | 50 | 144.4% | 144.4% | 150.0% | | |



Google / Waze Journey Time Data Review

| Origin | Destination | Route | Distance (miles) | Journey Time range (minutes) | | | | | |
|------------------------|-------------------|-------------------------------|------------------|------------------------------|----|-------|----|----|----|
| | | | | AM | | INTER | | PM | |
| Farnborough | Farnham (central) | Farnborough Rd / A325 | 6.7 | 14 | 20 | 14 | 26 | 14 | 26 |
| | | A331 | 9.0 | 14 | 20 | 14 | 22 | 14 | 22 |
| | | Fleet Rd / A323 | 9.6 | 18 | 28 | 20 | 30 | 18 | 35 |
| | Upper Hale | Farnborough Rd / A325 | 5.6 | 10 | 16 | 12 | 20 | 10 | 20 |
| | | Farnborough Rd / A325 / B3007 | 6.6 | 14 | 20 | 14 | 24 | 14 | 24 |
| | | Beacon Hill Rd / B3013 | 8.0 | 14 | 22 | 16 | 22 | 14 | 22 |
| | Heath End | A331 | 9.0 | 14 | 20 | 14 | 22 | 14 | 22 |
| | | Farnborough Rd / A325 | 4.3 | 7 | 12 | 8 | 14 | 7 | 14 |
| | | A331 | 7.5 | 14 | 22 | 14 | 24 | 14 | 24 |
| | Wrecclesham | Farnborough Rd / A325 | 8.3 | 14 | 24 | 16 | 30 | 14 | 24 |
| | | A331 | 12.1 | 16 | 24 | 16 | 28 | 14 | 28 |
| | | Beacon Hill Rd / B3013 | 11.1 | 20 | 28 | 20 | 28 | 20 | 28 |
| | Badshot Lea | Farnborough Rd / A325 | 5.5 | 10 | 16 | 12 | 20 | 12 | 18 |
| | | A325 / B3007 | 5.5 | 10 | 16 | 12 | 18 | 12 | 20 |
| | | A331 | 6.2 | 10 | 16 | 12 | 18 | 12 | 20 |
| | Compton | Farnborough Rd / A325 | 7.2 | 12 | 20 | 14 | 26 | 14 | 26 |
| | | A331 | 8.8 | 12 | 18 | 14 | 22 | 12 | 20 |
| | Lower Bourne | Farnborough Rd / A325 | 8.1 | 14 | 24 | 16 | 30 | 16 | 28 |
| A331 | | 9.7 | 14 | 22 | 16 | 24 | 14 | 24 | |
| Bordon | Farnham (central) | A325 | 8.7 | 16 | 24 | 18 | 28 | 16 | 26 |
| | | A325 / Frensham / A287 | 9.8 | 20 | 28 | 22 | 30 | 22 | 30 |
| | | A325 / Rowledge / A287 | 10.1 | 20 | 28 | 22 | 30 | 20 | 28 |
| | Upper Hale | A325 | 10.6 | 20 | 30 | 20 | 35 | 20 | 35 |
| | | A325 / Frensham / A287 | 11.9 | 26 | 35 | 28 | 40 | 26 | 40 |
| | | A325 / Rowledge / A287 | 12.3 | 24 | 35 | 26 | 40 | 24 | 40 |
| | Heath End | A325 | 10.7 | 18 | 30 | 20 | 35 | 20 | 35 |
| | | A325 / Frensham / A287 | 11.9 | 24 | 35 | 26 | 40 | 26 | 40 |
| | | A325 / Rowledge / A287 | 12.4 | 24 | 35 | 26 | 40 | 24 | 40 |
| | Wrecclesham | A325 | 6.9 | 12 | 18 | 12 | 20 | 12 | 16 |
| | | A325 / B3384 | 7.5 | 20 | 24 | 20 | 24 | 20 | 24 |
| | | A325 | 10.5 | 20 | 30 | 20 | 35 | 20 | 35 |
| | Badshot Lea | A325 / Frensham / A287 | 11.8 | 26 | 35 | 28 | 40 | 26 | 40 |
| | | A325 / Rowledge / A287 | 12.2 | 24 | 35 | 26 | 40 | 24 | 40 |
| | | A325 / B3384 | 8.8 | 18 | 24 | 18 | 26 | 18 | 26 |
| | Compton | A325 / West St / South St | 9.1 | 18 | 28 | 20 | 35 | 18 | 30 |
| | | A325 / A287 | 10.3 | 20 | 28 | 22 | 30 | 20 | 28 |
| | Lower Bourne | A325 | 7.9 | 16 | 22 | 18 | 24 | 16 | 22 |
| A325 / Frensham / A287 | | 8.6 | 18 | 24 | 20 | 26 | 18 | 24 | |
| A325 / Rowledge / A287 | | 8.9 | 18 | 24 | 18 | 24 | 18 | 24 | |
| Winchester | Basingstoke | M3 / A339 | 20.2 | 22 | 35 | 24 | 35 | 22 | 35 |
| | | M3 / Winchester Road | 18.7 | 24 | 35 | 26 | 40 | 24 | 40 |
| | | A31 / A287 | 42.6 | 55 | 75 | 55 | 80 | 55 | 75 |
| Winchester | Bracknell | M3 | 42.6 | 45 | 65 | 45 | 70 | 45 | 65 |
| | | M3 / A39 | 42.9 | 50 | 75 | 55 | 80 | 50 | 75 |
| | | A31 / A331 | 45.0 | 55 | 85 | 60 | 85 | 55 | 80 |

| Average Journey Time (mins) | | |
|-----------------------------|-------|----|
| AM | INTER | PM |
| 17 | 20 | 20 |
| 17 | 18 | 18 |
| 23 | 25 | 27 |
| 13 | 16 | 15 |
| 17 | 19 | 19 |
| 18 | 19 | 18 |
| 17 | 18 | 18 |
| 10 | 11 | 11 |
| 18 | 19 | 19 |
| 19 | 23 | 19 |
| 20 | 22 | 21 |
| 24 | 24 | 24 |
| 13 | 16 | 15 |
| 13 | 15 | 16 |
| 16 | 20 | 20 |
| 13 | 15 | 16 |
| 16 | 20 | 20 |
| 15 | 18 | 16 |
| 19 | 23 | 22 |
| 18 | 20 | 19 |
| 20 | 23 | 21 |
| 24 | 26 | 26 |
| 24 | 26 | 24 |
| 25 | 28 | 28 |
| 31 | 34 | 33 |
| 30 | 33 | 32 |
| 24 | 28 | 28 |
| 30 | 33 | 33 |
| 30 | 33 | 32 |
| 15 | 16 | 14 |
| 22 | 22 | 22 |
| 25 | 28 | 28 |
| 31 | 34 | 33 |
| 30 | 33 | 32 |
| 21 | 22 | 22 |
| 23 | 28 | 24 |
| 24 | 26 | 24 |
| 19 | 21 | 19 |
| 21 | 23 | 21 |
| 21 | 21 | 21 |
| 29 | 30 | 29 |
| 30 | 33 | 32 |
| 65 | 68 | 65 |
| 55 | 58 | 55 |
| 69 | 68 | 69 |
| 70 | 73 | 68 |

| JT Variability | | |
|----------------|--------|--------|
| AM | INTER | PM |
| 142.9% | 185.7% | 185.7% |
| 142.9% | 157.1% | 157.1% |
| 155.6% | 150.0% | 184.4% |
| 160.0% | 166.7% | 200.0% |
| 142.9% | 171.4% | 171.4% |
| 157.1% | 137.5% | 157.1% |
| 142.9% | 157.1% | 157.1% |
| 171.4% | 175.0% | 200.0% |
| 157.1% | 171.4% | 171.4% |
| 171.4% | 187.5% | 171.4% |
| 150.0% | 175.0% | 200.0% |
| 140.0% | 140.0% | 140.0% |
| 160.0% | 166.7% | 150.0% |
| 160.0% | 150.0% | 166.7% |
| 160.0% | 150.0% | 166.7% |
| 166.7% | 185.7% | 185.7% |
| 150.0% | 157.1% | 166.7% |
| 171.4% | 187.5% | 175.0% |
| 157.1% | 150.0% | 171.4% |
| 150.0% | 155.6% | 162.5% |
| 140.0% | 136.4% | 136.4% |
| 140.0% | 136.4% | 140.0% |
| 150.0% | 175.0% | 175.0% |
| 134.6% | 142.9% | 153.8% |
| 145.8% | 153.8% | 166.7% |
| 166.7% | 175.0% | 175.0% |
| 145.8% | 153.8% | 153.8% |
| 145.8% | 153.8% | 166.7% |
| 150.0% | 166.7% | 133.3% |
| 120.0% | 120.0% | 120.0% |
| 150.0% | 175.0% | 175.0% |
| 134.6% | 142.9% | 153.8% |
| 145.8% | 153.8% | 166.7% |
| 133.3% | 144.4% | 144.4% |
| 155.6% | 175.0% | 166.7% |
| 140.0% | 136.4% | 140.0% |
| 137.5% | 133.3% | 137.5% |
| 133.3% | 130.0% | 133.3% |
| 133.3% | 133.3% | 133.3% |
| 159.1% | 145.8% | 159.1% |
| 145.8% | 153.8% | 166.7% |
| 150.0% | 145.5% | 150.0% |
| 154.5% | 141.7% | 145.5% |



Google / Waze Journey Time Data Review

| Origin | Destination | Route | Distance (miles) | Journey Time range (minutes) | | | | | |
|-------------|-------------|----------------------------|------------------|------------------------------|----|-------|----|----|----|
| | | | | AM | | INTER | | PM | |
| Winchester | Guildford | A31 | 37.2 | 45 | 65 | 50 | 70 | 45 | 65 |
| | | M3 | 47.1 | 50 | 70 | 55 | 75 | 50 | 70 |
| | | A3 | 43.2 | 55 | 70 | 60 | 75 | 55 | 70 |
| Basingstoke | Bracknell | M3 | 26.1 | 28 | 45 | 30 | 45 | 28 | 45 |
| | | M3 / A3095 | 24.8 | 28 | 45 | 30 | 45 | 28 | 45 |
| | | A33 | 24.5 | 30 | 50 | 35 | 50 | 30 | 50 |
| Basingstoke | Guildford | M3 / A331 / A31 | 30.6 | 35 | 50 | 35 | 50 | 35 | 45 |
| | | M3 / A322 | 31.6 | 40 | 65 | 45 | 70 | 40 | 65 |
| | | M3 / A3 | 43.8 | 45 | 65 | 50 | 70 | 40 | 65 |
| | | M3 / A287 / A31 | 25.4 | 35 | 50 | 35 | 50 | 35 | 50 |
| | | M3 / Folly Hill / A31 | 26.2 | 35 | 55 | 40 | 60 | 35 | 55 |
| Basingstoke | Winchester | M3 | 20.6 | 22 | 35 | 24 | 35 | 22 | 35 |
| | | Winchester Rd / A30 / M3 | 18.8 | 24 | 35 | 26 | 40 | 24 | 35 |
| | | M3 / Andover Rd / B3420 | 23.7 | 30 | 45 | 35 | 45 | 30 | 45 |
| Bracknell | Basingstoke | M3 | 26.3 | 28 | 45 | 30 | 50 | 28 | 45 |
| | | A33 | 24.2 | 30 | 45 | 30 | 55 | 30 | 50 |
| | | Foresters Way / A3095 / M3 | 25.3 | 30 | 50 | 35 | 50 | 30 | 50 |
| | | A339 / A31 / A331 | 37.4 | 55 | 80 | 55 | 85 | 55 | 80 |
| Bracknell | Guildford | A322 | 17.0 | 30 | 55 | 35 | 55 | 30 | 50 |
| | | A331 / A31 | 23.2 | 30 | 50 | 35 | 55 | 30 | 50 |
| | | M3 / A331 / A31 | 24.8 | 30 | 50 | 35 | 60 | 30 | 55 |
| | | A3013 / A287 / A3016 / A31 | 29.4 | 50 | 70 | 55 | 80 | 50 | 75 |
| Bracknell | Winchester | M3 | 42.9 | 45 | 65 | 45 | 70 | 45 | 65 |
| | | M3 / A33 | 42.5 | 50 | 70 | 55 | 75 | 50 | 70 |
| | | A31 / A331 | 44.9 | 55 | 85 | 60 | 90 | 55 | 85 |
| Guildford | Basingstoke | M3 / A331 / A31 | 30.7 | 35 | 50 | 35 | 50 | 35 | 50 |
| | | M3 / A322 | 31.3 | 40 | 65 | 40 | 65 | 40 | 65 |
| | | M3 / A3 | 43.0 | 40 | 60 | 45 | 70 | 40 | 60 |
| | | M3 / A287 / A31 | 25.6 | 35 | 50 | 35 | 55 | 35 | 55 |
| | | M3 / Folly Hill / A31 | 26.2 | 35 | 55 | 40 | 60 | 35 | 55 |
| Guildford | Bracknell | A322 | 16.9 | 30 | 55 | 35 | 55 | 30 | 55 |
| | | A331 / A31 | 23.6 | 30 | 50 | 35 | 60 | 30 | 55 |
| | | M3 / A331 / A31 | 25.1 | 30 | 50 | 35 | 55 | 30 | 50 |
| | | A3013 / A287 / A3016 / A31 | 32.2 | 45 | 70 | 50 | 80 | 45 | 75 |
| Guildford | Winchester | A31 | 37.3 | 45 | 65 | 50 | 70 | 45 | 65 |
| | | M3 | 47.2 | 50 | 70 | 50 | 70 | 50 | 70 |
| | | A3 | 44.6 | 55 | 70 | 55 | 75 | 55 | 70 |

| Average Journey Time (mins) | | |
|-----------------------------|-------|----|
| AM | INTER | PM |
| 55 | 60 | 55 |
| 60 | 65 | 60 |
| 63 | 68 | 63 |
| 37 | 38 | 37 |
| 37 | 38 | 37 |
| 40 | 43 | 40 |
| 43 | 43 | 40 |
| 53 | 58 | 53 |
| 55 | 60 | 53 |
| 43 | 43 | 43 |
| 45 | 50 | 45 |
| 29 | 30 | 29 |
| 30 | 33 | 30 |
| 38 | 40 | 38 |
| 37 | 40 | 37 |
| 38 | 43 | 40 |
| 40 | 43 | 40 |
| 68 | 70 | 68 |
| 43 | 45 | 40 |
| 40 | 45 | 40 |
| 40 | 48 | 43 |
| 60 | 68 | 63 |
| 55 | 58 | 55 |
| 60 | 65 | 60 |
| 70 | 75 | 70 |
| 43 | 43 | 43 |
| 53 | 53 | 53 |
| 50 | 58 | 50 |
| 43 | 45 | 45 |
| 45 | 50 | 45 |
| 43 | 45 | 43 |
| 40 | 48 | 43 |
| 40 | 45 | 40 |
| 58 | 65 | 60 |
| 55 | 60 | 55 |
| 60 | 60 | 60 |
| 63 | 65 | 63 |

| JT Variability | | |
|----------------|--------|--------|
| AM | INTER | PM |
| 144.4% | 140.0% | 144.4% |
| 140.0% | 136.4% | 140.0% |
| 127.3% | 125.0% | 127.3% |
| 160.7% | 150.0% | 160.7% |
| 160.7% | 150.0% | 160.7% |
| 166.7% | 142.9% | 166.7% |
| 142.9% | 142.9% | 128.6% |
| 162.5% | 155.6% | 162.5% |
| 144.4% | 140.0% | 162.5% |
| 142.9% | 142.9% | 142.9% |
| 157.1% | 150.0% | 157.1% |
| 159.1% | 145.8% | 159.1% |
| 145.8% | 153.8% | 145.8% |
| 150.0% | 128.6% | 150.0% |
| 160.7% | 166.7% | 160.7% |
| 150.0% | 183.3% | 166.7% |
| 166.7% | 142.9% | 166.7% |
| 145.5% | 154.5% | 145.5% |
| 183.3% | 157.1% | 166.7% |
| 166.7% | 157.1% | 166.7% |
| 166.7% | 171.4% | 183.3% |
| 140.0% | 145.5% | 150.0% |
| 144.4% | 155.6% | 144.4% |
| 140.0% | 136.4% | 140.0% |
| 154.5% | 150.0% | 154.5% |
| 142.9% | 142.9% | 142.9% |
| 162.5% | 162.5% | 162.5% |
| 150.0% | 155.6% | 150.0% |
| 142.9% | 157.1% | 157.1% |
| 157.1% | 150.0% | 157.1% |
| 183.3% | 157.1% | 183.3% |
| 166.7% | 171.4% | 183.3% |
| 166.7% | 157.1% | 166.7% |
| 155.6% | 160.0% | 166.7% |
| 144.4% | 140.0% | 144.4% |
| 140.0% | 140.0% | 140.0% |
| 127.3% | 136.4% | 127.3% |



Farnham Infrastructure Improvements Programme

Farnham Board Meeting

AGENDA ITEM 6B

DATE: 20 NOVEMBER 2020

DOC NO: 4D476001-SCC-PRG-PAP-000010

REPORT OF: MR TIM OLIVER – BOARD CHAIR

LEAD OFFICER: JONATHAN FOSTER-CLARK

SUBJECT: OPTIMISED INFRASTRUCTURE PLAN

SUMMARY OF ISSUE:

To note the progress achieved to date and the key dates going forward

RECOMMENDATIONS:

It is recommended that the Board:

1. Note the programme updates/progress
2. Note the key activities in Figure 1

REASON FOR RECOMMENDATIONS:

To ensure the Farnham Board (Sponsoring Group) is aware of the updates which have been put forward.

DETAILS:

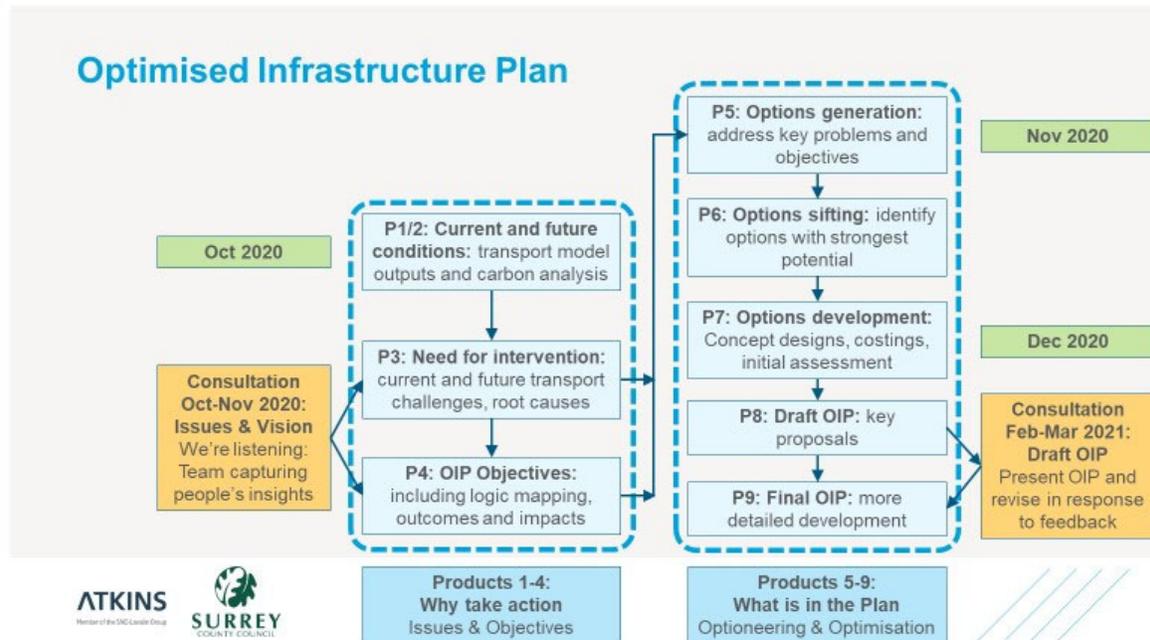
Overview of the progress made/ key items delivered

3. The Optimised Infrastructure Plan (OIP) will provide detail of the proposed schemes and the reasons for their selection. It will follow best practice guidelines from the

Department for Transport (DfT), which will demonstrate that a robust process has been followed to support future business cases.

Figure 1 shows the process of developing the OIP. It is taking inputs from different sources, including transport data, models and evidence for the new Local Transport Plan (LTP4). It will also take account of the feedback from the current consultation on the Draft Vision.

Figure 1: Optimised Infrastructure Plan



Updates on progress will be provided to the Farnham Board in November and Programme Board in December. The Draft OIP will be presented to the Farnham Board in January 2021. If approved by the Board, consultation on the Draft OIP is expected to take place in February/March 2021. Feedback from the consultation will then inform work to finalise the OIP, with a final version for discussion at the Farnham Board in Spring 2021.

It will follow a structured approach. Products 1-4 (in Figure 1) focus on explaining why action needs to be taken and the objectives for the OIP. Products 5-8 then focus on identifying different options, sifting to identify the schemes with the strongest potential, and developing these schemes in more detail. These will feed into the Draft OIP that will form the basis for consultation in February/March. Product 9 will then develop the final version of the OIP.

The team has commenced the analyses and will report progress (on the analysis and ideas for potential schemes) at the November Programme Board.

The team is also in the process of developing the format, structure and content of the OIP. We envisage that it should include the following sections:

- Evidence on the challenges, including the current traffic problems, future potential trends, and the critical issues relating to carbon reduction, supporting the future economy and placemaking in the town.
- Framework of objectives based on the critical challenges and logic mapping.
- Identification of the long list of options, drawing on people's inputs from the ongoing consultation and the team's expertise, and sifting of the options to the shortlist.

- Development, packaging, and programming of the shortlisted options, which could include both new infrastructure and demand management options; and
- Next steps: how we plan to develop the proposals further and how we will respond to the comments made on the draft version of the OIP.

We will provide an update to the Programme Board on 10th December and Atkins will provide an initial draft of the OIP document (Product 8) on 18th December to the core officer team. The officer team will provide feedback on the draft document by early January, after which the document will be prepared for the Farnham Board meeting on 22nd January.

Following feedback from the Board, the document will be finalised by the end of January, in readiness for consultation to commence at the start of February.

CONSULTATION:

1. There are no other implications in respect of this Report.

RISK MANAGEMENT AND IMPLICATIONS:

2. The Board and Forum have no Statutory powers and as such any decisions requiring approval by the responsible Authorities Constitution, in this case Surrey County Council, will have an individual risk assessment.

FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

3. The cost of the works will be identified within the Surrey County Council Report.

SECTION 151 OFFICER COMMENTARY

4. There are no other implications in respect of this Report.

LEGAL IMPLICATIONS – MONITORING OFFICER

5. There are no other implications in respect of this Report.

EQUALITIES AND DIVERSITY

6. There are no other implications in respect of this Report.

OTHER IMPLICATIONS:

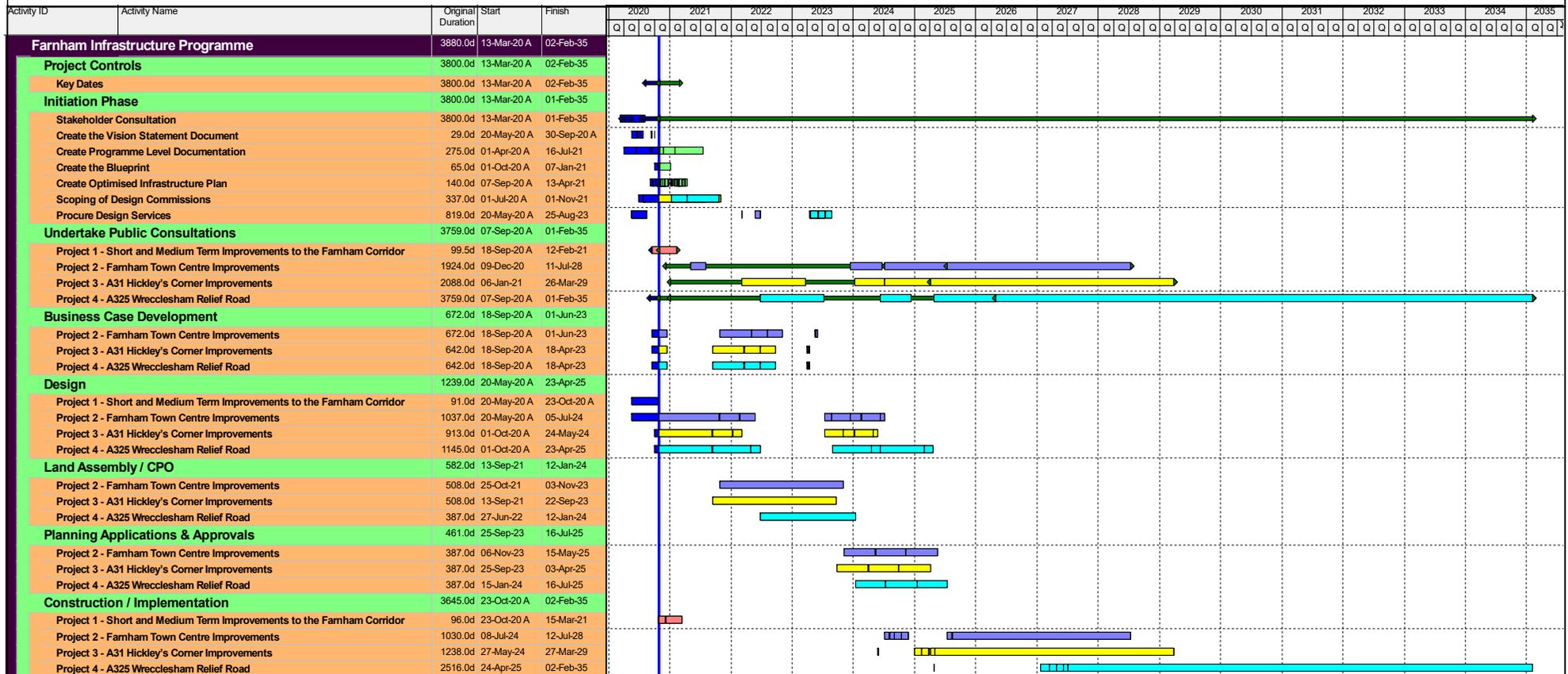
7. There are no other implications in respect of this Report.

Contact Officer:

Jonathan Foster-Clark
Lead Design Consultant Project Manager

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Agenda Item 6c -
Integrated Schedule
Annex A
FIP Scedhule



← Remaining Level of Effort
 ▬ Remaining Work
 ▬
← Actual Level of Effort
 ▬ Project 1
 ▬

4D476001-SCC-PRG-SCH-000001
REV 1

| | | | |
|----------|----------|--------|----------|
| Date | Revision | Che... | Approved |
| 04-Se... | | PS | |

Farnham Infrastructure Improvements Programme

Farnham Board Meeting

AGENDA ITEM: 6c

DATE: 20 NOVEMBER 2020
DOC NO 4D476001-SCC-PRG-PAP-000009
REPORT OF: MR TIM OLIVER – BOARD CHAIR
LEAD OFFICER: PAULA GOUGH
SUBJECT: INTEGRATED SCHEDULE

SUMMARY OF ISSUE:

To note the progress achieved to date and the key dates going forward

RECOMMENDATIONS:

It is recommended that the Board:

1. Note the programme updates/progress in Annex A,
2. Note the key activities

REASON FOR RECOMMENDATIONS:

To ensure the Farnham Board (Sponsoring Group) is aware of the updates which have been put forward.

DETAILS:

Overview of the progress made/ key items delivered

3. The Programme Execution Plan (PgEP) – This is the document which forms the basis through which the Programme is planned, controlled and co-ordinated through the Programme stages: Identify; Define; Manage the Tranches; and Close and Benefits Realisation.

The PgEP is not a static document and be regularly updated with input and updates by team members.

The objectives of the Programme and as such the PgEP is to deliver the benefits and outcomes of the programme as described in the programme's Vision Statement. This will be achieved by identifying and defining the programme particulars to Manage the Tranches, deliver the capabilities and subsequently the realise the benefits. At its heart is a RACI which identifies who is responsible, accountable, consulted and Informed which ensures each member of the team contributes to the shared programme delivery ambition. Through the programme approach the following will be achieved:

- a) Guiding the Programme Team members in the performance of their duties
 - b) Monitoring and controlling programme delivery
 - c) Maintaining an adequate and timely flow of critical information
4. Risk Register – SCC have established a PMO (Programme Management office) to augment their project and programme delivery capability which commenced by setting out a standardised process for key focus areas parts of Programme and Project Management. In line with this the Programme team have utilised the prescribed approach to the risk process for the identifying, assessing, prioritising, mitigating and monitoring risk and produced the Programme Risk Register which takes cognisance of Risk, Issues, Assumption, Dependencies and Opportunities (RAIDO). A further risk workshop will be held on the 17th of November to build on this. Having an early appreciation of risks is essential as it provides important information to evaluate the activities and it will inform decisions on the best course of action
 5. The OIP has been formally commissioned and the first 2 products have been delivered, this will be reported on within a separate report.
 6. LLFs covering residents and business have now been completed, these will be detailed in a separate report.

CONSULTATION:

7. There are no other implications in respect of this Report.

RISK MANAGEMENT AND IMPLICATIONS:

8. The Board and Forum have no Statutory powers and as such any decisions requiring approval by the responsible Authorities Constitution, in this case Surrey County Council, will have an individual risk assessment.

FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

9. The cost of the works will be identified within the Surrey County Council Report.

SECTION 151 OFFICER COMMENTARY

10. There are no other implications in respect of this Report.

LEGAL IMPLICATIONS – MONITORING OFFICER

11. There are no other implications in respect of this Report.

EQUALITIES AND DIVERSITY

12. There are no other implications in respect of this Report.

OTHER IMPLICATIONS:

13. There are no other implications in respect of this Report.

Contact Officer:

Paula Gough

Programme Manager

Paula.Gough@arcadis.com

Annexes:

Annex A – FIP Schedule Summary

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