

# Notice of Meeting

## Farnham Board



### Date & time

Friday, 22 January  
2021  
at 10.00 am

### Place

Remote Meeting via  
Zoom

Watch live:

<https://www.youtube.com/watch?v=ppG32o4tKLk>

### Contact

Flora Holmes, Cabinet Policy Advisor

Contact:

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.

<b>Member</b>	<b>Representing</b>
Borough Councillor Paul Follows	Waverley Borough Council
County Councillor Matt Furniss	Surrey County 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 INTRODUCTION**
- 2 MINUTES OF MEETING AND MATTERS ARISING FROM LAST BOARD** (Pages 5 - 10)

All to agree.
- 3 QUESTIONS AND QUERIES**

Review of question(s) submitted by the public in advance.

Anyone wishing to ask a question must register and submit their question in writing (to [farnham.boardmeetings@surreycc.gov.uk](mailto:farnham.boardmeetings@surreycc.gov.uk)) by 5pm on Friday 15 January 2021 (4 clear working days in advance of the meeting).

For the Board meeting, only questions relating to the agenda will be accepted. A response will be provided to the Board and the questioner by the Board meeting date and all questions with responses will be published as an annex to the meeting minutes. However, a Local Liaison Forum is held regularly for more open questions/public conversation; please see Farnham Town Councils site for details.
- 4 OPTIMISED INFRASTRUCTURE PLAN** (Pages 11 - 22)
  - a) Overview and Findings
  - b) Consultation
- 5 20 MPH REVIEW** (Pages 23 - 128)

Overview and findings.
- 6 HGV REVIEW** (Pages 129 - 134)
- 7 PROGRESS UPDATE** (Pages 135 - 138)
  - a) Progress since last meeting (20 November 2020)
  - b) Review against timeline
  - c) Active Travel programme updates
  - d) Brightwell Development
  - e) Electric Bus update
  - f) Any other issues
- 8 LOCAL LIAISON FORUM UPDATE** (Pages 139 - 142)
  - a) Progress since LLF last meeting
  - b) Progress planned to the next meeting
- 9 AOB**

Next Board is Friday 19 March 2021 – all dates sent and in diaries.

**Joanna Killian**  
**Chief Executive**  
Published: 12 January 2021

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## Farnham Board Minutes

<b>Date &amp; Time:</b>	20 Nov 2020, 10:00-11:30
<b>Venue:</b>	Video Conferencing - Zoom
<b>Chair:</b>	Cllr Tim Oliver
<b>In attendance:</b>	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, Lee Parker, Flora Holmes (Sec)
<b>Observers</b>	Fiona Cameron, Peter Burch, Richard Nelson, Sachio Baig, Veronika Moore, Steve Howard
<b>Apologies</b>	Cllr Colin Kemp

	Item
<b>1</b>	<p><b>Welcome and Introduction</b></p> <p>The Chair welcomed attendees to the meeting.</p> <p>Cllr Matt Furniss was ratified as a temporary board member in lieu of Cllr Colin Kemp. Cllr Furniss is Surrey County Council Cabinet Member for Transport.</p> <p>Lee Parker was welcomed by the board. Lee is SCC's new director for Infrastructure, Planning and Major Projects.</p> <p>The Chair reflected that the agenda was packed full of positive items.</p>
<b>2</b>	<p><b>Minutes of the Meeting and Matters Arising from Last Board</b></p> <p>The Chair noted that the minutes of the previous meeting have been circulated and no issues had been raised so as such they were ratified as a true and accurate record.</p> <p>All matter arising from the last meeting had been actioned.</p>
<b>3</b>	<p><b>Questions and Queries</b></p> <p>One question had been raised by a member of the public, which read:</p> <p>I would like to ask the committee whether as well as the FIP plans sent out in a recent survey, there are any plans to: promote planting and rewilding projects to increase biodiversity and wellbeing in the area; to ensure that building developments have the community's wellbeing in mind by ensuring they are sustainable and of excellent quality; and whether rates could be rebated on a disused building in the town in order for the community to create a hub for increasing wellbeing and resilience and support the council in its aims to move Farnham/Waverley/Surrey rapidly towards carbon zero emissions.</p> <p>A response was noted by the board as follows:</p>

<b>Item</b>	
	<p><i>'All our schemes will have to meet strict requirements to ensure the communities wellbeing and as such will include for the provision where appropriate of planting and rewilding projects amongst other things. In addition, reduced/ zero carbon emissions will be a key requirement of the overall Farnham Infrastructure Programme to enable the Programme to meet all the Farnham Partners, Farnham/ Waverley/ Surrey, climate emergency declarations. In terms of building developments being of an excellent quality and sustainable this is not a matter for this Board but would be an issue for Waverley Borough Council to consider as planning authority has accordingly been passed to them for a further response. Waverley will also be able to answer your question on business rates and any opportunities there may be within the national framework of regulations.'</i></p>
<b>4</b>	<p><b>Vision Statement Consultation</b></p> <p>Ben Funning gave feedback on the vision statement consultation. The consultation was live between 1 October and 8 November and was promoted through media relations, digital and social media, local print advertising and leaflet delivered to all households. The consultation received 885 replies which was very good.</p> <p>34% of respondents were over 65, compared to the overall Farnham demographics which is 22%. 6% of respondents were aged under 35, compared to the overall Farnham demographics of around 38%. This was disappointing, and addressing this imbalance is going to be a priority going forward to ensure fair representation of all who live in the town.</p> <p>Responses were broadly similar across all age groups although younger people tended to view environmental concerns and maintaining the historic nature of the town as a slightly higher priority than older age groups.</p> <p>A majority of respondents agreed or strongly agreed that the statement was the right ambition for the programme. A majority supported the need to reduce congestion through town centre, although there was disagreement over pavement widening. Rerouting HGVs was said to be essential by a majority of respondents, but problems as a result of redirecting HGVs and other traffic are of concern.</p> <p>Most supported pedestrianisation provided traffic impacts were mitigated. Many highlighted the health and environmental benefits. A smaller number believed it would extend the amount of time traffic spends in the town and that people's behaviours are unlikely to change.</p> <p>There was lots of support for encouraging walking and cycling, although some disagreement about prioritising cycling, which it was noted will not work for everyone going into and out of town, for example older people, and if you have a lot of shopping. Several people were open to the idea of out of town 'park and stride' car parks to reroute traffic.</p> <p>Residents overwhelmingly see Hickley's Corner as a priority for reducing congestion, queuing and vehicles using the town centre as an alternative through route. The level crossing was raised by many, with some suggesting the need to reduce the number of vehicles through public transport and active travel, and others suggesting necessary changes could only be achieved with an underpass.</p> <p>In Wrecclesham, a majority agreed that tackling traffic and speed issues is a high priority.</p> <p>Ben summarised the recommendations from the Vision Statement consultation: that the Board note the outcome of the Vision Statement Consultation; the Project Team consider the feedback provided, and that the Vision Statement is taken forward as part of the Farnham</p>



## Item

He also noted that for HGVs coming through Farnham, those that are travelling between Basingstoke and Guildford, Folly Hill or Upper Hale is a preferable route on sat navs instead of the A331. Smaller hauliers tend to use standard sat navs which don't take into account whether the route is appropriate for HGVs.

Other issues picked up were the bridge strikes to the low bridge at Wrecclesham on the A325, the right turn on Upper Hale road to Alma Road which causes delays when a vehicle is waiting to turn right. Another issue are the random kerbside deliveries which occur within the town centre and the resulting congestion that can occur..

Chris recommended that the Board note the outcome and recommendations of the HGV Study; and:

**Agree the following short-term improvements for further consultation and implementation:**

- **Restrict HGV through trips via Castle Street/Folly Hill 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**
- **Liase with local business to understand willingness to consolidate deliveries in partnership with neighbours; and**

**Agree those interventions to be considered as part of the wider Optimised Infrastructure Programme OIP considerations detailed in paragraph 22:**

- **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).**

Cllr Spence noted the report and welcomed it.

Cllr Follows asked about the journey analysis used in the report. He also commented that consultees believe the rerouting of HGVs to be essential but would be concerned over where they will go and what this means for deliveries.

Cllr MacLeod welcomed the report and noted that restructuring the town centre roads would address a big problem in the town centre which is that every vehicle has to go through narrow roads with narrow pavements.

Cllr Ward said he was delighted with the study and urged the recommendations were adopted rapidly, to give the public a firm date on which this is going to happen. On height restrictions, he asked that we use decent quality signs as they often do not work when poor quality.

The Chair asked whether of any of the proposed improvements, the county has the power to do on a temporary basis without a traffic regulation order.

Cllr Ramsdale welcomed the report and asked about the possibility of recategorizing roads to allow sat navs to avoid rerouting HGVs down them.

Chris Tunstall noted that we need to consult again on the specific proposals as the first consultation in respect of the Vision was very general and people need to be able to fully appreciate any implications.

	Item
	<p>On sat navs, Chris noted they will talk to individual companies to see if there is anything that can be done on re the routing of HGVs. On road categorisation, this is being investigated but it is a national categorisation so we will need to work with the DfT and Government, so it is not a quick win.</p> <p>Jonathan Foster-Clark noted that different journey options are available depending on the time of day and traffic conditions, mapping analysis illustrated this. He added that they looked at traffic data using surveys previously undertaken before Covid, which made it clear that there was an element of through traffic passing through the town. Movements of larger HGVs was less than smaller ones, however the larger vehicles had a greater impact on the character and nature of the town.. In looking to introduce restrictions in Farnham, there is a need to recognise the issue of the county boundary, and colleagues in Hampshire are being engaged.</p> <p>The Chair thanked everyone for their comments and asked that Chris reaches a speedy conclusion as to what can be done on a quicker, temporary basis. <b>ACTION: Chris Tunstall to circulate a timetable to the Board ASAP before the next Board meeting.</b></p>
6	<p><b>Progress Update</b></p> <p><b>Progress since last meeting</b> – Paula Gough noted in addition to reports, a Programme Execution Plan and Risk Register have been developed. SCC were unsuccessful in their bid for government funds to introduce electric buses in Farnham, but a report coming to Cabinet in Surrey next week on ULEV schemes recommends we move forward generally. On the 20mph study update, the work is moving forward. Locations have been identified by stakeholders, requests and data. The draft report is scheduled for completion at Christmas and will be ready in time for the next Board Meeting.</p> <p>Jeremy Hunt noted caution against rolling out a 20mph zone in a piecemeal way as this will make things difficult for drivers. Chris Tunstall agreed and said they will be looking at a blanket approach within the town centre, with some peripheral locations. <b>ACTION: Chris Tunstall to circulate these locations.</b></p> <p>Paula Gough noted we have been extensively engaging with Surrey’s neighbours: East Hampshire District Council, Guildford Borough Council, Hampshire County Council, Hart District Council, Rushmoor Borough Council. Positive responses have been received from other councils.</p> <p><b>Optimised Infrastructure Plan</b> – Jonathan Foster Clark noted we are now in the phase of developing objectives and thinking about what we need to achieve for Farnham, taking into account data and consultation outputs. He said a list of options to respond to issues that have been identified is being developed, which will feed into the draft OIP being brought to the next Board in January. Initial results and observations were the sheer amount of car travel in the Farnham area. People travel more than the national average, driven by high levels of car ownership, and fewer people walking, cycling and using public transport. The town is particularly sensitive to this due to its historic and narrow streets. The town centre is dominated by its road layout. This impacts on the heritage of town and the quality of place. A big challenge is the forecast scale of growth in the area which is expected to increase future traffic volumes. The climate change strategy also means we must achieve a 60% reduction of traffic volumes by 2035. If this is going to be an exemplar plan, we need to changing people’s traffic behaviours. We need a transport system that is attractive and enables people to switch to walking, cycling and public transport. The next steps will be to present the draft OIP at the next Board meeting.</p>



Item	
	<p><b>Review against timeline</b> – Paula Gough informed the board that we are on the programme for delivery of the OIP as requested by board. We are well on the way for joining up local plans within this process.</p> <p><b>Active travel update</b> – Chris Tunstall informed the board the orcas are being installed and look good. Lane reorganisation at the junction of Downing Street and The Borough should help the traffic coming out of car parks at Downing Street. SCC have been successful with their second Active Travel 2 bid and received the third largest settlement in the country. The schemes are currently being worked up and are being consulted on, then Surrey will take a decision on what to take forward.</p> <p>Cllr Spence noted the good news that the orcas have gone in and noted the need to be careful as we move things forward to avoid miscommunication with residents.</p> <p><b>Brightwell Development</b> – Chris Tunstall noted the proposals just to do the widening works on the south side of East Street adjacent to Brightwell's would work in respect of traffic flows. Colleagues within Surrey and Waverley are now working on the preferred option to minimise the S278 works.</p>
<b>7</b>	<p><b>Local Liaison Forum (LLF) Update.</b></p> <p>Cllr Neale gave an overview of the LLF meetings that have taken place. A residents' association meeting has taken place with broad agreement with the vision statement, and people were impressed with the breadth of the programme. The meeting stimulated the creation of a residents' association in North Farnham which met recently. The business event was attended by about 12 businesses but clashed with the lockdown announcements. There was a constructive discussion about the pedestrianisation and the arrangements for deliveries, revitalising independent retailers and how the sector will look. They plan to follow up the meeting in the new year. The next meeting is planned next week and will be a community meeting. They plan to pick up the age group problem and how to target younger people. A town centre meeting is planned in December, and three meetings are planning for January to cover major road issues. Finally, a meeting is planned aimed at talking to young people with their leaders and helpers which will happen in due course. All meetings are scheduled before the next board meeting. Cllr Follows asked for these to be circulated as widely as possible.</p>
<b>8</b>	<p><b>AOB</b></p> <p>No additional items had been raised.</p> <p><b>Next meeting date:</b></p> <p>Friday 22 January 10.00am-11.00am.</p>

## Farnham Infrastructure Programme

### Farnham Board Meeting

**DATE:** 22 JANUARY 2021

**DOC NO:** 4D476001-SCC-PRG-PAP-000012 REV 1.0

**REPORT OF:** MR TIM OLIVER – BOARD CHAIR

**LEAD OFFICER:** CHRIS TUNSTALL

**SUBJECT:** OPTIMISED INFRASTRUCTURE PLAN

#### **SUMMARY OF ISSUE:**

To note the outcome and recommendations of the draft Optimised Infrastructure Plan (OIP) (Annex A) and agree the next steps for public consultation on the OIP.

#### **RECOMMENDATIONS:**

It is recommended that the Board:

1. Note the outcome and recommendations of the Draft Optimised Infrastructure Plan (OIP), as detailed in Annex A; and
2. Agree to undertake public consultation on the Draft OIP, to gain feedback from the public to inform further development of the OIP; and
3. Agree to further study work to further develop key components of the OIP.

#### **REASON FOR RECOMMENDATIONS:**

The Optimised Infrastructure Plan (OIP) has been developed during the last three months as a key component of a planned process for infrastructure planning in Farnham.

The OIP is designed to provide an integrated approach to the infrastructure challenges facing Farnham. It provides a framework for the development of future infrastructure proposals for the town, including the four projects identified in the Vision Statement (Quick Wins, Town Centre, A31 Hickley's Corner and A325 Wrecclesham). It looks beyond these projects to provide a comprehensive programme to address the challenges facing the town.

It has been developed in response to the Farnham Vision Statement, which was discussed with the Board at the 20 November meeting. It has also taken account of a wide range of national, regional and local policies and strategies, previous studies that have been undertaken in Farnham and analysis of recent data and issues raised at the Local Liaison Forums (LLF's).

The Draft OIP sets out the policy context, current and future challenges for the town, a long list of potential interventions and the process for strategic assessment and packaging of the interventions.

This is a key step in the process of developing the infrastructure programme for Farnham. Further work will now be needed to develop the detailed evidence, indicative scheme designs, costings, technical reporting and business cases required to attract funding.

## **DETAILS:**

### **Background**

1. It was previously agreed by the Board that an Optimised Infrastructure Plan (OIP) should be developed for Farnham. This would build on the Vision Statement and set out a detailed programme of interventions for the town.
2. Atkins were appointed in October 2020 to prepare the OIP. The OIP is based on a staged, evidence-led approach:
  - Analysis of evidence, including previous studies, policies and strategies and data on travel demands;
  - Problem statement: identification of current and future problems and issues;
  - Objective setting: based on existing policies and strategies and responding to the problems and issues;
  - Options identification: identification of a wide range of potential interventions to tackle the problems and issues;
  - Options assessment: application of an appraisal framework to objectively assess the interventions and inform the identification of priorities; and
  - OIP development (drawing together all of the above): packaging of schemes, programme development and identification of next steps.
3. These steps have been completed, with comprehensive analysis of the issues and a robust basis for the development of a coherent strategy for the town. This will ensure that there is a planned approach to the future infrastructure programme.

### **Findings**

4. The policy context for major infrastructure is rapidly changing. The increased focus on tackling the climate emergency will have major implications for infrastructure planning, both in terms of facilitating a major behavioural shift towards more sustainable ways of living, and in improving the sustainability performance of new infrastructure. This is reflected in the Paris Agreement, the UK Climate Change Act, DfT's planning for decarbonisation of the transport system and Surrey's own Climate Change Strategy.
5. There are other important policies to be considered, including the National Industrial Strategy, TfSE's Transport Strategy for the South East, Surrey's 2050 Place Strategy, 2030 Economic Strategy, Waverley's Local Plan and the Farnham Neighbourhood

Plan. The new Local Transport Plan 4 (LTP4) will also play a critical role for the future transport system in Surrey: the OIP is designed to be fully consistent with the LTP4.

6. The OIP discusses in detail the most important strategy documents and sets out the four LTP4 objectives as the starting point for the strategic framework for the LTP4. The four LTP4 objectives are also fully consistent with the strategic principles that were developed in the Farnham Vision document.
7. The OIP presents the evidence on the current and future challenges in Farnham. It highlights the high quality natural and built environment in and around the town, but demonstrates the problems caused by traffic. The root cause of these problems is the high level of car ownership and dependency in the town. Car ownership is much higher than the national average, and there are very high levels of car use for many journeys, including travel to work (noting that data is based on the situation before the Covid-19 pandemic).
8. There are also challenges with HGVs and LGVs. Farnham has significantly higher volumes of LGVs (compared to total traffic) than other towns in Surrey: this is likely to be due to the needs of retailers and high levels of consumer demand. However, the fundamental challenges in the town are primarily caused by high levels of car use.
9. The countywide traffic model has also been used to forecast the future situation. Total traffic on the network (expressed as vehicle kilometres) is forecast to increase by 40% from 2020 to 2050. This will cause a significant increase in congestion, worsened air quality and a further deterioration of the quality of place in the town. It will also make it extremely difficult for Waverley and Surrey to meet decarbonisation objectives, even with the planned acceleration of the ban of fossil-fuelled cars to 2030. Technology alone, i.e. the adoption of a fully electric vehicle fleet, will not deliver the scale of change needed to address the climate emergency.
10. The OIP draws together existing policies and evidence to develop specific objectives for the OIP. These are:
  - Rapidly reduce carbon emissions, ensuring that Waverley and Farnham are on track for net zero by 2050;
  - Well-connected communities across Farnham and the wider Strategic Opportunity Area;
  - Supporting the economic vitality of Farnham and enable sustainable growth across the wider Strategic Opportunity Area; and
  - Improving the quality of place in Farnham, with clean air, healthy lifestyles and less dominance of traffic on communities.
11. These high-level objectives are underpinned by a comprehensive set of supporting indicators and reflect the importance of reducing the dependence on car travel and improving the attractiveness of walking, cycling and public transport. Volumes of goods traffic also need to be reduced and better managed. These will be critical to the success of the strategy.
12. A comprehensive list of potential options has been identified to address the challenges and support the objectives. These options were identified through review of existing documents, optioneering by the project team and through feedback from

the Vision consultation and recent LLF sessions. Options were identified under the following categories:

- Travel behaviour change programmes (e.g. travel planning);
- Demand management options;
- Improved public realm in the town centre;
- Improvements to walking routes;
- Improvements to cycling infrastructure;
- Measures such as e-bikes and e-scooters;
- Public transport improvements;
- Shift to zero emission transport (electric buses, taxis, charging infrastructure);
- Roadspace reallocation and safety measures;
- Freight schemes (e.g. Freight Consolidation Centres);
- Integrated road corridor improvements; and
- Major schemes (e.g. A31 Hickleys Corner, A325 Wrecclesham Bypass).

13. A sifting tool was developed to support the assessment of options, which comprised three steps:

- Step 1: Strategic Case, which assessed the extent to which each option would support the OIP objectives; and
- Step 2: Economic Case, which assessed the extent to which each option would be likely to be an effective use of public funds; and
- Step 3: Delivery Case, which assessed the deliverability and affordability of each option.

14. The OIP summarises the outcomes of the assessments. It highlights that many of the options meet the three criteria, but that further study work is needed to assess the strength of case for certain schemes:

- A31 corridor between Coxbridge Roundabout and Shepherd and Flock, including Hickleys Corner: more detailed review of the issues and development of options, focusing on tackling the problems at Hickleys Corner;
- Wrecclesham area: more detailed analysis of the issues and assessment of the potential of a bypass to help tackle these issues; and
- Western Bypass: initial assessment of the extent to which a Western Bypass could help divert traffic away from the town.

15. The final section of the OIP concludes by presenting the emerging strategy for Farnham. It sets out a series of components:

- Behaviour change;
- Low Traffic Neighbourhoods and Safer Streets;
- Town Centre Strategy;
- Walking;
- Cycling, e-bikes and e-scooters;
- Public transport;
- Parking and Demand Management;
- Electrification of the transport system;
- Freight and deliveries; and
- Better journeys by road.

16. Statements are also provided on the indicative proposals for the Town Centre, North Farnham, South Farnham and the A31 corridor. These include reference to Quick Wins measures, including HGV restrictions and speed management, where appropriate.
17. A suggested implementation programme is also provided, categorising schemes by short-term (1-3 years, 2021-2024), medium term (4-8 years, 2025-2029) and long term (<8 years, 2030 and beyond). It is expected that a number of Quick Wins measures could be delivered during 2021-22.
18. An overview is provided of the approach to realising the benefits from the investment programme, including further work to develop performance management metrics to track progress in achieving the planned outcomes. This will include progress in decarbonisation, improving quality of place, supporting the future economy and improving accessibility for all.
19. The final section concludes with the proposed next steps in the process. Public consultation is planned on the OIP in February / March (see Consultation section below). At the same time, further development of key components will take place, including an immediate priority to develop options for the A31 at Hickleys Corner. Technical work will also take place to review the issues at Wrecclesham and assess the scope for a Western Bypass.
20. The programme team will now scope in more detail the forward programme, with a further update to be provided to the next Board meeting in March.

<b>CONSULTATION:</b>
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21. The Draft OIP has been informed by the consultation on the Farnham Vision (which took place in October / November 2020) and the LLF's that have taken place during December and January. The inputs from stakeholders and the public have been vital in providing detailed intelligence on the issues, challenges and priorities for local communities. These issues are reflected in the Draft OIP.
22. It is now proposed that the next iteration of consultation should take place on the findings and recommendations of the Draft OIP. The OIP contains a wide range of ambitious proposals, and the planned consultation will be important to:
  - Ensure a common understanding of the key challenges, opportunities and options for improving infrastructure in the town;
  - Communicate the critical issues that must be addressed in the programme, including behaviour change in how people will travel in the future; and
  - Provide evidence of public support for schemes, to provide a sound foundation for the development of projects and reduce the risks of opposition at a later date.
23. It is proposed that consultation would commence in the week commencing 15<sup>th</sup> February, with four clear weeks before the current planned start of the pre-election period. If the elections are delayed to later in the year, the opportunity could be taken to further extend the consultation period. A report will be produced with a view to reporting the findings to the May meeting of the Farnham Board.

24. The consultation will include web pages describing the draft OIP proposals, a 'virtual exhibition' and a programme of online discussions and LLF's.

**RISK MANAGEMENT AND IMPLICATIONS:**

25. The Board has no Executive Powers. Any decisions made would require Surrey County Council to follow its own legal advice and its approval procedures.

**FINANCIAL AND VALUE FOR MONEY IMPLICATIONS**

26. The costs to date for developing the OIP have been met by Surrey County Council (SCC) and the budgets for the next phases of work will be identified within subsequent SCC Reports.

**SECTION 151 OFFICER COMMENTARY**

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

**LEGAL IMPLICATIONS – MONITORING OFFICER**

28. The Board has no Executive Powers. Any decisions made would require Surrey County Council to follow its own legal advice and its approval procedures.

**EQUALITIES AND DIVERSITY**

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

**OTHER IMPLICATIONS:**

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

**WHAT HAPPENS NEXT:**

31. Consultation on the Draft OIP is proposed to commence in February and further development of the key components of the programme is proposed to take place between February and April. Feedback from the consultation will also be used to review and refine the programme.

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**Contact Officer:**

Chris Tunstall

Farnham Programme Director

[Chris.tunstall@surreycc.gov.uk](mailto:Chris.tunstall@surreycc.gov.uk)

07866008912

**Annex A – Outcome and Recommendations of the draft Optimised Infrastructure Plan**

**Sources/ background papers – Farnham Board Reports**

**Annex A - Outcome and Recommendations of the draft Optimised Infrastructure Plan**

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7	Pedestrianisation	Downing Street. Consider options for controlled access for servicing	Yes				
		Lower/Middle/Upper Church Lane	Yes				
		Borough between Castle Street and South Street. Option 1 - full pedestrianisation		Yes			
		Borough between Castle Street and South Street. Option 2 - full pedestrianisation, other than electric-only buses		Yes			
		School Streets initiatives (specific school locations TBC)	Yes			Yes	
8	Convert to two-way for motorised vehicles	Union Road		Yes			
		South Street		Yes			
		The Borough between Castle Street and West Street		Yes			
9	Convert to one-way for motorised vehicles	The Borough between Castle Street and South Street: one-way eastbound with lane narrowing / footway widening	Yes				
10	Narrow carriageway, widen footway	Downing Street	Yes				
11	Reduction of on-street parking	Upper Hale Road	Yes				
12	Rationalisation of town centre car parking	Town Centre car parks (TBC)		Yes			
13	VMS - car parking capacity	A31/A325 Shepherd and Flock roundabout exit	Yes				
		A31/A325 Coxbridge roundabout	Yes				
14	Repurposing of selected town centre car park, e.g. to market / exhibition area, freight hub	Central Car Park		Yes			
15	Right-turn ban	From Upper Hale Road to Alma Lane	Yes				
16	New controlled pedestrian crossing	West Street in vicinity of The Plough pub / Mead Lane	Yes				
17	Install pedestrian countdowns at signalised crossings	Hickley's Corner (A31 / Station Hill / South Street)	Yes				
		South Street, just north of Victoria Road	Yes				
		Old Royal Deer junction	Yes				
		Downing Street (if not fully pedestrianised)	Yes				
		West Street	Yes				
		Firgrove Hill	Yes				
		East Street	Yes				
Wreclesham Road	Yes						
18	Raised tables & improved pedestrian crossings	Approach Road / junction with Station Hill	Yes				
		Junction of Downing Street / The Borough / West Street	Yes				
		Junction of Downing Street / Lower Church Lane	Yes				
		Junction of South Street / Union Road	Yes				
		Junction of Castle Street / The Borough	Yes				
19	School Safety Zone	Various school locations (TBC)	Yes				
20	Relocate VMS height warning to approaches to A31 Coxbridge roundabout and install fixed height warning safety barriers on Wreclesham Road	A31 approaches to Coxbridge roundabout, West Street approach to Coxbridge, Wreclesham Road	Yes				
21	Low Traffic Neighbourhoods	Location(s) TBC	Yes	Yes			
22	Refresh existing speed signage	Locations TBC pending completion of speed study	Yes				
23	20mph legal order made, no signs installed, can be quickly implemented	Weydon Lane	Yes				
24	20mph speed limit planned for Potters Gate School	West Street	Yes				
25	Standardise speed limit to 50mph	A31 - bring western section (Coxbridge-Hickleys) in line with speed limit on eastern section	Yes				
26	Average speed cameras	A31 between Coxbridge & Shepherd and Flock	Yes				
27	Speed reduction (potentially requiring physical interventions)	Folly Hill / Castle Hill	Yes	Yes			
		Upper Hale Road	Yes	Yes			
		Wreclesham Road	Yes	Yes			
		Union Road	Yes	Yes			
		Downing Street	Yes	Yes			
		Firgrove Hill	Yes	Yes			
		East Street	Yes	Yes			
		Weybourne Road	Yes	Yes			
		Farnborough Road	Yes	Yes			
28	'Farnham Pound' to incentivise local expenditure and active travel choices	N/A	Yes				

29	Workplace parking levies	Option 1: Town Centre; Option 2: Farnham-wide			Yes			
30	Car clubs/car sharing schemes	Location(s) TBC		Yes				
31	Part time home working for Farnham businesses	N/A		Yes				
32	Parking rationalisation	Location(s) TBC			Yes			
33	Hopper bus ticket fares	N/A		Yes				
34	Incentivising active travel to schools - "Golden Boot Challenge" - SCC <a href="https://www.surreycc.gov.uk/schools-and-learning/teachers-and-education-staff/road-safety-and-sustainable-travel-for-schools/golden-boot-challenge">https://www.surreycc.gov.uk/schools-and-learning/teachers-and-education-staff/road-safety-and-sustainable-travel-for-schools/golden-boot-challenge</a>	N/A		Yes				Yes
35	Personal Journey Travel Planning service	N/A		Yes				Yes
36	Promote awareness of data-driven / visual tools to aid people's understanding of carbon cost of their choices, e.g. UK Government's Carbon Calculator: <a href="http://tool.globalcalculator.org/">http://tool.globalcalculator.org/</a>	N/A		Yes				Yes
37	Road Pricing	Farnham town centre			Yes			Yes
		County-wide			Yes			Yes
38	Electrification of taxi fleets	N/A		Yes	Yes			
39	EV Charging - car parks	Location(s) TBC		Yes	Yes			
40	EV Charging - on-street	Location(s) TBC		Yes	Yes			
41	Guide/protocol for servicing / freight	Town Centre		Yes				
42	Town-wide CCTV kerbside, delivery & servicing survey	Town Centre	Yes	Yes				
43	Freight consolidation amongst businesses	Town Centre			Yes			
44	Cargo bikes / electric cargo bikes	Town Centre			Yes			
45	Provision of dedicated off-street loading / servicing	e.g. Central Car Park			Yes			
46	E-commerce lockers for residents / visitors / employees	e.g. Central Car Park			Yes			
47	Loading pads (timed-use only), footway when not in-use at core locations in town: reduce congestion	Town Centre (road locations TBC)		Yes				
48	Freight hub, combined with e-commerce lockers, cargo bikes for local deliveries (esp. to pedestrianised areas / historic centre where physical constraints exist and/or high ped flows mean motorised vehicles should be excluded)	Central Car Park			Yes			
49	Increased freight via rail with journeys into town centre from the station using e-cargo bikes or electric vans	Farnham Station	Yes				Yes	



## Farnham Infrastructure Programme

### Farnham Board Meeting

**DATE:** 22 JANUARY 2021

**DOC NO:** 4D476001-SCC-PRG-PAP-000013 REV 2.0

**REPORT OF:** MR TIM OLIVER – BOARD CHAIR

**LEAD OFFICER:** CHRIS TUNSTALL

**SUBJECT:** SPEED STUDY

#### SUMMARY OF ISSUE:

To note the outcome of the recent Speed Study (Annex A) and agree the recommended quick-win interventions for further consultation and subsequent 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 Speed Study; and
2. Agree the following 'Quick Win' improvements to be recommended to Surrey County Council for further consultation and subsequent implementation:
  - Town Centre – 20mph Zone
  - West Street Gateway – 20mph limit with Gateway Feature
  - East Street Gateway – 20mph limit
  - Castle Street Gateway – 20mph limit
  - Upper Hale – Signage Refresh in Upper Hale
    - Gateway Treatment
    - Hale School Review
  - Heath End - Gateway Feature.
3. Agree those interventions to be considered as part of the wider OIP considerations detailed in paragraph 13.

## **REASON FOR RECOMMENDATIONS:**

Traffic speeds within the Farnham area have been cited as a key concern by local members and residents.

The recent HGV Study reported to the Board on the 20 November 2020 also identified speed as an issue that required separate consideration and a recommendation that a Study be undertaken at those locations identified with a view to the findings being dealt with as necessary as a 'Quick Win'.

The Study (Annex A) details the findings and makes recommendations as to those interventions that could be pursued now, as Quick Win 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 speed has been identified both anecdotally and more recently as a result of the HGV Study reported to the 20 November 2020 Board meeting. This study resulted in a recommendation that a specific Speed Study be undertaken in those areas identified as part of the HGV Study, with the intention being that any findings could be incorporated into the Quick Wins project as appropriate.
3. The study comprised:
  - Review of existing data and evidence base;
  - Identification of critical speed issues and, where possible, root causes; and
  - Identification of a range of potential intervention measures, including alignment with policy issues/ guidance and next steps.
4. The data used came from various sources and included:
  - Automatic Traffic Counts 2019/ 2020;
  - Navman average speed;
  - Waverley Air Quality 2020 Report;
  - Collision Statistics; and
  - Anecdotal evidence and written representations.
5. It should be noted that due to the impact of Covid-19 the current traffic flows, and as such, speeds identified are not representative of pre Covid-19 flows but every effort has been taken to correlate the pre and post speeds as far as is possible.
6. Any Quick-Win interventions will need to be agreed, consulted on and implemented with the Highway Authority, Surrey County Council (SCC).

## Policy and Guidance

7. Prior to identification of potential mitigation measures, national and local policies and guidance have been reviewed to understand the requirements for implementation of speed-related measures and the process which must be followed.
  - Changing to a lower speed limit on its own will not necessarily be successful in significantly reducing the speed of traffic if the prevailing mean speeds are much higher than the proposed lower speed limit.
  - There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low, and Surrey Police do not support 20mph speed limits that are not generally self-enforcing.
  - Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway layout may be required to encourage lower speeds, in addition to any change in speed limit.
  - Where the mean speed is already **at or below 24mph** on a road, introducing a 20mph speed limit through signing alone is likely to lead to general compliance with the new speed limit.
  - Where the existing mean speeds are **above 24mph** then a 20mph scheme with traffic calming measures (known as a 20mph zone) will be required.
  - It is possible to implement 20mph schemes that consist of a combination of physical features (where existing speeds are high), and signs alone (where speeds are already low) on different sections of the same road.
  - Department for Transport (DfT) regulations now allow the use of advisory “20 when lights show” with amber flashing lights on the approach to schools. However, the influence of these signs on vehicle speeds is likely to be minimal and is not enforceable as it is an advisory sign rather than a legal limit.
  - SCC Highways will not support the use of mandatory variable 20mph speed limits, and it is their policy that there should always be an overall assessment of the safety issues outside a school to investigate and define the problem rather than consideration of the speed limit in isolation.

## Findings

8. Full details of the findings and the background to them can be found in Annex A.
9. Potential interventions have been developed to respond to the key issues identified, with due consideration of where:
  - Speed survey data indicates there are existing issues with speeding.
  - There is local support for lowered speed limits.
  - Safety issues have been raised or identified.

- National and Surrey County Council guidance would support additional measures.
  - There is an opportunity to complement interventions to encourage an increase in walking and / or cycling and an associated reduction in pollutants / emissions.
10. Due to the nature of the study, potential interventions have been grouped by location and are summarised in paragraphs 12 and 13 below. The priority of interventions and whether they are progressed will be dependent on local community and member support (in line with the policy and guidance requirements).

### **Potential Interventions**

11. Following the analysis, based on the findings in the Speed Study, the following 'Quick Win' potential improvements for further consultation and subsequent implementation have been identified.

12. Quick Wins to be progressed as soon as possible:

- Town Centre – 20mph Zone;
- West Street Gateway – 20mph limit with Gateway Feature;
- East Street Gateway – 20mph limit;
- Castle Street Gateway – 20mph limit;
- Upper Hale – Signage Refresh in Upper Hale;  
Gateway Treatment;  
Hale School Review; and
- Heath End - Gateway Feature.

13. Longer Term interventions to be considered as part of the Optimised Infrastructure Plan:

- East Street – Further assessment required for appropriate traffic calming measures linked to the Brightwell and Woolmead Developments;
- Castle Street Gateway – Further assessment required for appropriate traffic calming measures linked to possible OIP Interventions in Castle Street;
- Castle Street Gateway – Pedestrian Crossing – Further assessment required;
- Folly Hill – Further surveys required;
- Upper Hale – Hale School Review – Potential interventions arising may require further surveys/ assessments;
- Upper Hale – 20mph speed limit - Further assessment required; Extensive liaison with SCC Highways and Surrey Police required;
- Weybourne Road – Speed Cameras – Further assessment and liaison with SCC Highways and Surrey Police required;
- Coxbridge roundabout approaches – further consideration and linking to A31 findings.

<b>CONSULTATION:</b>
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14. Consultation will be required with Surrey Police, the local community and members together with internal Surrey County Council consultation. In the case of any 20mph

speed restrictions the Traffic Regulation Order TRO will also be consulted on for the statutory 28-day period.

#### **RISK MANAGEMENT AND IMPLICATIONS:**

15. The Board has no Statutory powers and as such any decisions requiring approval by the responsible Authorities, in this case Surrey County Council, will have individual risk assessments.

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

16. The cost and value for money in respect of the works will be identified within the Surrey County Council Report.

#### **SECTION 151 OFFICER COMMENTARY**

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

#### **LEGAL IMPLICATIONS – MONITORING OFFICER**

18. The Board has no Executive Powers. Any decisions made would require Surrey County Council to follow its own legal advice and its approval procedures.

#### **EQUALITIES AND DIVERSITY**

19. As part of Surrey County Council reporting requirements, individual Equality Impact Assessments (EIAs) will be undertaken as required.

#### **OTHER IMPLICATIONS:**

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

#### **WHAT HAPPENS NEXT:**

21. The proposed quick win improvements will be worked up in more detail for implementation and progress reports brought back to the Board.

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#### **Contact Officer:**

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**Annexes:** Annex A – WS Atkins Speed Study

**Sources/background papers:** As detailed in Annex A and the WS Atkins HGV Study

**Annex A – WS Atkins Speed Study**

**ATKINS**

Member of the SNC-Lavalin Group

# Farnham Town Centre: Optimised Infrastructure Plan

Project 2 – Speed 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 Speed 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 2 - Farnham Speed Study

Document reference: 5199809.300

Revision	Purpose description	Originated	Checked	Reviewed	Authorised	Date
Rev 1.0	First Draft	SM / RLF	AJP	JFC	AC	23/12/2020



# 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 road space reallocation) and long-term solutions to the problems faced in the town centre.

The OIP includes a work programme to develop evidence, consider scenarios, identify and sift options, and develop the optimised programme. In conjunction, there is a need for rapid assessment of specific issues.

A particular perceived problem with speeding has been identified. As a critical issue to the success of the overall OIP, this Study has been undertaken to understand issues caused by speeding vehicles in Farnham and surrounds and identify how they might be addressed.

The Study comprises:

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



# Introduction

For clarity, the definitions adopted for this Study are:

- ▶ Mean speed – the average speed of recorded vehicles in a given time period.
- ▶ 85<sup>th</sup> percentile (85<sup>th</sup>ile) speed – the speed at or below which 85% of motorists were recorded in a given time period. It can indicate the speed that most motorists on the road consider safe and reasonable under ideal conditions.
- ▶ Posted Speed Limit (PSL) – the maximum legal speed limit posted on a section of highway using the regulatory sign.
- ▶ 7-day speed – the mean or 85<sup>th</sup>ile speed calculated over a 7-day period (24hrs per day).
- ▶ Average Weekday – the sum of the total weekday traffic flows divided by the number of surveyed weekdays .
- ▶ Average Weekend – the sum of the total weekend traffic flows divided by the number of surveyed weekend days.

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 speeds and collision statistics.
- ▶ Section Two summarises the identified issues relating to speeding vehicles.
- ▶ Section Three provides information on relevant policy and guidance.
- ▶ Section Four identifies potential intervention measures, including commentary on alignment with policy / guidance and next steps.



# Executive Summary

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# Introduction

Understanding the issues and developing effective solutions for the town 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 road space reallocation) and long-term solutions to the problems faced in the town.

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

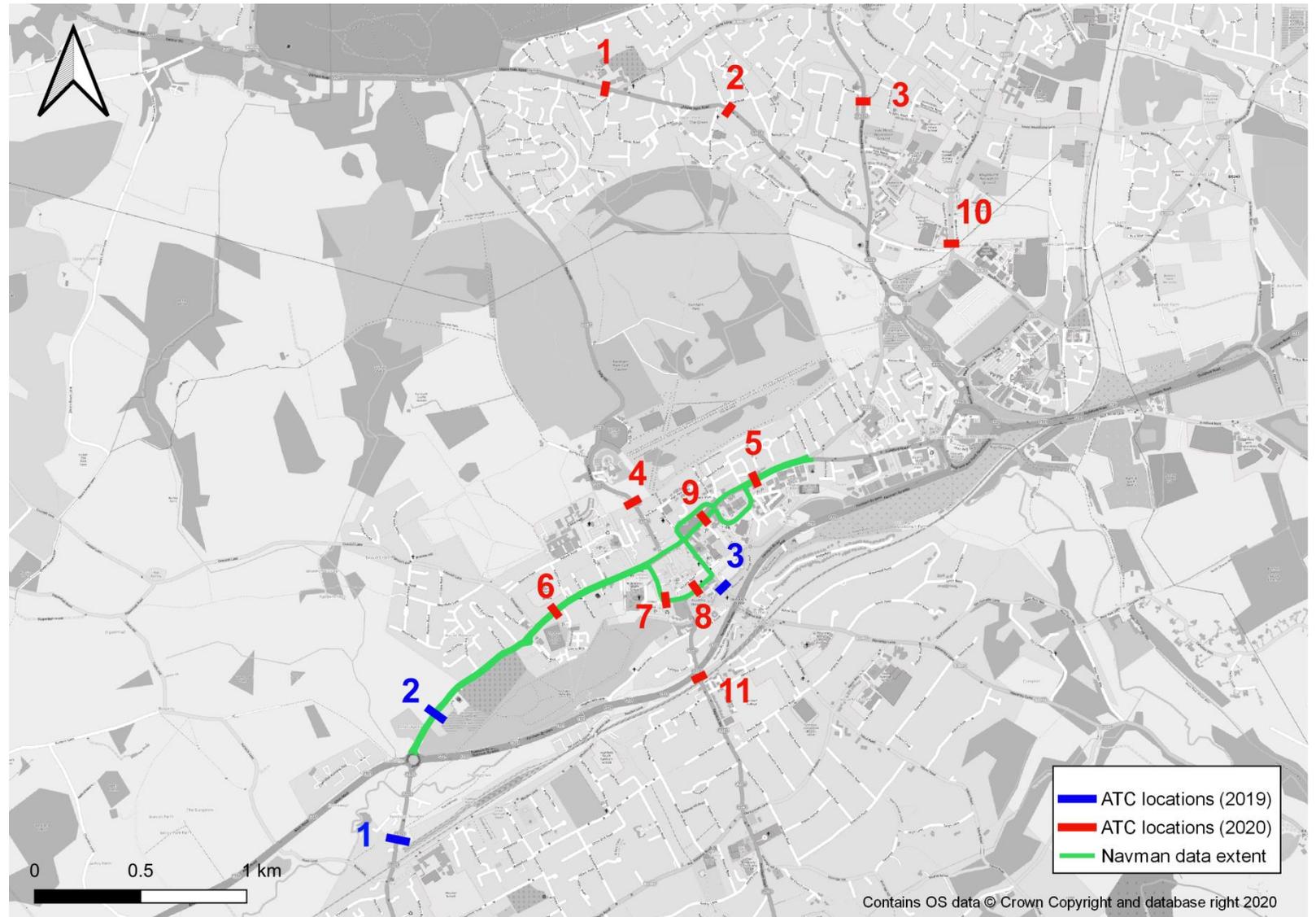
The study comprises:

- ▶ Review of data and evidence base.
- ▶ Identification of critical speed issues and, where possible, root causes.
- ▶ Identification of potential intervention measures, including commentary on alignment with policy / guidance and next steps.



# Data Reviewed

This map shows the location and extent of data reviewed as part of this Study. Further details of all data sources are provided in the following pages.



# Data Reviewed

Data Source	Dataset	Age	Comments / Use of Data
iTransport data	Automatic Traffic Counts (ATCs)	2019	ATCs conducted by Intelligent Data Collection in June and July 2019. This data is up-to-date but will not show implications of Covid-19. <i>Used to understand pre-Covid-19 pandemic traffic compositions and speeds.</i>
Intelligent Data Collection	Automatic Traffic Counts (ATCs)	2020	ATCs collected traffic flow and speed data from Monday 30th November 2020 to Thursday 10 <sup>th</sup> December 2020 across 24 hours. <i>Used to understand post-Covid-19 pandemic traffic compositions and speeds.</i>
Surrey County Council	Navman average speed data	2019	Navman average speed data for September 2019. This data represents pre-Covid-19 speeds on the A325 between Guildford Road and Coxbridge Roundabout. The data includes average freeflow speeds on the A325 between 08:00-09:00, 10:00-16:00 and 17:00-18:00 in September 2019. <i>Used to understand and identify locations for further speed surveys.</i>
Waverley Air Quality 2020 Report	Maps of AQMAs Details of automatic and non-automatic monitoring sites Mean NO2 & PM10 monitoring results	2020	A measure to encourage walking by implementing a pedestrian crossing on A287 Firgrove Hill is in process of being implemented. Currently this has included a speed limit reduction from 50mph to 40mph being implemented on the A287 Hindhead Road towards Haslemere.
Collision Statistics	STATS19 SCC Data	2017 - 2020	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 2020 inclusive.</i>
Various	Anecdotal evidence and written representations	2020	Written representations provided, including commentary on issues experienced in the town and local area. <i>Used to understand local conditions / issues and to input into interventions long list.</i>



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

## Speeding

Excessive speeding has been highlighted on:

- ▶ Upper Hale Road, in particular East of Folly Hill and West of Farnborough Road.
- ▶ Farnborough Road, in particular north of Upper Hale Road.
- ▶ West Street.
- ▶ A325 Wrecclesham Hill.
- ▶ Weybourne Road, east of the Six Bells Roundabout.

## 20mph Zones

- ▶ There is local support for a 20mph speed limit within the Town Centre, including from pedestrians and cyclists.
- ▶ Provide 20mph speed limits at principle crossing points for local schools.
- ▶ Provide 20mph school zones on the A325 (Heath End Secondary School and William Cobbett Primary / All Hallows pupils crossing) and A3016 (Hale Primary School).

## Safety

- ▶ There have been near misses with children crossing the road outside The Plough Pub and Mead Lane.
- ▶ Pupils from four local schools must cross the A325 and A3016.
- ▶ Narrow footways through Upper Hale cause safety concerns.

## Other Measures

- ▶ Traffic calming measures outside The Plough Pub.
- ▶ Traffic calming and increased signage (place signs and road painting) on Upper Hale Road and Farnborough Road.
- ▶ Treatment on the A325 through Heath End and Upper Hale Road, including:
  - ▶ *New and additional 30mph signs and on-road painted speed limits.*
  - ▶ *Better Village Entry signage / gateway signs on entry to Hale and Heath End.*
  - ▶ *Improved crossing for local schools / school signs.*



# Traffic Composition

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

Analysis of this data has been undertaken to understand the composition of traffic recorded and whether it could affect the speeds recorded (e.g., a significant proportion of Heavy Goods Vehicles, or cyclists).

In summary:

- ▶ The majority of vehicles recorded at all sites were “lights”, comprising cars and Light Goods Vehicles (LGVs).
- ▶ In 2020, a significant proportion of “lights” were cars. In 2019 recorded “lights” were split more evenly between cars and LGVs.
- ▶ Cyclists, Motorcyclists, Heavy Goods Vehicles (HGVs) and Buses make up a small proportion of traffic recorded at any of the sites.
- ▶ It is not considered that the vehicle compositions would affect the speeds recorded, or any conclusions drawn in this Study.



# Traffic Speed Survey Summary

Analysis of speed data has been undertaken to understand baseline conditions pre- and post-Covid-19 pandemic:

- ▶ Navman average speed data supplied by Surrey County Council. This data represents pre-Covid-19 speeds on the A325 between Guildford Road and Coxbridge Roundabout. The data includes average free-flow speeds on the A325 between 08:00-09:00, 10:00-16:00 and 17:00-18:00 in September 2019.
- ▶ i-Transport Automatic Traffic Count (ATC) data collected in June 2019. This data represents pre-Covid-19 speeds on Wrecclesham Road, West Street and South Street. The data includes hourly mean and 85%ile\* speeds for eight days.
- ▶ 2020 Automatic Traffic Count (ATC) data collected in December 2020. This data represents post-Covid-19 speeds at locations around Farnham town centre\*\* and the surrounds (including Upper Hale, Heath End and Weybourne Road). The data includes hourly mean and 85%ile\* speeds for ten days.

Analysis of the Navman data and anecdotal evidence was used to identify the locations of the 2020 ATCs. Further analysis of each of the datasets has been undertaken to understand the average and 85%ile\* speeds of traffic within the wider area (i-transport data and 2020 ATCs) and town (Navman data and ATC data).

*\* The 85<sup>th</sup> percentile (85%ile) speed is the speed at or below which 85% of motorists were recorded driving on the given road. It can indicate the speed that most motorists on the road consider safe and reasonable under ideal conditions.*

*\*\* It is worth noting that due to the pandemic, there is currently some widening of footways with barriers which is taking up some of the roadspace and may contribute to reduced speeds.*



# Traffic Speed Survey Summary

## Town Centre

- ▶ Overall, the maximum 7-day mean speed was less than 24mph at all of the town centre survey locations.
- ▶ On Downing Street (Site 7) and East Street (Site 9) the 7-day mean and 85%ile speeds were consistently recorded as under the 30mph Posted Speed Limit (PSL).
- ▶ On Union Road (Site 8), 7-day mean speeds were consistently recorded under the 30mph PSL, although 7-day 85%ile speeds were recorded as slightly over during night-time periods.

## Town Centre Approaches

- ▶ Overall, the maximum 7-day mean speed was less than 24mph on West Street (Site 6), Firgrove Hill (Site 11) and South Street (Site 3 2019) .
- ▶ On Castle Street (Site 4), 7-day mean speeds recorded were typically under the 30mph PSL for traffic travelling in both directions. However, the data indicates that, typically, traffic speeds up as it leaves the town centre, which may be linked to the general change in character of the road to the north and associated increase in PSL to 40mph (c. 500m north of the ATC location).
- ▶ On East Street (Site 5), 7-day mean and 85%ile speeds recorded were typically under the 30mph PSL for traffic travelling westbound. However, the data indicates that, typically, traffic speeds up as it leaves the town centre one-way-system.



# Traffic Speed Survey Summary

## Upper Hale Road

- ▶ Overall, the 7-day mean speed was less than 24mph close to Hale School (Site 1) and the 7-day 85%ile speed was below the 30mph PSL.
- ▶ South of Wood Road (Site 2), 7-day mean speeds were slightly higher (but below the 30mph PSL). However, the 7-day 85%ile speeds were consistently recorded as over the 30mph PSL, and up to 35mph between 17:00 and 07:00 in both directions. This may be linked to the general character of the road in this location, which is straight with good visibility in both directions.

## Heath End & Weybourne Road

- ▶ On Farnborough Road (Site 3), 7-day mean speeds recorded were typically at or over the 30mph PSL for traffic travelling in both directions. The data indicates persistent speeds above the 30mph PSL in both directions, particularly during the night.
- ▶ On Weybourne Road (Site 10), 7-day mean and 85%ile speeds recorded were typically at or under the 30mph PSL in both directions between 07:00 and 17:00, but over the 30mph PSL outside of this period - reaching over 35mph in both directions during the overnight period. The data indicates persistent speeds above the 30mph PSL in both directions, particularly during the night.



# Traffic Speed Survey Summary

## Coxbridge Roundabout Approaches

- ▶ In both directions on Wrecclesham Road (Site 1 2019), the mean speeds were consistently recorded at or below the 30mph PSL on weekdays, and over the 30mph PSL on weekends. The 85%ile speeds were recorded at between 33mph and 36mph in both directions.
- ▶ In both directions on West Street, north of Coxbridge Roundabout (Site 2 2019), the mean speeds were consistently recorded above the 30mph PSL. The 85%ile speeds were recorded consistently over 35mph.
- ▶ The data indicates persistent speeds above the 30mph PSL in both directions. This may be indicative of the nature of the adjoining A31, which has a PSL of 70mph in this location.



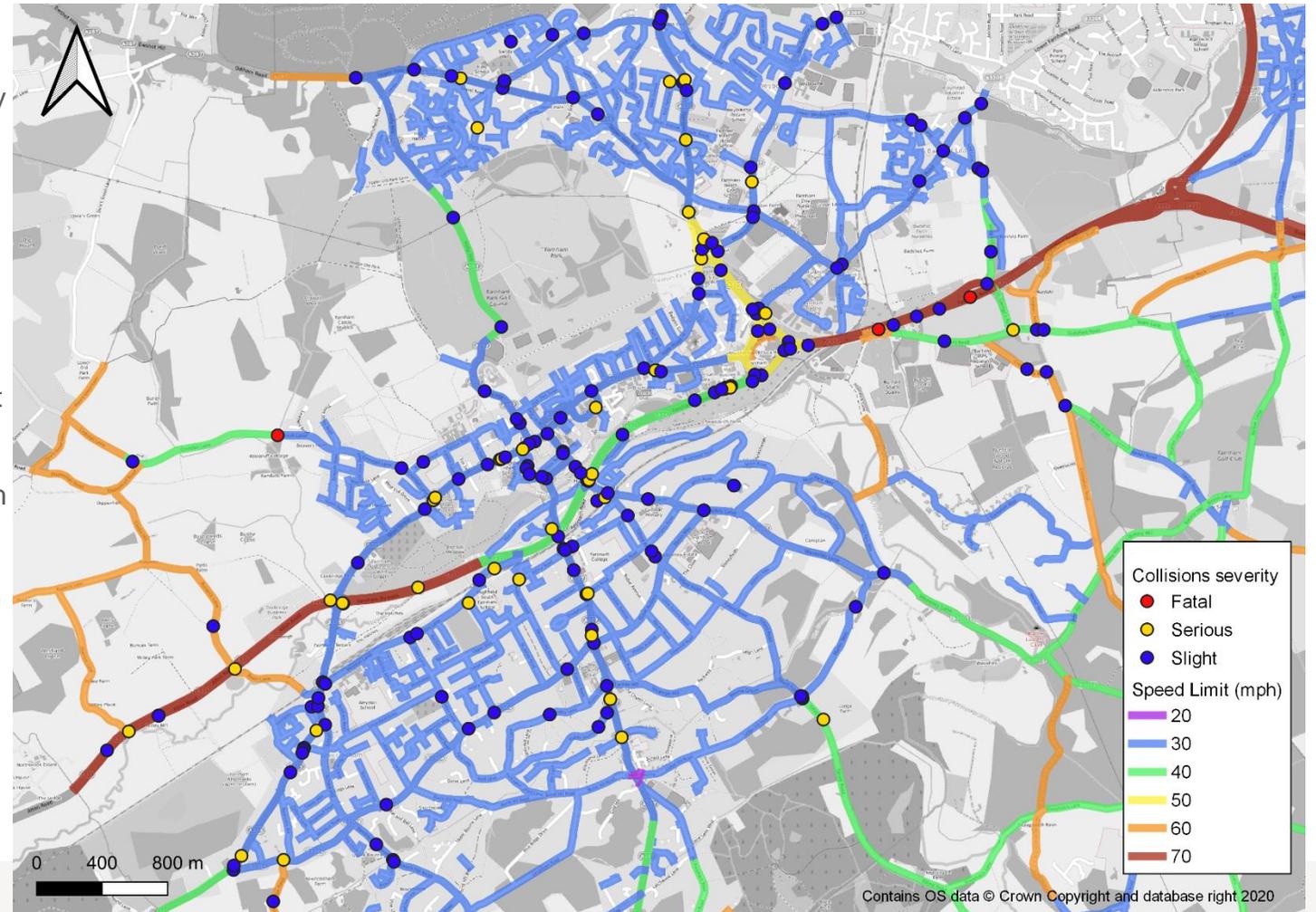
# Collision Analysis (2017-2020)

Data on collisions resulting in injuries recorded in Farnham and Upper Hale has been provided by the SCC Road Safety Team, for between 01/10/2017 and 30/09/2020.

The map shows the locations of all collisions resulting in injuries in Farnham and the surrounds in the context of the PSLs.

The data indicates that a total of 104 collisions were recorded over the three-year period. Few of the collisions resulted in fatal injuries, with the majority resulting in a slight or serious injury.

The data has been further analysed to identify collisions with speed listed as a causation factor. No prominent link between speed and collisions in any one area has been found.



# Issues Identified

## Town Centre

- ▶ There is local support for a 20mph speed limit within the Town Centre, including from pedestrians and cyclists. The speed survey data indicates that within the town centre itself speeds are generally low, with 7-day mean speeds of less than 24mph.
- ▶ On approach to the town centre, speeds are generally low to / from the south and west. Firgrove Hill, West Street and South Street all had recorded 7-day mean speeds of less than 24mph.
- ▶ Anecdotal evidence suggests there have been near misses with children crossing the road outside The Plough Pub and Mead Lane (West Street), and there is local desire for traffic calming measures outside the Plough Pub.
- ▶ Speeds were recorded to be typically low on approach to the town centre from the north (Castle Street) and east (East Street), with 7-day mean speeds at or less than 26mph. However, the data indicates that, typically, traffic speeds up as it leaves the town centre on these roads. On East Street it indicates that typically traffic speeds up as it leaves the town centre one-way-system. On Castle Street this may be linked to the general change in character of the road to the north and associated increase in PSL to 40mph (c. 500m north of the ATC location). With limited crossing facilities for pedestrians in this location, this could be a key safety concern.



# Issues Identified

## Upper Hale

- ▶ Anecdotal evidence suggests speeding on Upper Hale Road, in particular East of Folly Hill and West of Farnborough Road.
- ▶ Pupils from four local schools must cross Upper Hale Road, and there is local desire for a 20mph school zone close for Hale Primary School / improved crossings and school signs.
- ▶ Narrow footways through Upper Hale cause safety concerns.
- ▶ The speed survey indicates that close to Hale School speeds are generally within the 30mph PSL during the day (with a 7-day mean of less than 24mph), however 85%ile speeds were recorded as higher between 17:00 and 07:00.
- ▶ South of Wood Road, 7-day mean speeds were slightly higher (but below the 30mph PSL) although the 7-day 85%ile speed was recorded as over the 30mph PSL and up to 35mph between 17:00 and 07:00. This may be linked to the general character of the road in this location, which is straight with good visibility in both directions.



# Issues Identified

## Heath End (A325 Farnborough Road)

- ▶ Anecdotal evidence suggests speeding on Farnborough Road, in particular north of Upper Hale Road, and there has been local suggestion for traffic calming and increased signage (place signs and road painting).
- ▶ Pupils from four local schools must cross the A325, and there is local desire for a 20mph school zone for Heath End Secondary School and William Cobbett Primary / All Hallows pupils crossing).
- ▶ The speed survey data indicates persistent speeds above the 30mph PSL in both directions, particularly during the night.
- ▶ 7-day mean speeds recorded were typically at or over the 30mph PSL for traffic travelling in both directions. 7-day 85%ile speeds for traffic in both directions were also typically over 35mph, with 85%ile speeds reaching 45mph in the northbound direction during the night.
- ▶ With the exception of a small road sign for “Heath End” (located to the north of Rowhills) there is limited signage to advise drivers they are entering a village / residential area.

## Weybourne Road

- ▶ Anecdotal evidence suggests speeding on Weybourne Road, east of the Six Bells Roundabout.
- ▶ The speed survey data indicates persistent speeds above the 30mph PSL in both directions, particularly during the night.
- ▶ 7-day mean and 85%ile speeds recorded were typically at or under the 30mph PSL in both directions between 07:00 and 17:00, but over the 30mph PSL outside of this period reaching over 35mph in both directions during the overnight period. The 7-day 85%ile speeds were consistently recorded as over the 30mph PSL in both directions in all time periods.



# Issues Identified

## **A325 Wrecclesham Road (south of Coxbridge Roundabout)**

- ▶ Anecdotal evidence suggests speeding on the A325 Wrecclesham Hill.
- ▶ The speed survey data indicates that traffic typically travels at the 30mph PSL on Wrecclesham Road in both directions, although speeds are slightly higher (c. 33mph mean) during weekends. The 85%ile speeds were recorded at between 33mph and 36mph in both directions.
- ▶ This may be indicative of the nature of the adjoining A31, which has a PSL of 70mph in this location.

## **West Street (north of Coxbridge Roundabout)**

- ▶ The speed survey data indicates persistent speeds above the 30mph PSL in both directions (c. 33 mph mean).
- ▶ 7-day 85%ile speeds for traffic in both directions were also typically over 35mph, with 85%ile speeds reaching 45mph in the northbound direction during the over-night period.
- ▶ This may be indicative of the nature of the adjoining A31, which has a PSL of 70mph in this location.



# Policy and Guidance

Prior to identification of potential mitigation measures, National and Local policies and guidance have been reviewed to understand the requirements for implementation of speed-related measures and the process which must be followed.

- ▶ Changing to a lower speed limit on its own will not necessarily be successful in significantly reducing the speed of traffic if the prevailing mean speeds are much higher than the proposed lower speed limit. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low, and Surrey Police do not support 20mph speed limits that are not generally self-enforcing.
- ▶ Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway layout may be required to encourage lower speeds, in addition to any change in speed limit.
- ▶ Where the mean speed is already **at or below 24mph** on a road, introducing a 20mph speed limit through signing alone is likely to lead to general compliance with the new speed limit.
- ▶ Where the existing mean speeds are **above 24mph** then a 20mph scheme with traffic calming measures (known as a 20mph zone) will be required.
- ▶ It is possible to implement 20mph schemes that consist of a combination of physical features (where existing speeds are high), and signs alone (where speeds are already low) on different sections of the same road.
- ▶ Department for Transport (DfT) regulations now allow the use of advisory “20 when lights show” with amber flashing lights on the approach to schools. However, the influence of these signs on vehicle speeds is likely to be minimal and is not enforceable as it is an advisory sign rather than a legal limit. Regulations do not permit amber flashing lights to be used on the approach to signal-controlled crossings or zebra crossings. SCC Highways will not support the use of mandatory variable 20mph speed limits, and it is their policy that there should always be an overall assessment of the safety issues outside a school to investigate and define the problem rather than consideration of the speed limit in isolation.



# Potential Interventions

Potential interventions have been developed to respond to the key issues identified, with due consideration of where:

- ▶ Speed survey data indicates there are existing issues with speeding.
- ▶ There is local support for lowered speed limits.
- ▶ Safety issues have been raised or identified.
- ▶ National and SCC guidance would support additional measures.
- ▶ There is an opportunity to compliment interventions to encourage an increase in walking and / or cycling and an associated reduction in pollutants / emissions.

Due to the nature of the study, potential interventions have been grouped by location and are summarised in the following pages. The priority of interventions and whether they are progressed will be dependent on local member support (in line with the policy and guidance outlined in Section 3).



# Potential Interventions

Intervention	Description	Notes
<b>Town Centre</b>	20mph limit	The speed survey data indicates that within the town centre itself speeds are generally low with 7-day mean speeds of less than 24mph, which would support a signed-only 20mph speed limit as appropriate.
<b>West Street Gateway</b>	20mph limit with Gateway Feature	A “gateway” feature could be implemented drawing attention to the location of the school. This could help to create a sense of place when drivers enter the area by creating a visual impact and introducing drivers to the town. Gateway Signs could be one part of traffic calming measures. Department for Transport recommends using vertical elements (Gateway signs, speed limit signs, etc.) in conjunction with horizontal elements (build outs, pinch points, rumble devices, etc) to act as a speed reducing measure.
<b>East Street Traffic Calming</b>	20mph limit with Traffic Calming	A signed-only 20mph limit may be appropriate for traffic travelling towards the town centre; however, traffic leaving the town centre would be likely to exceed a 20mph limit. Surrey Police does not support 20mph speed limits that are not generally self-enforcing, and therefore it is likely that a 20mph limit would need to be supported with traffic calming measures in this location.
<b>Castle Street</b>	20mph with Gateway Feature	A “gateway” feature could be implemented drawing attention to the fact that drivers are entering the town. This could help to create a sense of place when drivers enter the area by creating a visual impact and introducing drivers to the town. Gateway Signs could be implemented in conjunction with physical traffic calming measures and complimentary horizontal elements (build outs, pinch points, rumble devices, etc) to act as speed reducing measures.
	Pedestrian Crossing	The provision of a crossing providing a link between Farnham Castle and Farnham Park to the wider pedestrian and cycle network. The location of a crossing and suitability of the intervention would need to be considered as part of a “whole package” which takes into account other objectives identified in the OIP for travel around the town centre.
<b>Folly Hill</b>	Speed Limit Reduction	In order to potentially reduce the speed limit, speed surveys will need to be undertaken to understand current mean and 85%ile speeds on this stretch, to inform whether a speed limit reduction would be suitable or if significant engineering measures would be required.



# Potential Interventions

Intervention	Description	Notes
<b>Upper Hale</b>	Signage Refresh in Upper Hale	A review and refresh of signage should be undertaken to ensure signage is located appropriately and is visible. The speed limit message could be reinforced with addition repeater signs and on-road painted speed limits.
	Gateway Treatment	Village Gateway Signs could be one part of traffic calming measures. DfT recommends using vertical elements (Village Gateway signs, speed limit signs, etc.) in conjunction with horizontal elements (build outs, pinch points, rumble devices, etc) to act as a speed reducing measure.
	Hale School Review	Should the school have specific safety concerns, a meeting should be held to discuss the concerns and education provision. SCC Sustainable Transport Team colleagues can advise the school if there are any gaps in provision and whether the school's travel plan needs to be updated. At this stage, the requirement for any physical interventions could also be raised.
	20mph Speed Limit	There is local desire for a 20mph school zone close to Hale Primary School, as well as school signs and improved crossings for pupils from four local schools who must cross Upper Hale Road. Narrow footways through Upper Hale result in perceived safety concerns.
<b>Heath End (A325 Farnborough Road)</b>	Gateway Feature	Village Gateway Signs could be one part of traffic calming measures. Department for Transport recommends using vertical elements (Village Gateway signs, speed limit signs, etc.) in conjunction with horizontal elements (build outs, pinch points, rumble devices, etc) to act as a speed reducing measure.
<b>Weybourne Road</b>	Speed Cameras	The implementation of safety cameras could be effective at reducing vehicle speeds, particularly overnight.
<b>Coxbridge Roundabout Approaches</b>	Package of measures	Coxbridge Roundabout interventions are being investigated as part of the OIP. This will include consideration of interventions on all approaches.



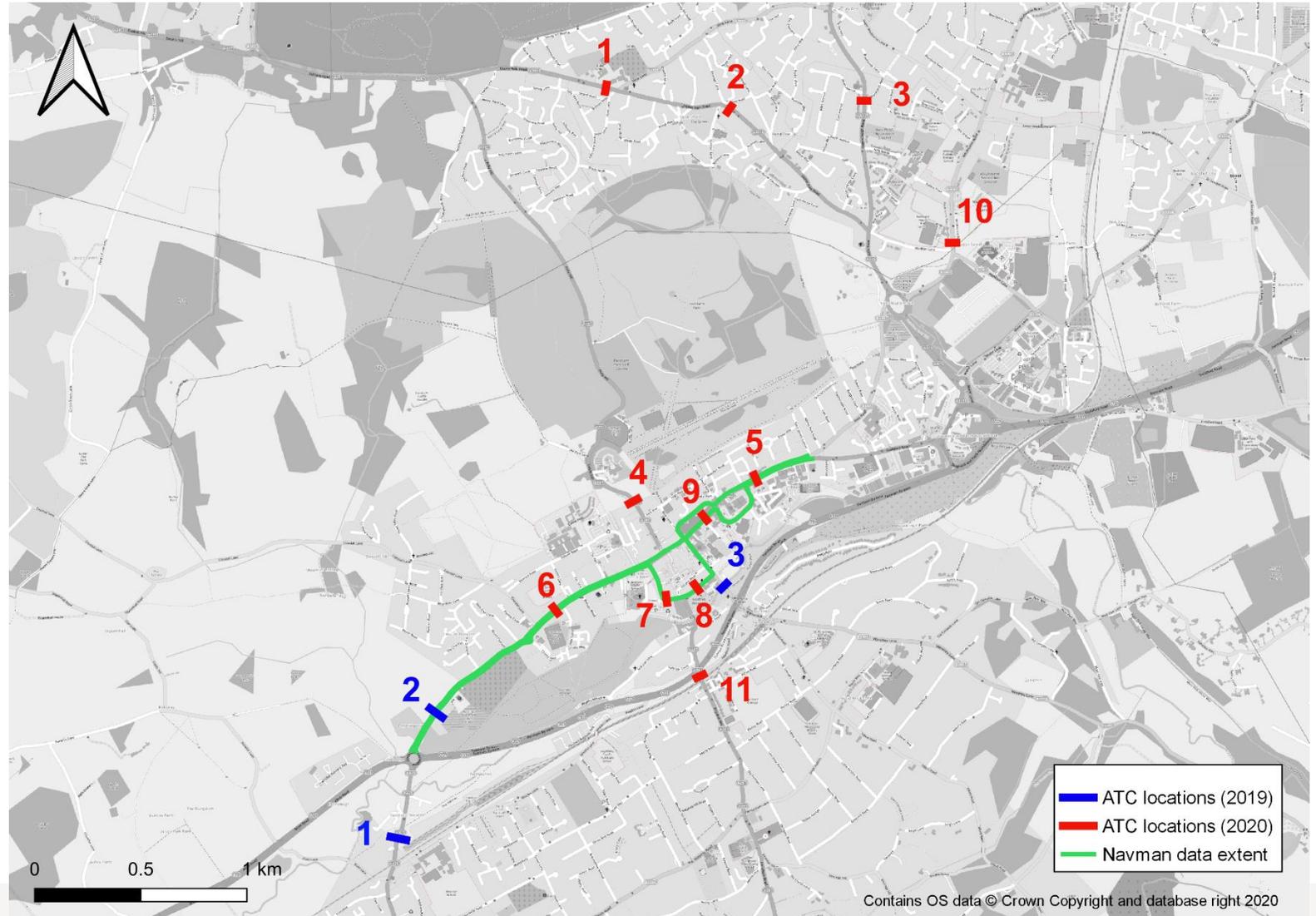
# Potential Interventions

Intervention	Description	Short Term / Quick Wins	Longer Term
<b>Town Centre</b>	20mph Zone	✓	
<b>West Street Gateway</b>	20mph limit with Gateway Feature	✓	
<b>East Street Gateway</b>	20mph limit with Traffic Calming	✓ (20mph speed reduction)	Further assessment required for appropriate traffic calming measures
<b>Castle Street Gateway</b>	20mph limit with Gateway Feature and Traffic Calming	✓ (20mph speed reduction)	Further assessment required for appropriate traffic calming measures
	Pedestrian Crossing		Further assessment required
<b>Folly Hill</b>	Speed Limit Reduction		Further surveys required / to be considered as part of OIP
<b>Upper Hale</b>	Signage Refresh in Upper Hale	✓	
	Gateway Treatment	✓	
	Hale School Review	✓	Any potential interventions may require further surveys / assessment.
	20mph Speed Limit		Further assessment required. Extensive liaison with SCC Highways and Surrey Police required
<b>Heath End (A325 Farnborough Road)</b>	Gateway Feature	✓	
<b>Weybourne Road</b>	Speed Cameras		Further assessment required
<b>Coxbridge Roundabout Approaches</b>	Package of measures		To be considered as part of OIP

# 1. Baseline Conditions

# Introduction

- ▶ The map shows the location and extent of data collected for this review. Further details of all data sources are provided in the following pages.
- ▶ Data collected includes:
  - ▶ *i-Transport Automatic Traffic Counts undertaken in 2019 (pre-Covid-19).*
  - ▶ *Automatic Traffic Counts undertaken to support this study in 2020 (post-Covid-19).*
  - ▶ *Navman average speed data supplied by Surrey County Council (2019).*



# Data Reviewed

Data Source	Dataset	Age	Comments / Use of Data
iTransport data	Automatic Traffic Counts (ATCs)	2019	ATCs conducted by Intelligent Data Collection in June and July 2019. This data is up-to-date but will not show implications of Covid-19. <i>Used to understand pre-Covid-19 pandemic traffic compositions and speeds.</i>
Intelligent Data Collection	Automatic Traffic Counts (ATCs)	2020	ATCs collected traffic flow and speed data from Monday 30th November 2020 to Thursday 10 <sup>th</sup> December 2020 across 24 hours. <i>Used to understand post-Covid-19 pandemic traffic compositions and speeds.</i>
Surrey County Council	Navman average speed data	2019	Navman average speed data for September 2019. This data represents pre-Covid-19 speeds on the A325 between Guildford Road and Coxbridge Roundabout. The data includes average freeflow speeds on the A325 between 08:00-09:00, 10:00-16:00 and 17:00-18:00 in September 2019. <i>Used to understand and identify locations for further speed surveys.</i>
Waverley Air Quality 2020 Report	Maps of AQMAs Details of automatic and non-automatic monitoring sites Mean NO2 & PM10 monitoring results	2020	A measure to encourage walking by implementing a pedestrian crossing on A287 Firgrove Hill is in process of being implemented. Currently this has included a speed limit reduction from 50mph to 40mph being implemented on the A287 Hindhead Road towards Haslemere.
Collision Statistics	STATS19 SCC Data	2017 - 2020	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 2020 inclusive.</i>
Various	Anecdotal evidence and written representations	2020	Written representations provided, including commentary on issues experienced in the town and local area. <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

Excessive speeding has been highlighted on:

- ▶ Upper Hale Road, in particular East of Folly Hill and West of Farnborough Road;
- ▶ Farnborough Road, in particular north of Upper Hale Road;
- ▶ West Street;
- ▶ A325 Wrecclesham Hill; and
- ▶ Weybourne Road, east of the Six Bells Roundabout.

## 20mph Zones

- ▶ There is local support for a 20mph speed limit within the Town Centre, including from pedestrians and cyclists;
- ▶ Provide 20mph speed limits at principle crossing points for local schools; and
- ▶ Provide 20mph school zones on the A325 (Heath End Secondary School and William Cobbett Primary / All Hallows pupils crossing) and A3016 (Hale Primary School).

## Safety

- ▶ There have been near misses with children crossing the road outside The Plough Pub and Mead Lane;
- ▶ Pupils from four local schools must cross the A325 and A3016; and
- ▶ Narrow footways through Upper Hale cause safety concerns.

## Other Measures

- ▶ Traffic calming measures outside The Plough Pub; and
- ▶ Traffic calming and increased signage (place signs and road painting) on Upper Hale Road and Farnborough Road;
- ▶ Treatment on the A325 through Heath End and Upper Hale Road, including:
  - ▶ *New and additional 30mph signs and on-road painted speed limits;*
  - ▶ *Better Village Entry signage / gateway signs on entry to Hale and Heath End; and*
  - ▶ *Improved crossing for local schools / school signs.*



# Potters Gate Primary School Highway Improvements

Velocity Transport Planning prepared a report in June 2017 to address outstanding planning Condition 3 related to the expansion of Potters Gate Primary School in Farnham (ref. WA/2012/0695), and the high-level measures proposed in the 2012 School Travel Plan. Condition 3 required a post implementation assessment to be undertaken to identify whether a series of highway improvements were necessary to address any highway safety risks that had been exacerbated by the expansion of the school.

A series of improvement measures were implemented before September 2019; these measures primarily focused on the area around the UCA access road, Falkner Road and Potters Gate.

The technical note prepared by Velocity also reviewed baseline data and concluded that there are no significant highway safety issues from the perspective of 1) changes in pupil / staff travel demand at Potters Gate School since the original 2012 consent, 2) changes in localised traffic flow, 3) evidence of vehicle speeds, and 4) evidence of recorded accident history that would warrant local highway improvements over and above that proposed as part of the discharge of Condition 3.

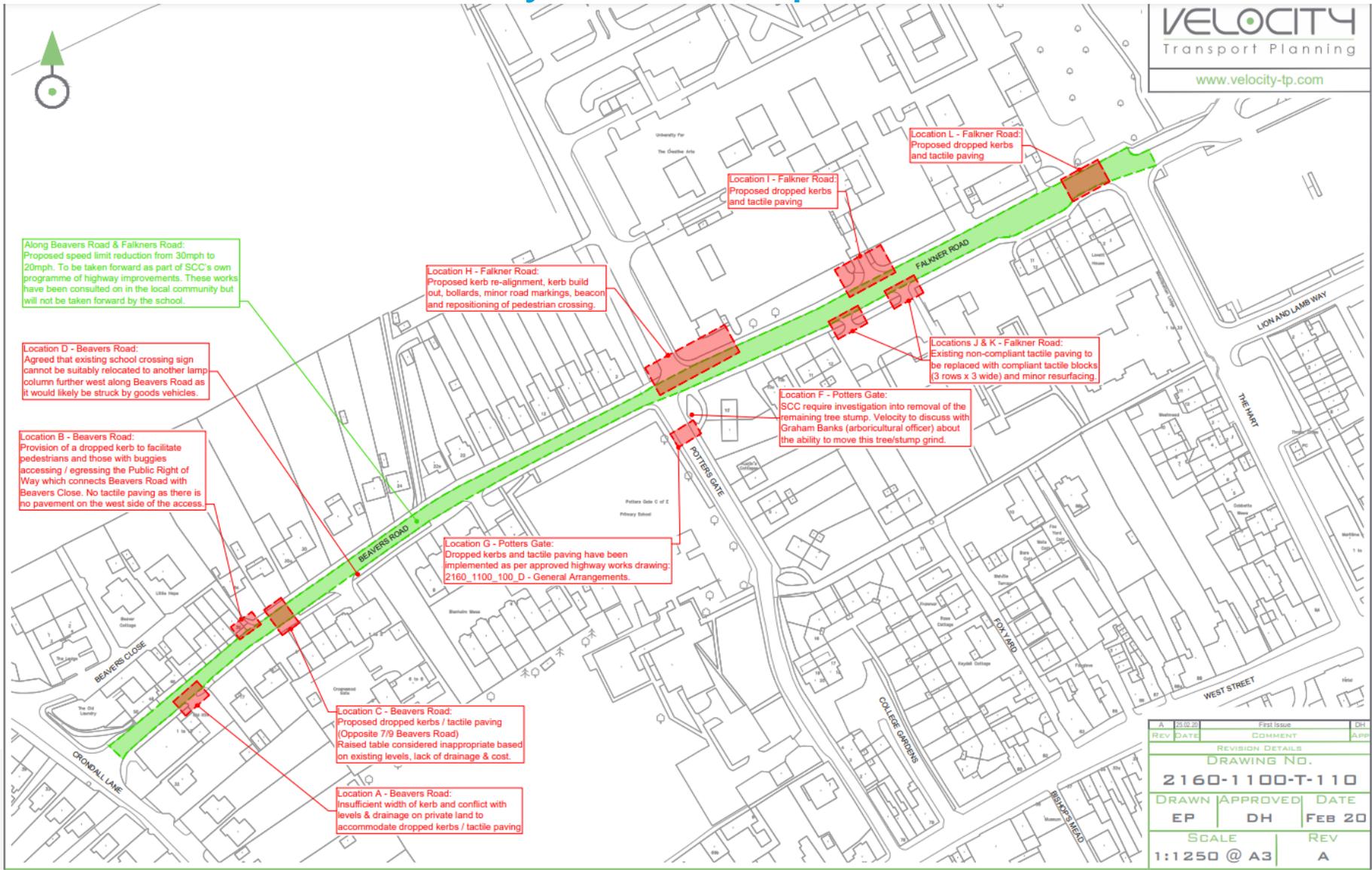
Nonetheless, in order to further consider concerns raised by members, the propensity for further highway improvements has been assessed via a series of site visits and meetings between Velocity and SCC. These were undertaken between September 2019 and January 2020 with various departments within SCC.

A new package of measures has been finalised and proposed as preliminary designs and which are included on the next page. The plan shows the proposed additional highway works (now referenced as locations B, C, F, H, I, J, K & L), those already delivered (location G), those works that cannot be implemented for the reasons described (locations A & D), and the improvement works to be taken forward by SCC (the measure highlighted in green - location E).

Upon re-consultation at committee, assuming no objection is raised, these proposals will be subject to detailed design based on a topographical survey, and review of the presence of underlying utilities



# Potters Gate Primary School Speed Measures



# 1.1 Traffic Composition

# Introduction

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

- ▶ i-Transport Automatic Traffic Count (ATC) data collected in June and July 2019. This data represents conditions pre-Covid-19.
- ▶ Intelligent Data ATC data collected in December 2020. This data represents conditions post-Covid-19.

The data represents post-Covid-19 traffic composition in the Town Centre and the surrounds (including Upper Hale, Heath End and Weybourne Road), and pre-Covid-19 composition on Wreclesham Road (south of Coxbridge Roundabout), West Street (north of Coxbridge Roundabout) and South Street.

Analysis of this data has been undertaken to understand the composition of traffic recorded and whether it could affect the speeds recorded (e.g., a significant proportion of LGVs, HGVs, or cyclists).

The graphs on the following pages illustrate the recorded traffic compositions at each ATC site.

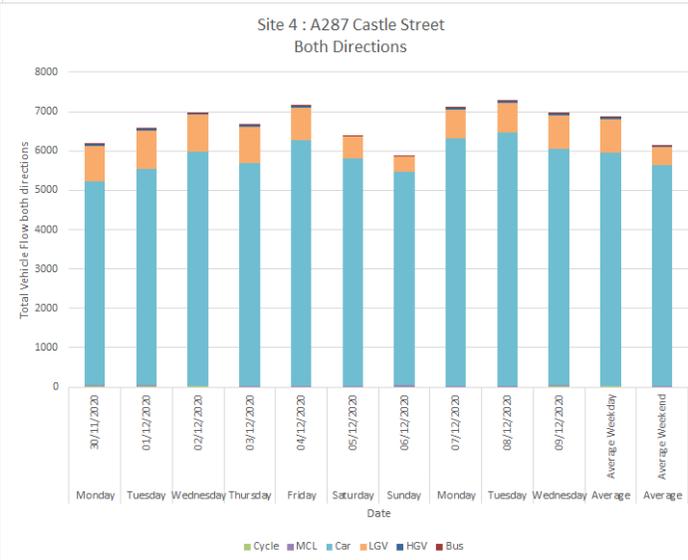
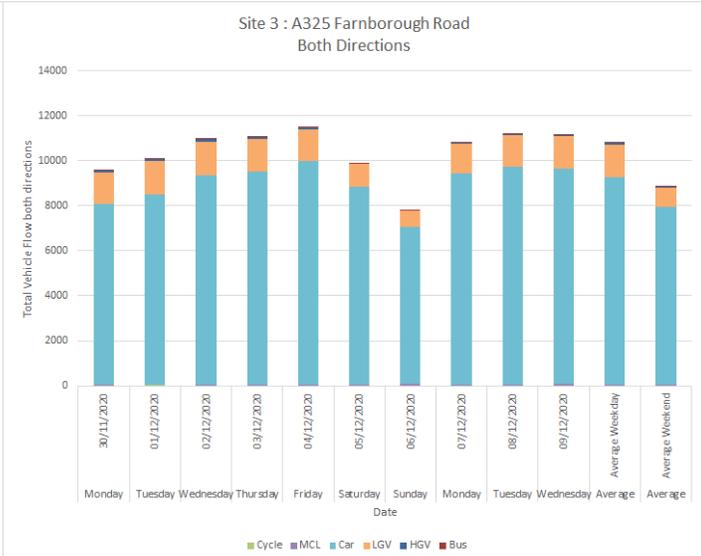
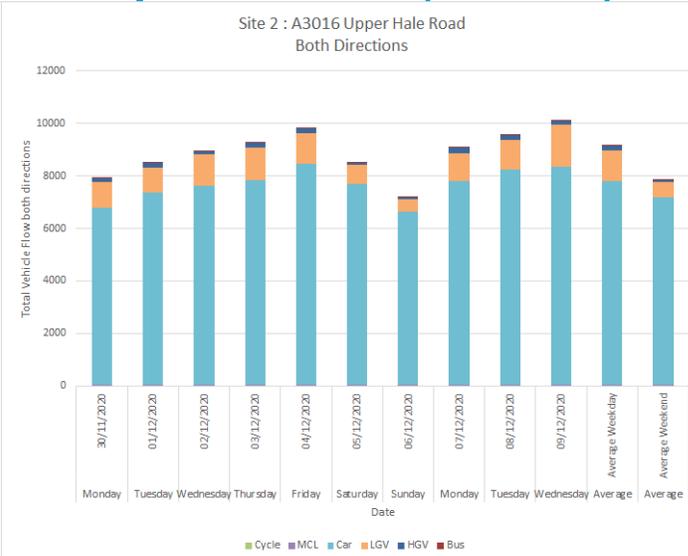
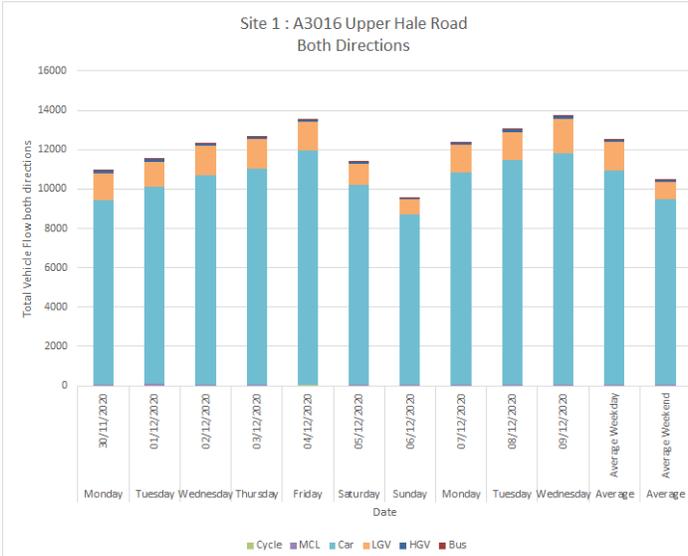
In summary:

- ▶ The majority of vehicles recorded at all sites were “lights”, comprising cars and Light Goods Vehicles (LGVs).
- ▶ In 2020, a significant proportion of “lights” were cars. In 2019 recorded “lights” were split more evenly between cars and LGVs.
- ▶ Cyclists, Motorcyclists, Heavy Goods Vehicles (HGVs) and Buses make up a small proportion of traffic recorded at any of the sites.
- ▶ It is not considered that the vehicle compositions would affect the speeds recorded, or any conclusions drawn in this Study.



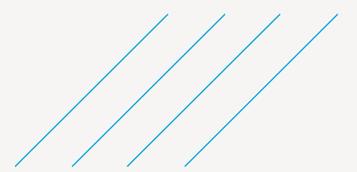
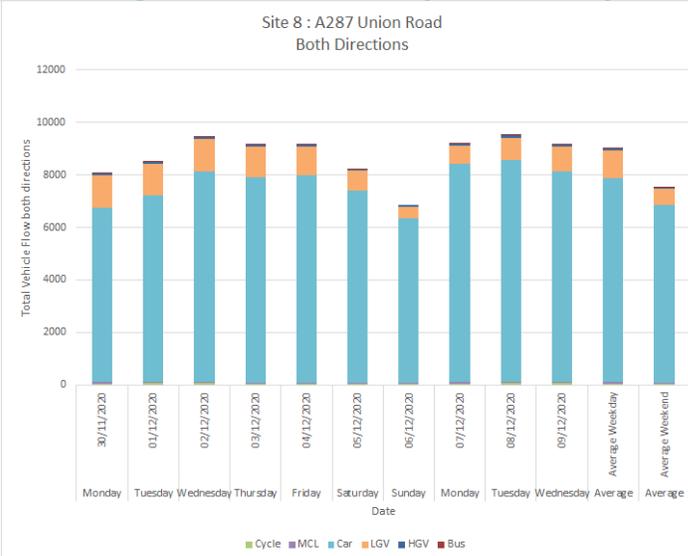
# ATC Data – Vehicle Composition (2020)

Daily traffic volumes recorded by 2020 ATCs



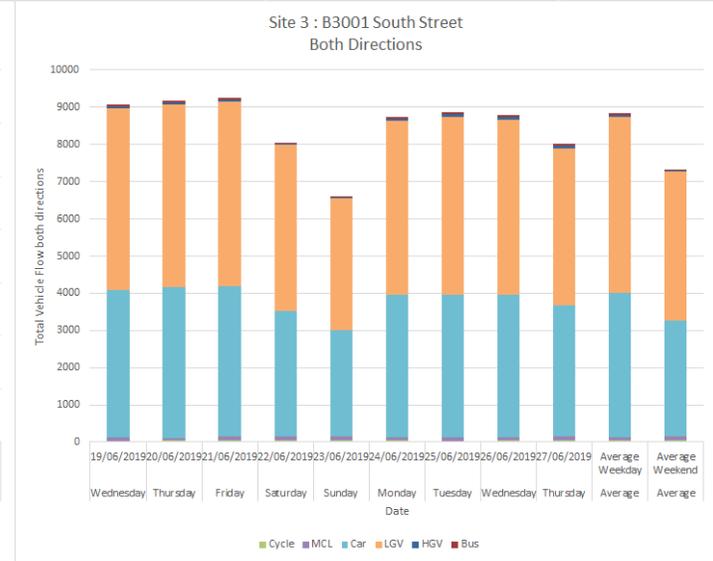
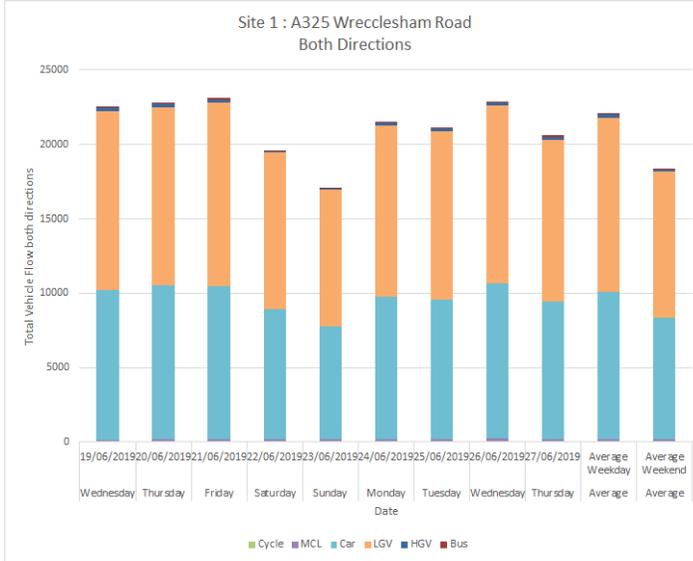
# ATC Data – Vehicle Composition (2020)

Daily traffic volumes recorded by 2020 ATCs



# ATC Data – Vehicle Composition (2019)

Daily traffic volumes recorded by 2019 ATCs



# 1.2 Traffic Speeds



# Introduction

Analysis of speed data has been undertaken to understand baseline conditions pre- and post-Covid-19 pandemic:

- ▶ Navman average speed data supplied by Surrey County Council. This data represents pre-Covid-19 speeds on the A325 between Guildford Road and Coxbridge Roundabout. The data includes average freeflow speeds on the A325 between 08:00-09:00, 10:00-16:00 and 17:00-18:00 in September 2019.
- ▶ i-Transport Automatic Traffic Count (ATC) data collected in June 2019. This data represents pre-Covid-19 speeds on Wrecclesham Road, West Street and South Street. The data includes hourly mean and 85%ile\* speeds for eight days.
- ▶ 2020 Automatic Traffic Count (ATC) data collected in December 2020. This data represents post-Covid-19 speeds at locations around Farnham town centre\*\* and the surrounds (including Upper Hale, Heath End and Weybourne Road). The data includes hourly mean and 85%ile\* speeds for ten days.

Analysis of the Navman data and anecdotal evidence was used to identify the locations of the 2020 ATCs. Further analysis of each of the datasets has been undertaken to understand the average and 85%ile\* speeds of traffic within the wider area (i-Transport data and 2020 ATCs) and town centre (Navman data and ATC data).

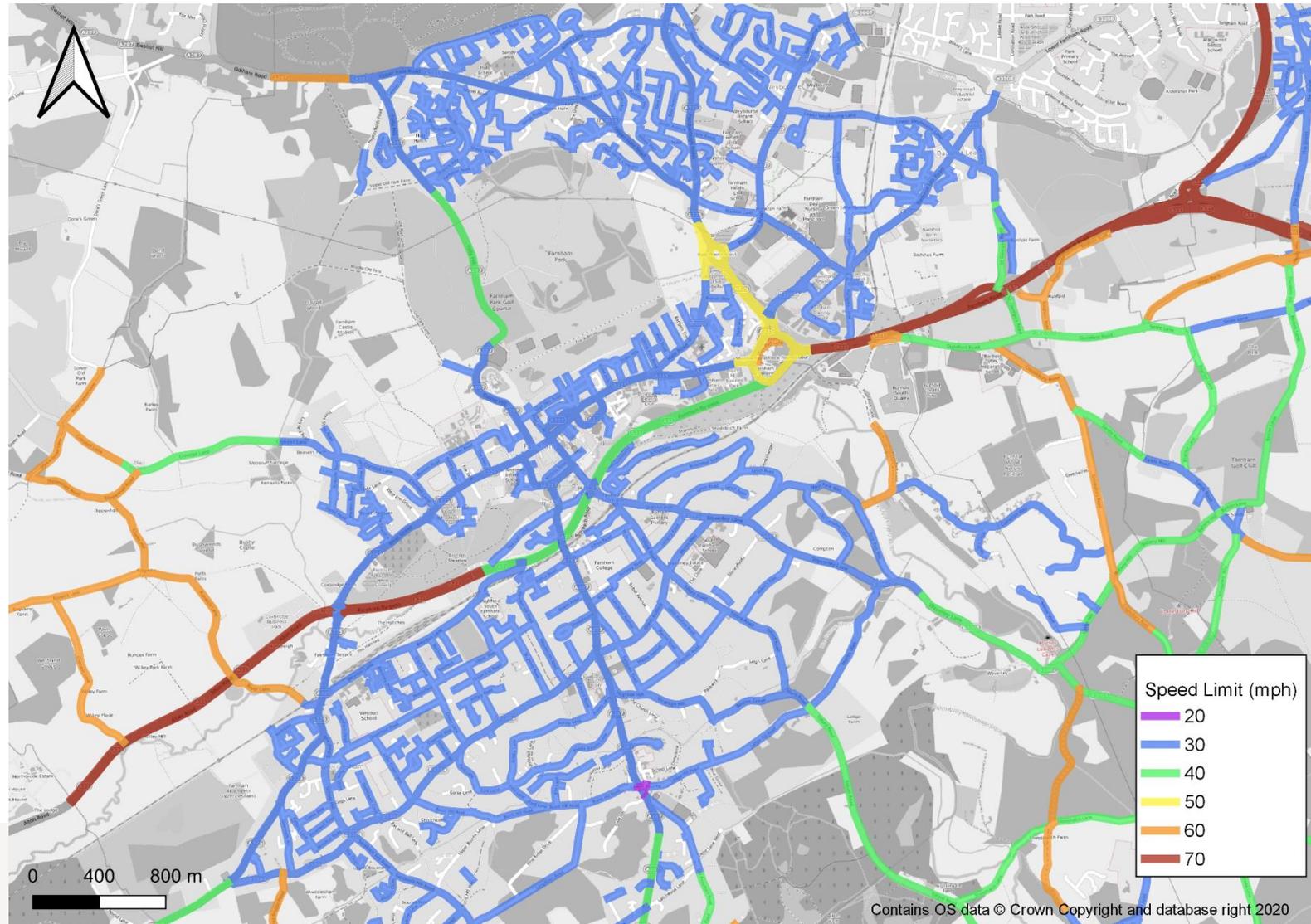
The map on the following page indicates posted speed limits (PSLs) in the local area for reference.

*\* The 85<sup>th</sup> percentile (85%ile) speed is the speed at or below which 85% of motorists were recorded driving on the given road. It can indicate the speed that most motorists on the road consider safe and reasonable under ideal conditions.*

*\*\* It is worth nothing that due to the pandemic, there is currently some widening of footways with barriers which is taking up some of the roadspace and may contribute to reduced speeds.*



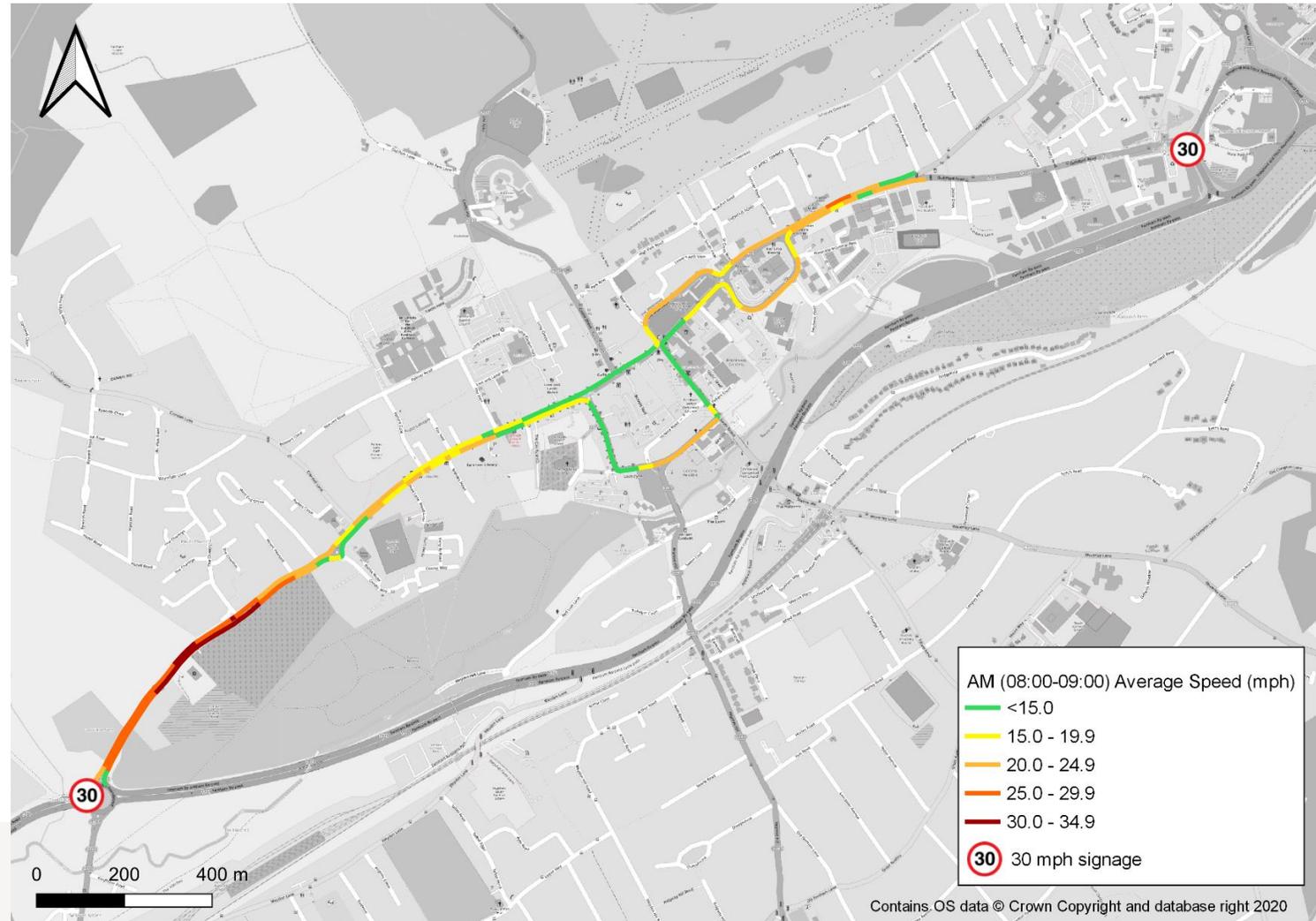
# Posted Speed Limits



Farnham Town Centre: Optimised Infrastructure Plan. Project 2 – Speed Study

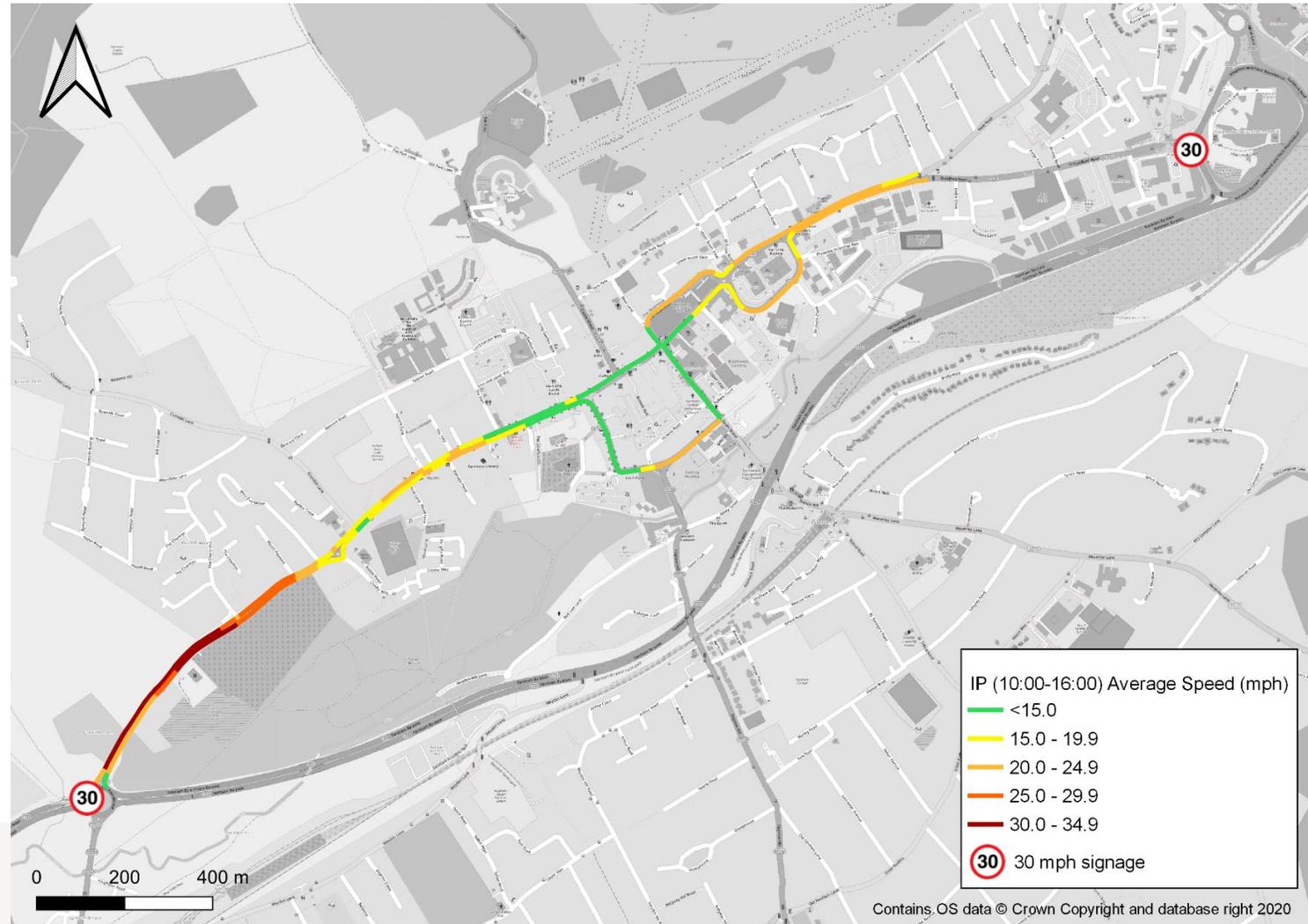
# A325 Average Speeds (Navman data) AM Peak 08:00-09:00

- ▶ The map shows average speeds in September 2019 between 08:00 and 09:00.
- ▶ The data indicates that average speeds in excess of 30mph (the posted speed limit) were recorded to the north of Coxbridge Roundabout).
- ▶ Between the Crosby Way Roundabout and the Town Centre speeds vary between 15mph and 24.9mph.
- ▶ Within the Town Centre speeds are generally 15mph or lower with Union Road slightly higher between 20mph and 24.9mph.
- ▶ Between Dogflud Way and Guildford Road, speeds range from 15mph and 24.9mph. Speeds along Woolmead road in the eastbound direction are higher than along the A325 in the westbound direction.



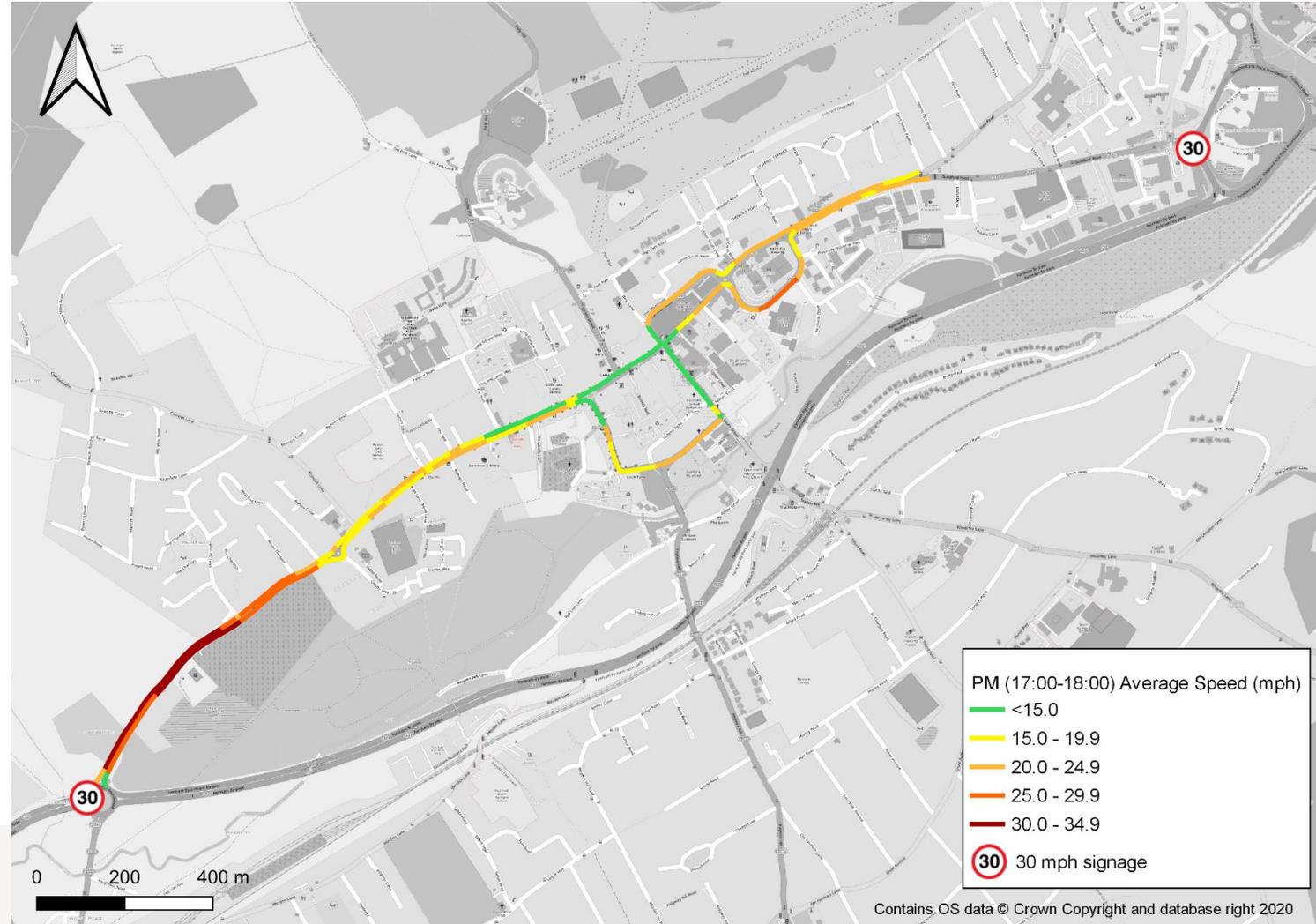
# A325 Average Speeds (Navman data) Inter-Peak 10:00-16:00

- ▶ The map shows average speeds in September 2019 between 10:00 and 16:00.
- ▶ The data indicates that average speeds in excess of 30mph (the posted speed limit) were recorded to the north of Coxbridge Roundabout).
- ▶ Between the Crosby Way Roundabout and the Town Centre, speeds are slightly higher with fewer average speeds below 15mph.
- ▶ Within the Town Centre speeds are lower compared to the AM peak with more links less than 15mph.
- ▶ Between Dogflud Way and Guildford Road, speeds are similar to the peaks, but are higher at the eastern end of the A325 by the East Street A325 / Guildford Road signalised junction.



# A325 Average Speeds (Navman data) PM Peak 17:00-18:00

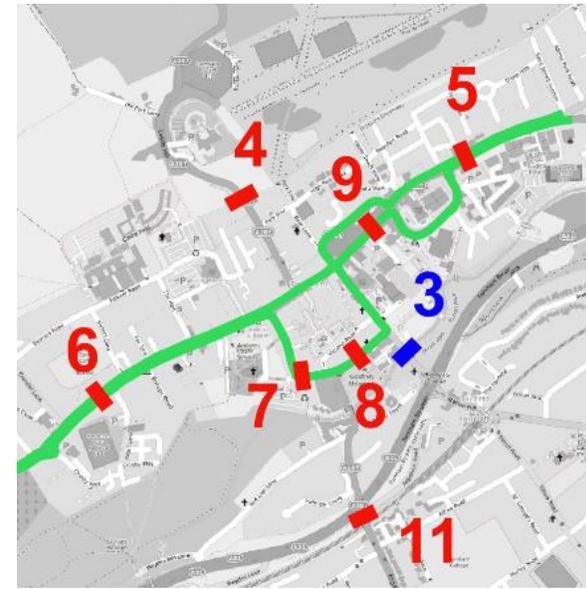
- ▶ The map shows average speeds in September 2019 between 17:00 and 18:00.
- ▶ The data indicates that average speeds in excess of 30mph the PSL (posted speed limit) were recorded to the north of Coxbridge Roundabout).
- ▶ Between the Crosby Way Roundabout and the Town Centre, speeds are below 24.9mph much the same as the AM Peak and Inter-Peak (IP).
- ▶ Within the Town Centre, Downing Way has slightly higher speeds than in the AM and IP.
- ▶ Between Dogflud Way and Guildford Road, average speeds are generally below 24.9mph. However, on Dogflud Way average speeds are between 25mph and 29.9mph, higher than both the AM and IP.



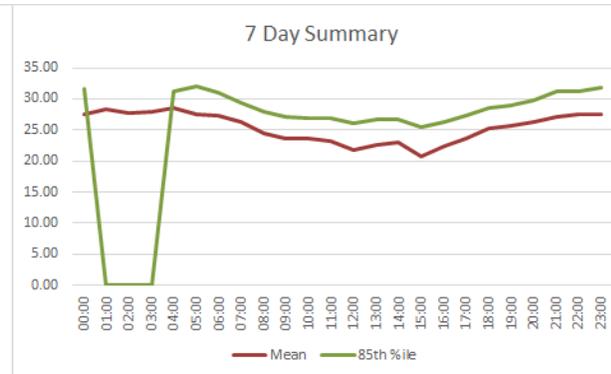
# Town Centre Speeds (ATC Data)

## Summary

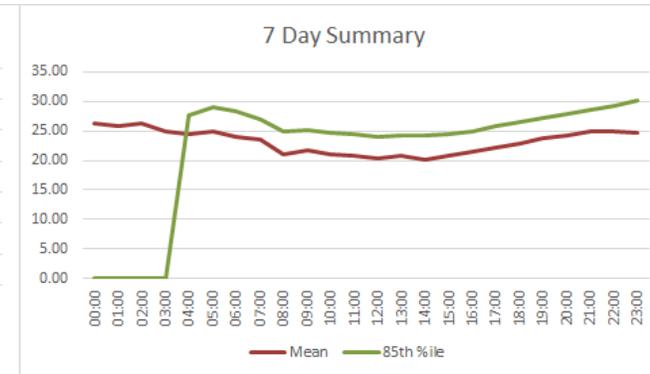
- ▶ ATC Sites 7, 8 and 9 (2020) recorded speeds within the Town Centre. The map shows their locations.
- ▶ Overall, the **maximum 7-day mean speed was less than 24mph at all of the locations** (shown in the below table).
- ▶ The graphs below summarise the 7-day mean and 85%ile speeds recorded by the 2020 ATCs by hour.
- ▶ **On Downing Street (Site 7) and East Street (Site 9) the 7-day mean and 85%ile speeds were consistently recorded as under the 30mph PSL.**
- ▶ **On Union Road (Site 8), 7-day mean speeds were consistently recorded under the 30mph PSL, although 7-day 85%ile speeds were recorded as slightly over during night-time periods.**



Site 7 – 7-day Speed Summary recorded by 2020 ATC



Site 8 – 7-day Speed Summary recorded by 2020 ATC



Site 9 – 7-day Speed Summary recorded by 2020 ATC

Site	Mean (mph)	85%ile (mph)
7	14.66	18.15
8	23.86	27.84
9	21.64	25.58

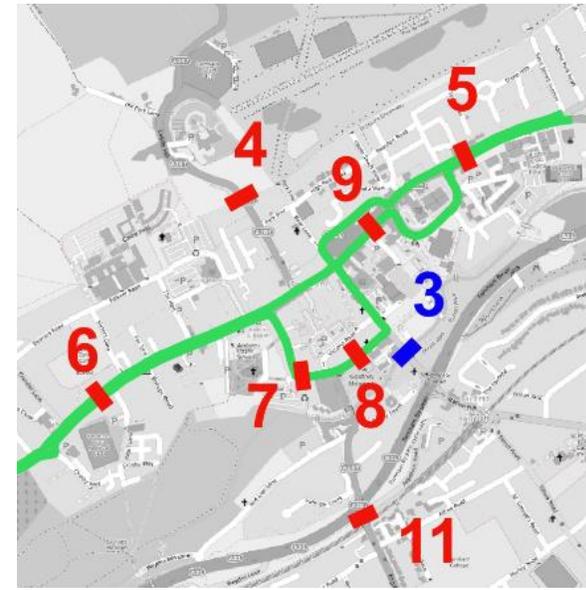
7-day Mean and 85%ile Speed Summary (2020 ATC)



# Town Centre Approaches Speeds (ATC Data)

## Summary

- ▶ ATC Sites 4, 5, 6, 11 (2020) and 3 (2019) recorded speeds on approach to the Town Centre. The map shows their locations.
- ▶ Overall, the maximum 7-day mean speed, shown in the below table, was less than 24mph on West Street (Site 6), Firgrove Hill (Site 11) and South Street (Site 3). On South Street (Site 3), detailed speed data was not included in the 2019 counts, and therefore an approximate summary speeds have been estimated (see following page).
- ▶ At East Street (Site 5) and Castle Street (Site 4) the 7-day mean speeds were slightly higher (shown in the below table); further analysis has therefore been undertaken to understand any underlying trends (see following page).
- ▶ The graphs below summarise the 7-day mean and 85%ile speeds recorded by the 2020 ATCs by hour on West Street (Site 6) and Firgrove Hill (Site 11). At both locations, 7-day mean speeds were consistently recorded under the 30mph PSL, although 7-day 85%ile speeds were recorded at slightly over during night-time periods.

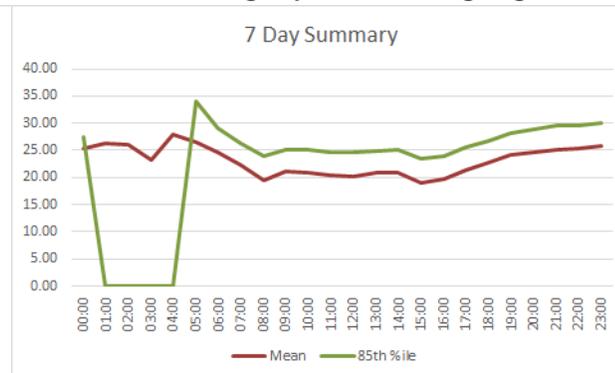


Site	Mean (mph)	85%ile (mph)
3 2019	c. 22	c. 27
4	26.02	29.86
5	24.43	28.79
6	23.16	27.27
11	21.13	25.74

7-day Mean and 85%ile Speed Summary (2020 ATC except 2019 at Site 3)



Site 6 – 7-day Speed Summary recorded by 2020 ATC



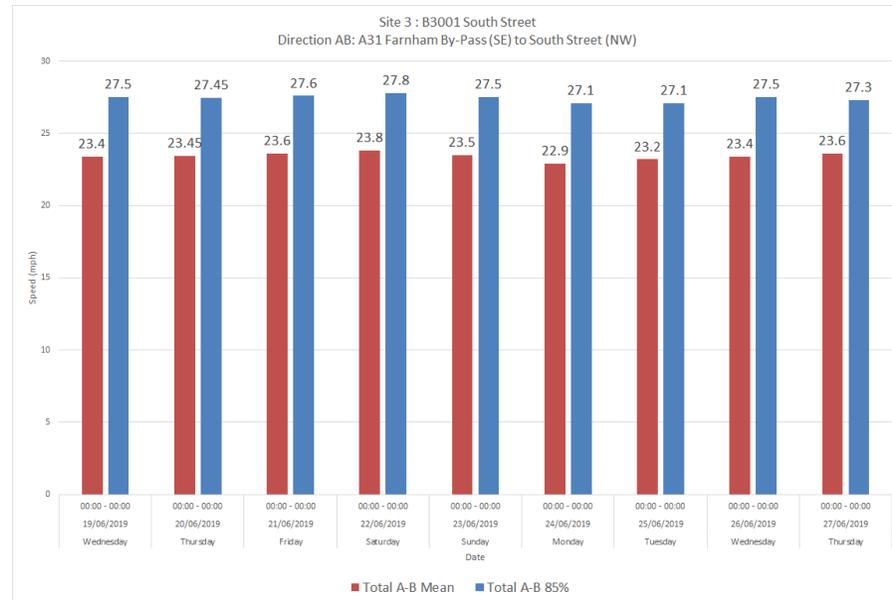
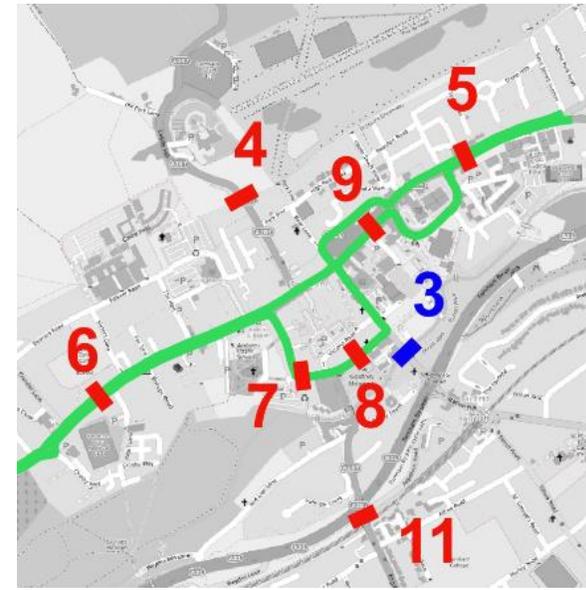
Site 11 – 7-day Speed Summary recorded by 2020 ATC



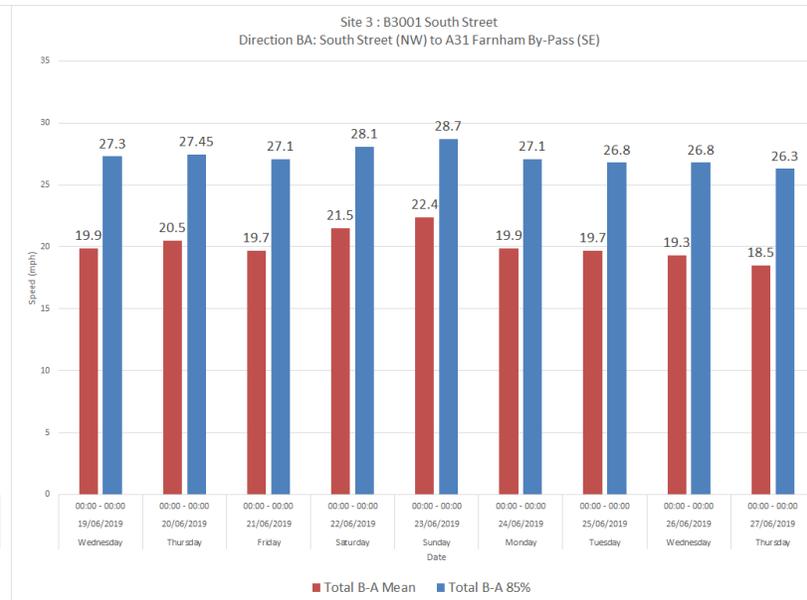
# Town Centre Approaches Speeds (ATC Data)

## Speeds by direction

- ▶ On South Street (Site 3), detailed speed data was not included in the 2019 counts and therefore mean and 85%ile speeds have been estimated at 22mph and 27mph respectively.
- ▶ The graphs below summarise the mean and 85%ile speeds by day in each direction. **In both directions, the mean speeds were consistently recorded under 24mph and 85%ile speeds under the 30mph PSL.**



Site 3 – Daily Speed Summary recorded by 2019 ATC (Northbound)



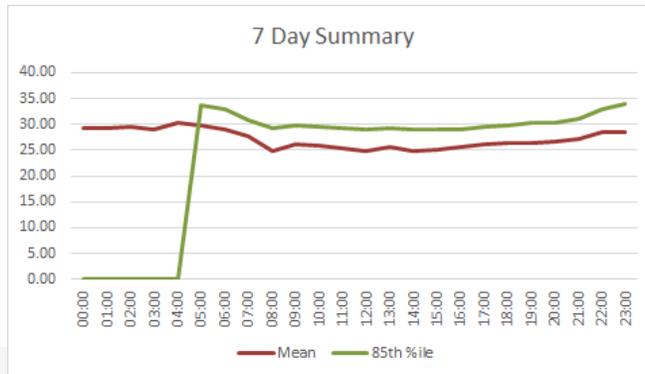
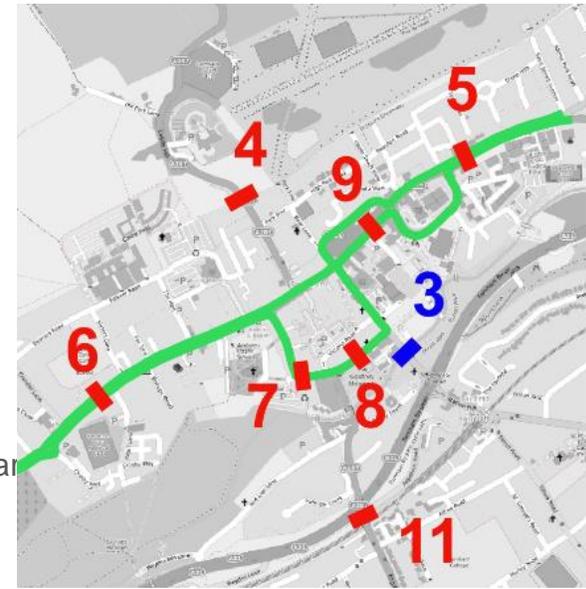
Site 3 – Daily Speed Summary recorded by 2019 ATC (Southbound)



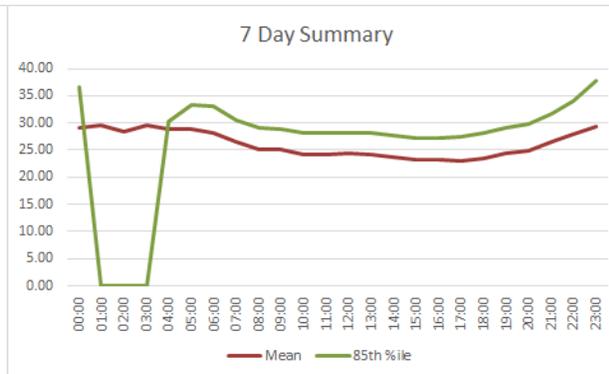
# Town Centre Approaches Speeds (ATC Data)

## Speeds by direction

- Overall, the 7-day mean speed was recorded as 24.5mph on East Street (Site 5) and 26mph on Castle Street (Site 4). Further analysis has been undertaken to understand any underlying trends.
- 7-day mean and 85%ile speeds by direction (shown in the below table) indicate that 7-day mean and 85%ile speeds are generally below the 30mph PSL for traffic travelling towards the town centre, with traffic leaving having higher speeds (85%ile speeds above the 30mph PSL at both locations).
- The graphs below summarise the 7-day mean and 85%ile speeds recorded by the 2020 ATCs by hour on Castle Street (Site 4) and East Street (Site 5). At both locations, 7-day mean speeds were consistently recorded at or under the 30mph PSL. The 7-day 85%ile speeds were recorded consistently over the 30mph PSL, particularly during night-time periods.
- The speed data has therefore been further analysed to understand underlying trends by time period and direction (see following page).



Site 4 – 7-day Speed Summary recorded by 2020 ATC



Site 5 – 7-day Speed Summary recorded by 2020 ATC

Site	Mean (mph)	85%ile (mph)
4 NB	27.61	31.43
4 SB	24.43	28.30
5 EB	26.06	31.08
5 WB	22.80	26.50

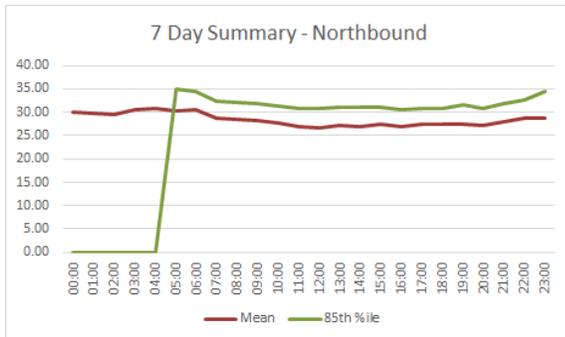
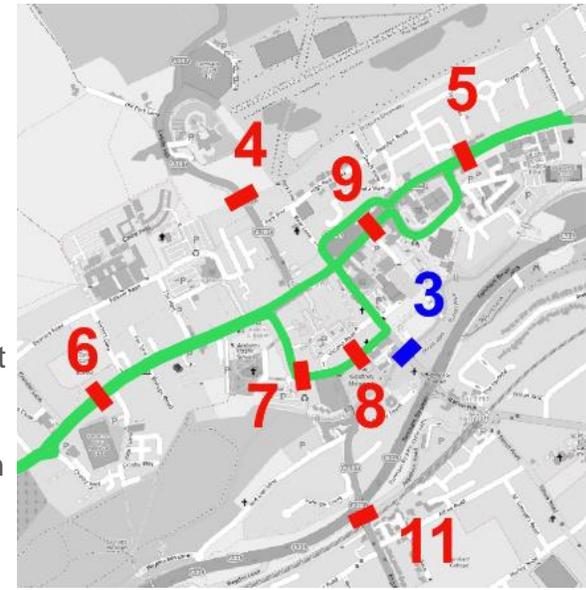
7-day Mean and 85%ile Speed Summary by direction (2020 ATC)



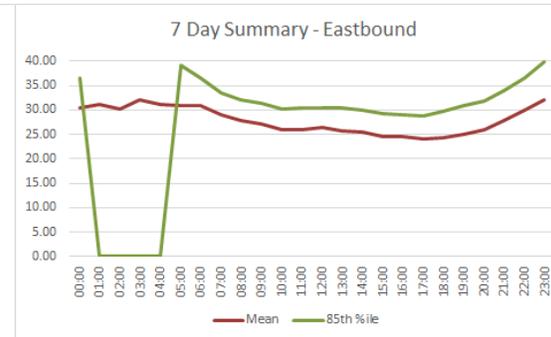
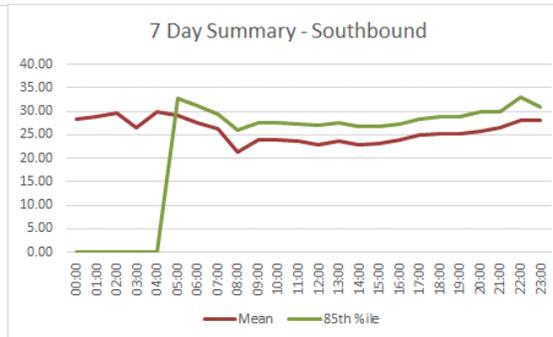
# Town Centre Approaches Speeds (ATC Data)

## Speeds by direction

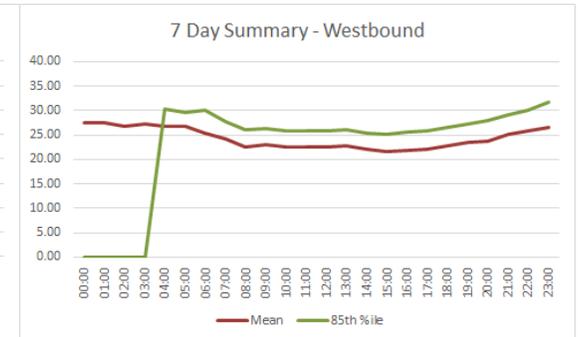
- ▶ The graphs below summarise the 7-day mean and 85%ile speeds recorded by the 2020 ATCs by hour on Castle Street (Site 4) and East Street (Site 5).
- ▶ On Castle Street (Site 4), 7-day mean speeds recorded were typically under the 30mph PSL for traffic travelling in both directions. 7-day 85%ile speeds for southbound traffic were also typically also under the 30mph PSL. The 85%ile speeds for northbound traffic were recorded consistently over the 30mph PSL. **This indicates that typically traffic speeds up as it leaves the town centre, which may be linked to the general change in character of the road to the north and associated increase in PSL to 40mph (c. 500m north of the ATC location).**
- ▶ On East Street (Site 5), 7-day mean and 85%ile speeds recorded were typically under the 30mph PSL for traffic travelling westbound. The 7-day mean speeds for eastbound traffic were recorded over the 30mph PSL during night-time periods, and the 7-day 85%ile speeds were consistently recorded as over. Similar to Castle Street, **this indicates that typically traffic speeds up as it leaves the town centre one-way-system.**



Site 4 – 7-day Speed Summary recorded by 2020 ATC



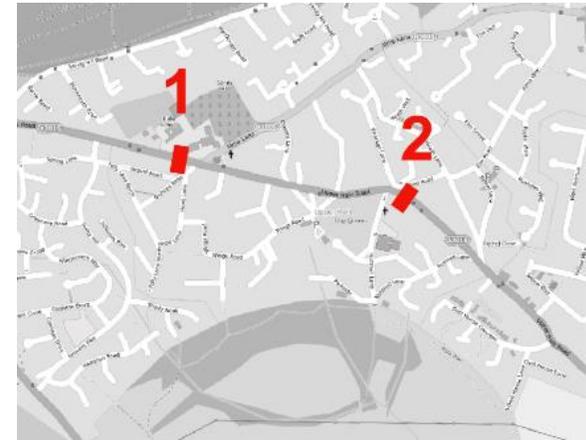
Site 5 – 7-day Speed Summary recorded by 2020 ATC



# Upper Hale Speeds (ATC Data)

## Summary

- ▶ ATC Sites 1 and 2 (2020) recorded speeds on the A3016 Upper Hale Road. The map shows their locations.
- ▶ Overall, the **7-day mean speed was less than 24mph close to Hale School (Site 1)** and the **7-day 85%ile speed was below the 30mph PSL**, shown in the below table. South of Wood Road (Site 2), 7-day mean speeds were slightly higher (but below the 30mph PSL) and the 7-day 85%ile speed over the 30mph PSL.
- ▶ The graphs below summarise the 7-day mean and 85%ile speeds recorded by the 2020 ATCs by hour. At Site 1, the 7-day mean speeds were **consistently recorded at or under the 30mph PSL**, although **7-day 85%ile speeds were recorded as higher than 30mph between 17:00 and 07:00**.
- ▶ At Site 2, 7-day mean speeds recorded were typically at or below the 30mph PSL however the 7-day 85%ile speeds were recorded as 30mph or higher. Further analysis has therefore been undertaken to understand any underlying trends (see following page).



Site	Mean (mph)	85%ile (mph)
1	23.22	28.66
2	27.27	30.80

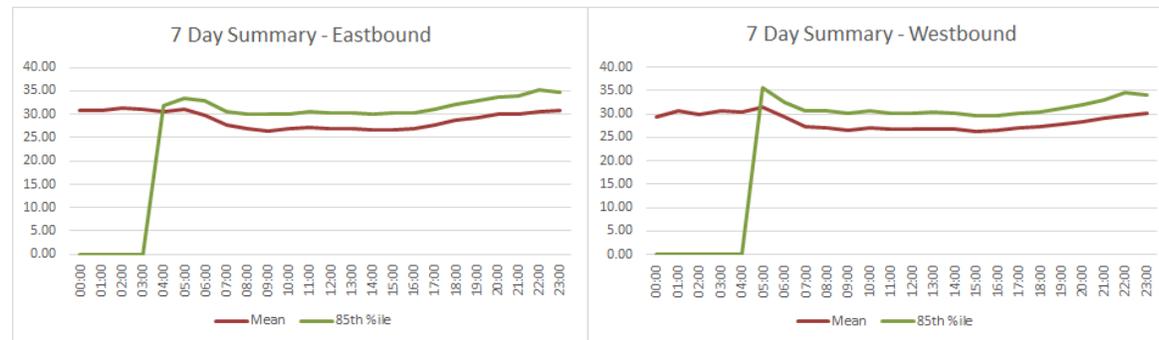
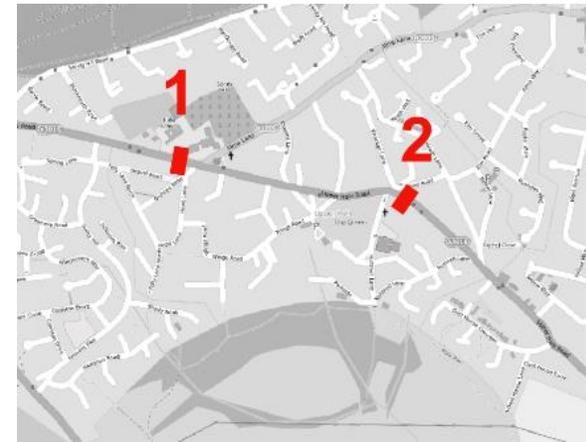
7-day Mean and 85%ile Speed Summary (2020 ATC)



# Upper Hale Speeds (ATC Data)

## Speeds by direction

- ▶ At Site 2, 7-day mean speeds were consistently recorded at or under the 30mph PSL, although 7-day 85%ile speeds were recorded as 30mph or higher. Further analysis has been undertaken to understand any underlying trends.
- ▶ 7-day mean and 85%ile speeds by direction (shown in the below table) indicate that 7-day mean and 85%ile speeds are generally below the 30mph PSL, with 85%ile speeds being within 1mph of the PSL in both directions.
- ▶ The graphs below summarise the 7-day mean and 85%ile speeds recorded by the 2020 ATCs by hour on Upper Hale Road (Site 2). In both directions, the mean speeds recorded are generally at or below the 30mph PSL. **The 7-day 85%ile speeds were consistently recorded as over the 30mph PSL, and up to 35mph between 17:00 and 07:00 in both directions.** This may be linked to the general character of the road in this location, which is straight with good visibility in both directions.



Site 2 – 7-day Speed Summary recorded by 2020 ATC

Site	Mean (mph)	85%ile (mph)
2 EB	27.46	31.01
2 WB	27.08	30.60

7-day Mean and 85%ile Speed Summary by direction (2020 ATC)

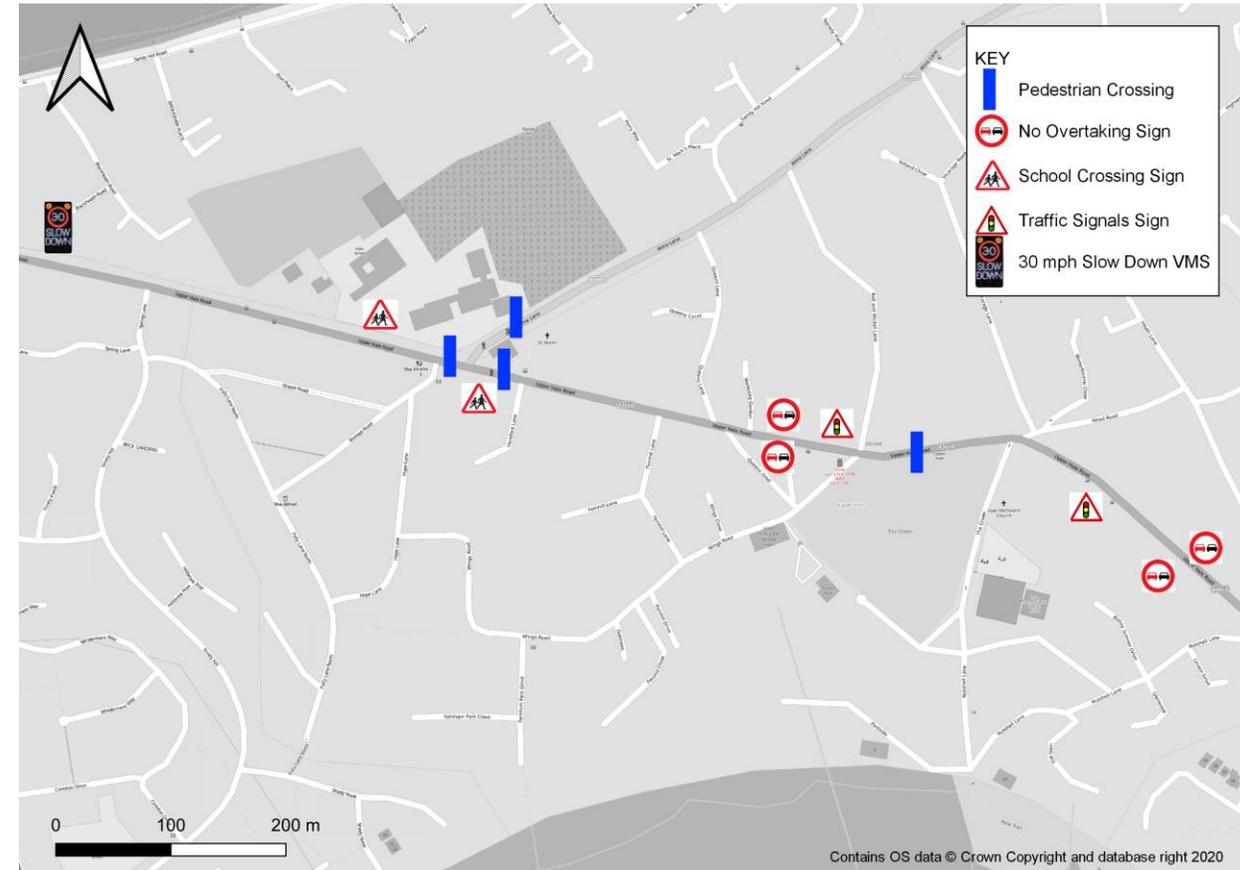


# Upper Hale – Existing Measures and Signage

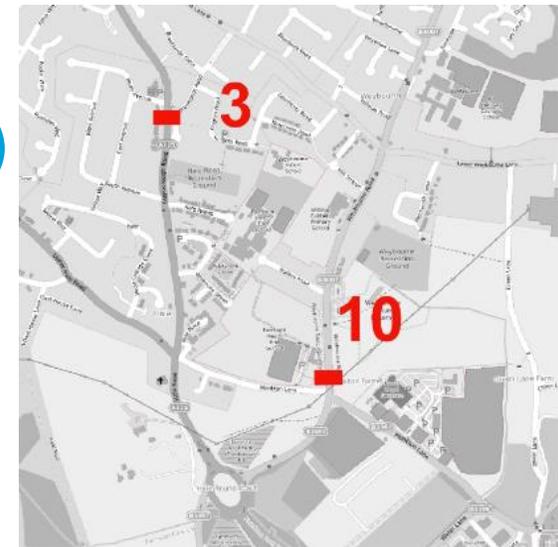
A number of traffic calming measures and crossings are in place on the A3016 through Upper Hale, as summarised in the plan:

- ▶ 30mph “Slow Down” VMS west of Spring Lane
- ▶ No overtaking signs in the vicinity of the junctions with Alma Lane, Queens Road and Nutshell Lane.
- ▶ School crossing signs in the vicinity of the junction with Alma Lane.
- ▶ Signalised pedestrian crossings at the junction with Alma Lane and adjacent to Hale Recreation Ground.

From on-site observations it was noted that there are significant stretches of the road without PSL repeater signs. Whilst the signage in place does comply with design standards, this may be a contributing reason for drivers travelling above the PSL.



# Heath End and Weybourne Road Speeds (ATC Data)



## Summary

- ▶ ATC Sites 3 and 10 (2020) recorded speeds on Farnborough Road through Heath End (Site 3) and on Weybourne Road (Site 10). The map shows their locations.
- ▶ Overall, the maximum 7-day mean and 85%ile speeds were over the 30mph PSL on Farnborough Road (shown in the below table). On Weybourne Road the 7-day mean speed was 30mph, and 7-day 85%ile speed 34.5mph.
- ▶ The graphs below summarise the 7-day mean and 85%ile speeds recorded by the 2020 ATCs by hour. On Farnborough Road (Site 3), the 7-day mean and 85%ile speeds were consistently recorded as over the 30mph PSL. On Weybourne Road (Site 10), 7-day mean speeds were consistently recorded at or over the 30mph PSL, and 7-day 85%ile speeds at or over 35mph during most time periods.



Site 3 – 7-day Speed Summary recorded by 2020 ATC

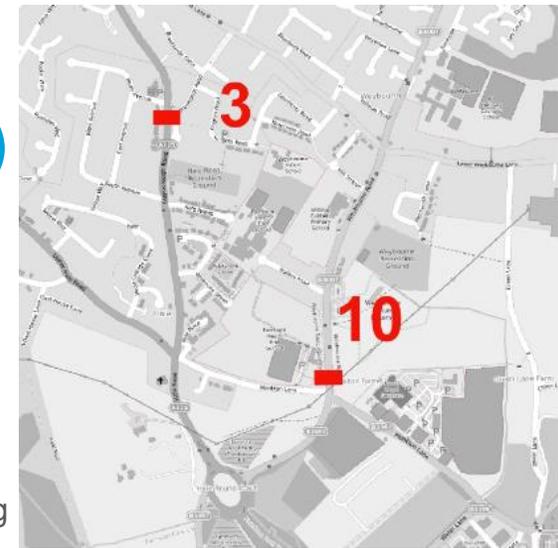
Site 10 – 7-day Speed Summary recorded by 2020 ATC

Site	Mean (mph)	85%ile (mph)
3	31.05	35.56
10	29.79	34.55

7-day Mean and 85%ile Speed Summary (2020 ATC)



# Heath End and Weybourne Road Speeds (ATC Data)



## Speeds by direction

- ▶ The graphs below summarise the 7-day mean and 85%ile speeds recorded by the 2020 ATCs by hour on Farnborough Road (Site 3) and Weybourne Road (Site 10). At both locations, 7-day mean speeds were consistently recorded at or over the 30mph PSL, with 7-day 85%ile speeds at or over 35mph.
- ▶ On Farnborough Road (Site 3), 7-day mean speeds recorded were typically at or over the 30mph PSL for traffic travelling in both directions. The 7-day 85%ile speeds for traffic in both directions were also typically over 35mph, with 85%ile speeds reaching 45mph in the northbound direction during the over-night period. **This indicates persistent speeds above the 30mph PSL in both directions, particularly during the night.**
- ▶ On Weybourne Road (Site 10), 7-day mean and 85%ile speeds recorded were typically at or under the 30mph PSL in both directions between 07:00 and 17:00, but over outside of this period reaching over 35mph in both directions during the over-night period. The 7-day 85%ile speeds were consistently recorded as over the 30mph PSL in both directions in all time periods. Similar to Farnborough Road, **this indicates persistent speeds above the 30mph PSL in both directions, particularly during the night.**

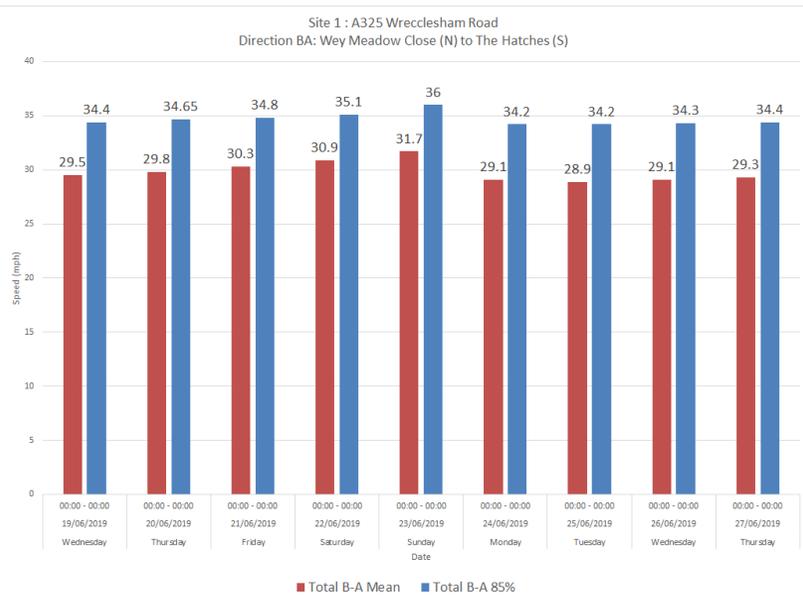
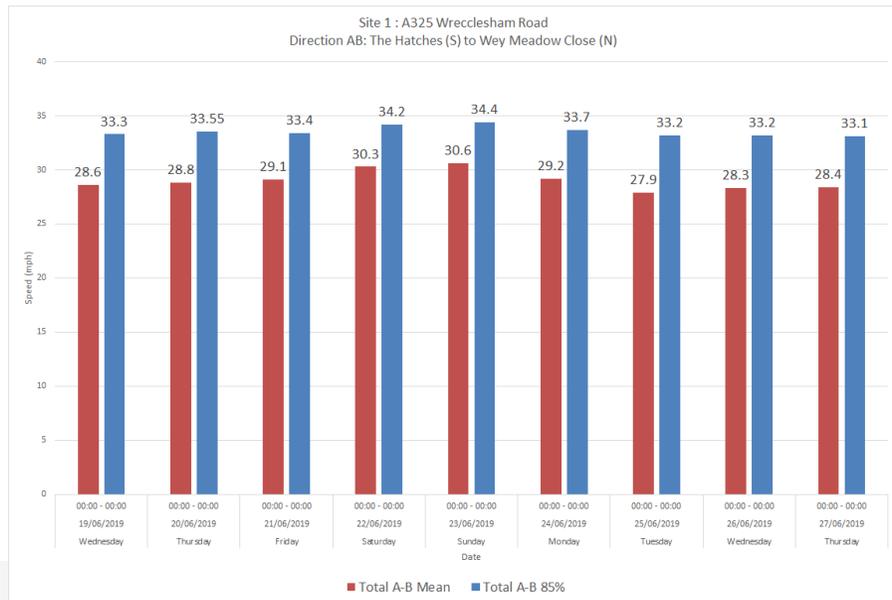
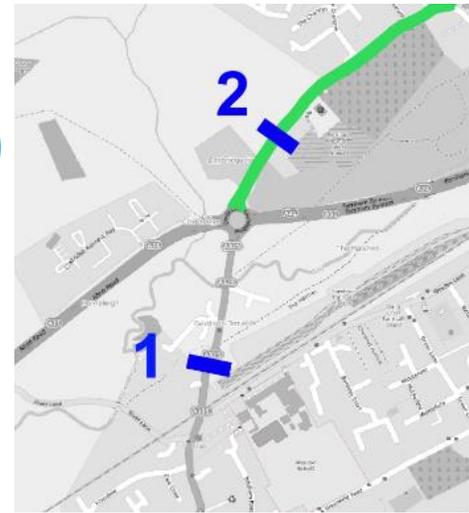


Site 3 – 7-day Speed Summary recorded by 2020 ATC

Site 10 – 7-day Speed Summary recorded by 2020 ATC

# Coxbridge Roundabout Approaches Speeds (ATC Data)

- ▶ ATC Sites 1 and 2 (2019) recorded speeds on Wrecclisham Road (Site 1) and on West Street (Site 2). The map shows their locations.
- ▶ Detailed speed data was not included in the 2019 counts and therefore mean and 85%ile speeds have been estimated at 29mph and 31mph respectively (see table below).
- ▶ The graphs below summarise the mean and 85%ile speeds by day in each direction for Wrecclisham Road (Site 1). **In both directions, the mean speeds were consistently recorded at or below the 30mph PSL on weekdays, and over the 30mph PSL on weekends. The 85%ile speeds were recorded at between 33 and 36mph in both directions.**



Site 1 – Daily Speed Summary recorded by 2019 ATC (Northbound)

Site 1 – Daily Speed Summary recorded by 2019 ATC (Southbound)

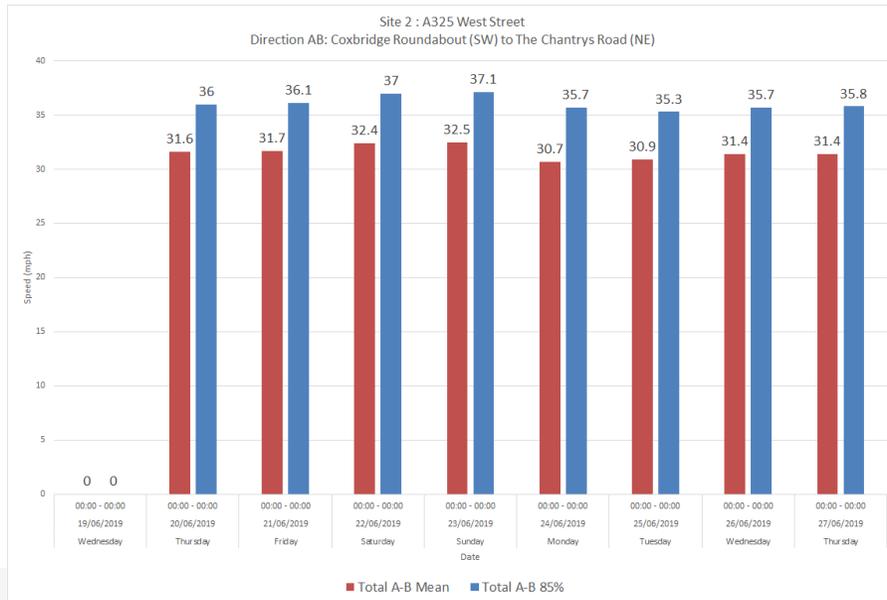
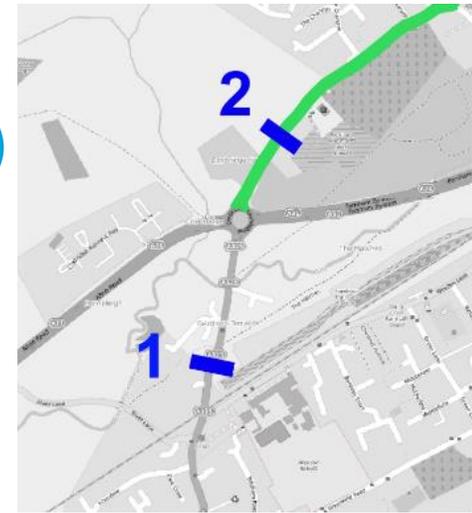
Site	Mean (mph)	85%ile (mph)
1 2019	C. 29	C. 34
2 2019	C. 31	C. 36.5

7-day Mean and 85%ile Speed Summary (2019 ATC)

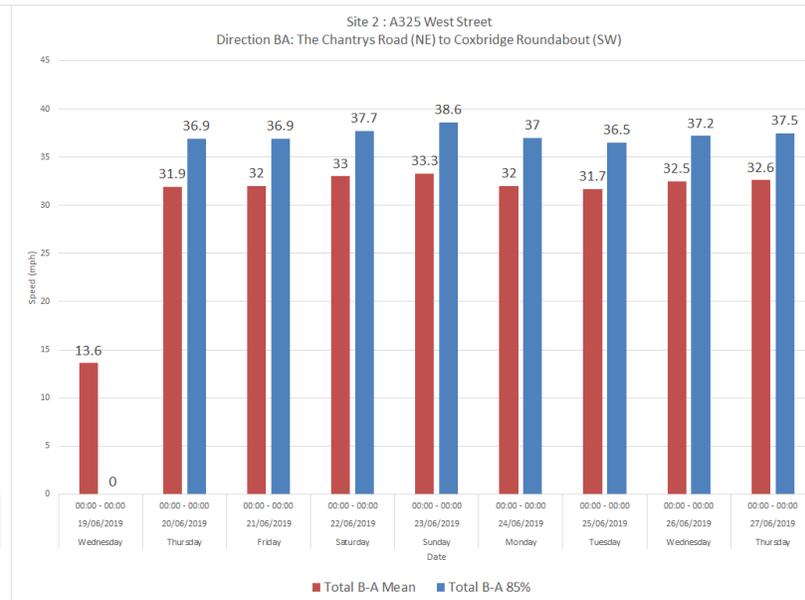


# Coxbridge Roundabout Approaches Speeds (ATC Data)

- ▶ The graphs below summarise the mean and 85%ile speeds by day in each direction for West Street (Site 2). **In both directions, the mean speeds were consistently recorded above the 30mph PSL. 85%ile speeds were recorded consistently over 35mph.**
- ▶ This may be indicative of the nature of the adjoining A31, which has a PSL of 70mph in this location.



Site 2 – Daily Speed Summary recorded by 2019 ATC (Northbound)



Site 2 – Daily Speed Summary recorded by 2019 ATC (Southbound)



# 1.3 Collisions and Air Quality



# Introduction

In addition to consideration of traffic volumes, analysis has been undertaken to understand the effects of speeds in the local area in terms of collisions, and air quality:

- ▶ STATS-19 and SCC collision data provide 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 vulnerable users and those with speed listed as a causation factor 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.



# Collision Statistics (2017-2020)

Data on collisions resulting in injuries recorded in Farnham and Upper Hale has been provided by the SCC Road Safety Team, for between 01/10/2017 and 30/09/2020.

The tables below summarise the number of collisions by type of user involved and severity of injury. The data indicates that a total of 104 total collisions were recorded over the three-year period. Few of the collisions resulted in fatal injuries, with the majority resulting in a slight or serious injury.

Collisions involving:	Slight	Serious	Fatal
Motor vehicles only	123	34	2
2 wheeled motor vehicles	19	2	1
Pedal cycles	17	5	0
Horses and other	1	0	0
<b>Total</b>	<b>160</b>	<b>41</b>	<b>3</b>

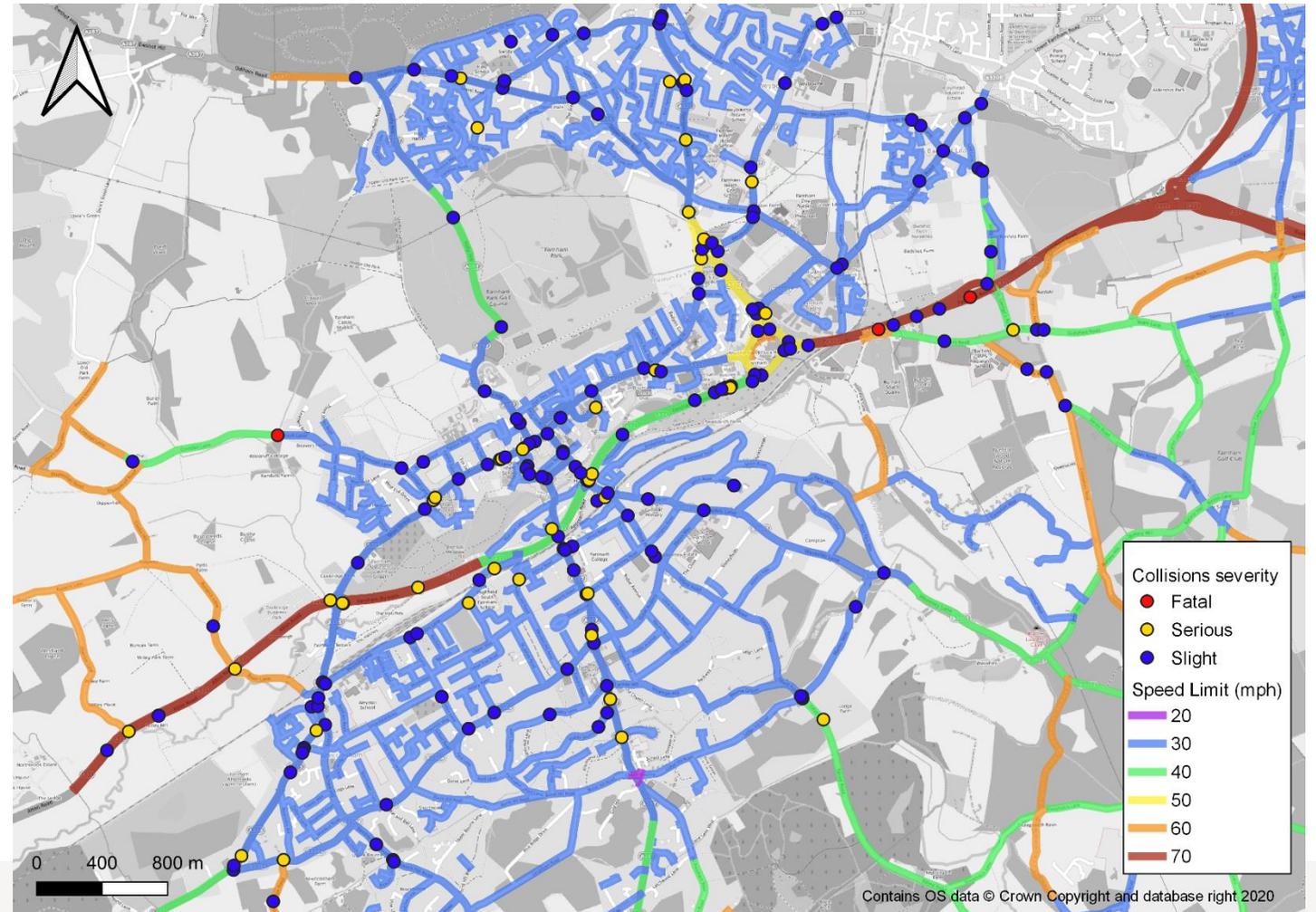
Casualties	Slight	Serious	Fatal
Vehicle driver	111	18	1
Passenger	40	8	0
Motorcycle rider	19	2	1
Cyclist	17	5	0
Pedestrian	28	10	1
<b>Total</b>	<b>261</b>	<b>43</b>	<b>3</b>



# Collision Locations (2017-2020)

The map shows the locations of all collisions resulting in injuries in Farnham and the surrounds in the context of PSLs. The following conclusions can be drawn.

- ▶ 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).
- ▶ 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.
- ▶ Typically, the incidents involving more serious injuries are in the locations with higher PSLs.



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# Collisions With Speed Causation Factor

The data has been further analysed to identify collisions with speed listed as a causation factor. No prominent link between speed and collisions in any one area has been found.



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Description	Severity	PSL	NMUs	Weather
<p><b>A325 Farnborough Road (03/02/18)</b> For an unknown reason Car 2 has crossed the central grass reservation into the path of Car 1. Car 2 has struck Car 1 and rebounded onto the grass verge.</p>	Slight	30	No	Dry
<p><b>A325 Farnborough Road At Junction With B3802 Water Lane B3802 (11/04/2018)</b> Car 1 was being pursued by police Car 2. Car 1 has braked heavily for roundabout but has failed to negotiate the roundabout and has struck the curb and mounted the roundabout. <b>(Noting pursued by police is not considered typical speeding)</b></p>	Slight	50	No	Dry
<p><b>Crooksby Road Outside No.10 Farnham (22/06/2018)</b> Car 1 lost control on right hand bend and collided with trees in a garden.</p>	Slight	40	No	Dry
<p><b>Upper Hale Road (A3016) At Junction With Spring Lane (28/02/20)</b> Car 1 was driving west along upper hale road approaching the junction of Upper Hale Road and Spring Lane. Car 2 was waiting to join the junction of Spring Lane and Upper Hale Road, to turn left onto Upper Hale Road. The collision occurred at this junction.</p>	Slight	30	No	Wet/ Damp



# 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 (SO<sub>2</sub>) and particulates (PM<sub>10</sub>) are compliant with UK Air Quality Objectives (AQOs). However, concentrations of nitrogen dioxide (NO<sub>2</sub>) 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 PM<sub>10</sub> monitored at the Farnham automatic analyser were below the annual mean AQO of 40µg/m<sup>3</sup>.
- ▶ Annual Mean NO<sub>2</sub> concentrations in Farnham were below the annual mean AQO of 40µg/m<sup>3</sup> at all but one location (The Borough at 49.2µg/m<sup>3</sup> – though the nearest receptor recorded 35.9µg/m<sup>3</sup>). It is noted that some locations, including Upper Hale Road, saw monthly recordings in excess of 40µg/m<sup>3</sup>.

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.”*

Whilst the report does not specifically refer to speeds being responsible for poor air quality, a new pedestrian crossing at the A87 Firgrove Hill is proposed as an intervention that will encourage an increase in walking and associated reduction in pollutant / emission.



# 2. Issues Identified

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# Issues Identified

## Town Centre

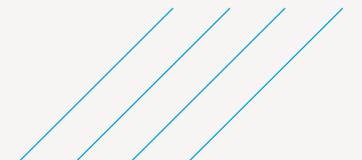
- ▶ There is local support for a 20mph speed limit within the Town Centre, including from pedestrians and cyclists. The speed survey data indicates that within the town centre itself speeds are generally low, with 7-day mean speeds of less than 24mph.
- ▶ On approach to the town centre, speeds are generally low to / from the south and west. Firgrove Hill, West Street and South Street all had recorded 7-day mean speeds of less than 24mph.
- ▶ Anecdotal evidence suggests there have been near misses with children crossing the road outside The Plough Pub and Mead Lane (West Street), and there is local desire for traffic calming measures outside the Plough Pub.
- ▶ Speeds were recorded to be typically low on approach to the town centre from the north (Castle Street) and east (East Street), with 7-day mean speeds at or less than 26mph. However, the data indicates that typically traffic speeds up as it leaves the town centre on these roads. On East Street it indicates that typically traffic speeds up as it leaves the town centre one-way-system. On Castle Street this may be linked to the general change in character of the road to the north and associated increase in PSL to 40mph (c. 500m north of the ATC location). With limited crossing facilities for pedestrians in this location, this could be a key safety concern.



# Issues Identified

## Upper Hale

- ▶ Anecdotal evidence suggests speeding on Upper Hale Road, in particular East of Folly Hill and West of Farnborough Road.
- ▶ Pupils from four local schools must cross Upper Hale Road, and there is local desire for a 20mph school zone close for Hale Primary School / improved crossings and school signs.
- ▶ Narrow footways through Upper Hale cause safety concerns.
- ▶ The speed survey indicates that close to Hale School speeds are generally within the 30mph PSL during the day (with a 7-day mean of less than 24mph), however 85%ile speeds were recorded as higher between 17:00 and 07:00.
- ▶ South of Wood Road, 7-day mean speeds were slightly higher (but below the 30mph PSL) although the 7-day 85%ile speed was recorded as over the 30mph PSL and up to 35mph between 17:00 and 07:00. This may be linked to the general character of the road in this location, which is straight with good visibility in both directions.



# Issues Identified

## Heath End (A325 Farnborough Road)

- ▶ Anecdotal evidence suggests speeding on Farnborough Road, in particular north of Upper Hale Road, and there has been local suggestion for traffic calming and increased signage (place signs and road painting).
- ▶ Pupils from four local schools must cross the A325, and there is local desire for a 20mph school zone for Heath End Secondary School and William Cobbett Primary / All Hallows pupils crossing).
- ▶ The speed survey data indicates persistent speeds above the 30mph PSL in both directions, particularly during the night.
- ▶ 7-day mean speeds recorded were typically at or over the 30mph PSL for traffic travelling in both directions. The 7-day 85%ile speeds for traffic in both directions were also typically over 35mph, with 85%ile speeds reaching 45mph in the northbound direction during the night.
- ▶ With the exception of a small road sign for “Heath End” (located to the north of Rowhills) there is limited signage to advise drivers they are entering a village / residential area.

## Weybourne Road

- ▶ Anecdotal evidence suggests speeding on Weybourne Road, east of the Six Bells Roundabout.
- ▶ The speed survey data indicates persistent speeds above the 30mph PSL in both directions, particularly during the night.
- ▶ 7-day mean and 85%ile speeds recorded were typically at or under the 30mph PSL in both directions between 07:00 and 17:00, but over the 30mph PSL outside of this period reaching over 35mph in both directions during the over-night period. The 7-day 85%ile speeds were consistently recorded as over the 30mph PSL in both directions in all time periods.



# Issues Identified

## **A325 Wrecclesham Road (south of Coxbridge Roundabout)**

- ▶ Anecdotal evidence suggests speeding on the A325 Wrecclesham Hill.
- ▶ The speed survey data indicates that traffic typically travels at the 30mph PSL on Wrecclesham Road in both directions, although speeds are slightly higher (c. 33mph mean) during weekends. The 85%ile speeds were recorded at between 33mph and 36mph in both directions.
- ▶ This may be indicative of the nature of the adjoining A31, which has a PSL of 70mph in this location.

## **West Street (north of Coxbridge Roundabout)**

- ▶ The speed survey data indicates persistent speeds above the 30mph PSL in both directions (c. 33mph mean).
- ▶ 7-day 85%ile speeds for traffic in both directions were also typically over 35mph, with 85%ile speeds reaching 45mph in the northbound direction during the over-night period.
- ▶ This may be indicative of the nature of the adjoining A31, which has a PSL of 70mph in this location.



# 3. Policy and Guidance

# Introduction

Prior to identification of potential mitigation measures, National and Local policies and guidance have been reviewed to understand the requirements for implementation of speed-related measures and the process which must be followed.

The following pages summarise the policy and guidance requirements set out in:

- ▶ Setting Local Speed Limits - Surrey County Council's Policy (July 2014)
- ▶ Road Safety Outside Schools - Surrey County Council's Policy (July 2014).
- ▶ Department for Transport Circular 01/2013: Setting local speed limits.
- ▶ Traffic Signs Manual (2019): Traffic Control Chapter 6.
- ▶ Department for Transport Circular 01/2007: The use of speed and red light cameras for Traffic enforcement: guidance on deployment, visibility and signing.



# Speed limits and speed management

## Speed Limits

Experience and research shows that changing to a lower speed limit on its own will not necessarily be successful in significantly reducing the speed of traffic if the prevailing mean speeds are much higher than the proposed lower speed limit.

If a speed limit is set too low and is ignored, then this could result in the majority of drivers incriminating themselves and could bring the system of speed limits into disrepute. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low.

## Speed Management

Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety.

Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.



# Speed Limits

The minimum length of a speed limit should generally not be less than **600 metres** to avoid too many changes of speed limit along the route. In exceptional circumstances this can be reduced to 400 metres for lower speed limits, or even **300 metres on roads with a purely local access function, or where a variable 20 mph limit is introduced, for example outside a school**. Anything shorter is not recommended. The length adopted for a limit will depend on the limit applied and also on the conditions at or beyond the end points.

The terminal points of speed limits need to take account of the particular local circumstances, such as steep gradients, sharp bends, junctions, access roads, humpbacked bridges or other hazards, and also good visibility of the signs, and an extension of the speed limit may be needed to ensure this.

For consistency within routes, separate assessments should be made for each length of road of 600 metres or more for which a different speed limit might be considered appropriate. When this is completed, the final choice of appropriate speed limit for individual sections might need to be adjusted to provide reasonable consistency over the route as a whole.

Occasionally it may be appropriate to use a short length of **40 mph or 50 mph speed limit as a transition** between a length of road subject to a national limit and another length on which a lower limit is in force, for example on the outskirts of villages or urban areas with adjoining intermittent development. However, the use of such transitional limits should be restricted to sections of road where immediate speed reduction would cause risks or is likely to be less effective.



# 20mph speed limits and zones

## Signed only 20mph speed limits

The research shows that signed-only 20mph speed limits generally lead to only small reductions in traffic speeds. Therefore, these speed limits are most appropriate for areas where the mean speed is already **at or below 24mph** on a road, introducing a 20mph speed limit through signing alone is likely to lead to general compliance with the new speed limit.

## 20mph scheme with softer measures (i.e., traffic calming)

Where the existing mean speeds are **above 24mph** then a 20mph scheme with traffic calming measures (known as a 20mph zone) will be required. Research has shown that 20mph zones with traffic calming measures have been very effective in reducing speeds and casualties and may encourage modal shift and reductions in traffic flow on the road as vehicles choose alternative routes. However, traffic calming measures are more expensive and are not always universally popular.

## 20mph scheme with physical measures

It is possible to implement 20mph schemes that consist of a combination of physical features (where existing speeds are high), and signs alone (where speeds are already low) on different sections of the same road.

Research has shown that mandatory variable 20mph speed limits that apply only at certain times of day (using an electronic sign) are not very effective at managing vehicle speeds. **Surrey Police do not support 20mph speed limits that are not generally self-enforcing.** In addition, the electronic variable message signage that would be required for a **mandatory variable 20mph speed limit are not supported by SCC due to the extra maintenance burden.**

[The DfT \(Circular 01/13\) encourages local authorities to introduce more 20mph schemes \(limits and zones\) in residential areas, to ensure greater safety for pedestrians and cyclists.](#)



# Procedure to decide whether to change a speed limit

## Step 1: Request to change a speed limit is received

Requests to change speed limits should be submitted to Surrey Highways. The Area Highways Team will then consider the request and if necessary, will consult with the local member and local committee to decide whether to proceed with a full speed limit assessment. The length of road over which a speed limit change is being considered should be at least 600m.

## Step 2: Measure existing speeds and analyse road casualty data

The Area Highways Team will commission one-week automatic surveys of vehicle speeds (in both directions) in order to gather comprehensive data on existing mean vehicle speeds on the road. The Road Safety Team will assess the number and pattern of road casualties along any route where a new speed limit is proposed, with particular attention given to vulnerable road casualties such as pedestrians, cyclists, children and older people.

## Step 3: Compare the existing speeds with the suggested new speed limit

DfT (Circular 01/2013) provides formulas derived from real examples of speed limit changes to predict the likely impact on traffic speeds of a change in speed limit.

## Step 4: Conduct feasibility of supporting engineering measures

Where it is found that the existing measured mean vehicle speeds are too great for a signed-only change to a lower speed limit to be successful, then consideration of supporting engineering measures will be required.



# Procedure to decide whether to change a speed limit

## **Step 5: Consult with Surrey Police Road Safety and Traffic Management Team**

As Surrey Police are responsible for the enforcement of speed limits it is essential that they are consulted on any proposals to change a speed limit and consideration of supporting engineering measures.

## **Step 6: Local committee decision and allocation of funding**

A report describing the outcome of the speed limit assessment and recommendations will be submitted to the local committee for consideration and decision at one of their public meetings.

## **Step 7: Advertisement of legal speed limit order and implementation**

If the local committee decide to proceed with a speed limit change then, in accordance with the Road Traffic Regulation Act 1984, a legal speed limit order will be advertised so that people have the opportunity to comment on the proposals.



# Road Safety Outside Schools

## Speed limits outside schools

Requests are often made for lower speed limits outside schools as a result of concerns over the safety of children. It is the policy of SCC that there should always be an overall assessment of the safety issues outside a school to investigate and define the problem, rather than consideration of the speed limit in isolation.

School leadership and parents also have a vital role to play in ensuring the safety of children on the journey to school. Therefore, an assessment of the road safety education provided within the school and the school's travel plan will always be undertaken alongside an assessment of the road safety situation outside the school gate.

DfT regulations now allow the use of advisory “20 when lights show” with amber flashing lights on the approach to schools. However, the influence of these signs on vehicle speeds is likely to be minimal and is not enforceable as it is an advisory sign, not a compulsory change in the legal speed limit. Regulations do not permit amber flashing lights to be used on the approach to signal-controlled crossings or zebra crossings.



# Procedure to assess road safety outside schools

## **Step 1: Request received.**

Any request for road safety improvements outside a school will be referred to the council's Sustainable Transport Team.

## **Step 2: Consultation with local county councillor and highways colleagues**

Sustainable Transport Team, Local Highways Team, local member review of previous issues and planned activity.

## **Step 3: School Travel Plan and road safety education assessment**

A meeting will be set up with the school to discuss the concerns and education provision. Sustainable Transport Team colleagues will advise the school if there are any gaps in provision and whether the school's travel plan needs to be updated.

## **Step 4: Conduct site meeting and produce risk assessment**

On site assessment by Sustainable Transport Team, Local Highways, Road Safety and Surrey Police colleagues.

## **Step 5: Assess and report upon options**

Options presented to school and local member. Local committee considers funding implications.

## **Step 6: Scheme implementation (if the decision is taken to proceed)**

## **Step 7: Evaluation and monitoring**

Follow up audit, site visit & consultation.



# Requirements for a Pedestrian Crossing

A site assessment may consist of: 1) a site survey, 2) a pedestrian survey, 3) a traffic survey, 4) crossing difficulty, 5) crossing times and speeds, and 6) road accident data.

## 1) Site Survey

A site survey should include the proposed site and a length of road **approximately 50m either side**. It may include the following:

- a) A site plan to an appropriate scale showing the site layout and its major features. Photographs and online mapping tools may also provide useful information;
- b) Carriageway width and number of lanes in each direction;
- c) Effective footway width;
- d) Features that could obscure visibility, or cause obstructions, particularly for mobility or visually impaired people. These may include trees, street furniture and lamp columns;
- e) Existing traffic management measures such as waiting and loading restrictions and positions of bus stops;
- f) Nearby facilities or buildings likely to generate significant pedestrian and vehicle movements for example schools, shops, bus stops, rail stations, hospitals, seaside facilities, day-care centres or sheltered housing;
- g) Details of the driver's view at various points on the approach and of the pedestrian's view of approaching traffic at the crossing point; and
- h) For Toucan and equestrian crossings, information about the relevant route (bridleway or cycle route) to establish if a crossing is required. Additionally, information about road layout to establish if the waiting area can be accommodated.



# Requirements for a Pedestrian Crossing

## 2) Pedestrian survey

A pedestrian survey should record both numbers and type. The numbers of people with characteristics that may make it more difficult for them to cross should be recorded, as these groups are particularly significant when assessing the difficulty of crossing at a site. These may include:

- a) Visually impaired people;
- b) Mobility impaired people;
- c) Children;
- d) Older people; and
- e) People with pushchairs.

A low number of people crossing the road, particularly vulnerable road users, may not indicate low demand. The low numbers may be due to latent demand as people experience difficulty in crossing. Where a Parallel or Toucan crossing is being considered the number of cyclists should be recorded separately.

The type of surroundings will determine the profile of pedestrian movements and the most representative day of the week to carry out a count – for example, taking account of school start and finish times. The time of year may also have an impact. For example, coastal towns may experience large seasonal differences in pedestrian flows.

The length of a count will vary from site to site but should be chosen to be long enough to enable the peak periods to be identified.



# Requirements for a Pedestrian Crossing

## 3) Traffic survey

The numbers and type of vehicle flows should be surveyed, particularly during peak periods. A classified count may be useful to give an accurate breakdown of the proportion of particular classes of vehicles, such as cyclists, HGVs and passenger service vehicles.

Where proposals for crossings form part of a wider public realm scheme, some assumptions will need to be made and recorded about the impact of the scheme on traffic speeds and flows.

Vehicle speeds should be recorded at peak and off-peak periods. The measured speed of vehicles in each direction, taken roughly **50m before the crossing site**, should be recorded and the **highest 85th percentile speed** used in the assessment. The speed limit should also be noted.

## 4) Crossing difficulty

Crossing difficulty may be assessed by considering the number of gaps in the traffic flow which are acceptable to pedestrians, and the delay to pedestrians caused by having to wait for an acceptable gap.

An acceptable gap from kerb to kerb, or kerb to refuge, varies from person to person. A gap of 4 - 6 seconds (s) may be acceptable at normal urban traffic speeds, and shorter gaps where traffic is slower. Other groups may require larger gaps, of 10 - 12s or longer. The waiting times for various gap durations should be established for all types of users, particularly vulnerable groups.



# Requirements for a Pedestrian Crossing

## **5) Average crossing time and speed**

Measuring the average crossing speed for pedestrians may reveal whether there is a large number of people who may be slower, and therefore need extra time to cross. Where a signal-controlled crossing is installed, the timings may need adjusting based on these crossing speeds.

## **6) Road accidents**

Existing accident records for the proposed location, including a length of road either side, should be investigated to identify any patterns. If a crossing is being considered because of a high number of accidents a separate investigation may help to establish the cause and identify any other remedial measures that may be necessary. It may be that other measures are needed, such as traffic calming or improved visibility, either instead of or in conjunction with a formal crossing.



# Requirements for a Speed Camera

Safety cameras can be an effective measure at reducing vehicle speeds and casualties. In order to understand if cameras are the most suitable approach, the problem should be investigated first including the nature of the problem, current vehicle speeds, the proportion of vehicles exceeding the speed limit in free flowing conditions, the proportion of different collision types and the causes of those collisions. It is recommended that, before a decision is made to use camera enforcement, traffic authorities confirm that the speed limit at each proposed site is appropriate.

For selecting potential camera sites, it is recommended that **analysis of collision data** should be undertaken over a minimum period (e.g. most recent 3 years, or preferably 5 years) to determine whether a camera is an appropriate solution to reduce speeds and / or collisions at that site. **Average (mean) and 85<sup>th</sup> percentile speeds** should also be collected so that the data is not more than 12 months old. This will help to demonstrate the level of non-compliance with the speed limit, which itself should also have been constant over the same minimum period

DfT states that Vehicle Activated Signs (VAS) that are TSRGD compliant have been shown to be effective at reducing speeds and collisions when used instead of or in conjunction with safety cameras and may be considered as part of an overall casualty reduction strategy.



# Summary

- ▶ Changing to a lower speed limit on its own will not necessarily be successful in significantly reducing the speed of traffic if the prevailing mean speeds are much higher than the proposed lower speed limit. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low, and Surrey Police do not support 20mph speed limits that are not generally self-enforcing.
- ▶ Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway may be required to encourage lower speeds in addition to any change in speed limit.
- ▶ Where the mean speed is already **at or below 24mph** on a road, introducing a 20mph speed limit through signing alone is likely to lead to general compliance with the new speed limit.
- ▶ Where the existing mean speeds are **above 24mph** then a 20mph scheme with traffic calming measures (known as a 20mph zone) will be required.
- ▶ It is possible to implement 20mph schemes that consist of a combination of physical features (where existing speeds are high), and signs alone (where speeds are already low) on different sections of the same road.
- ▶ DfT regulations now allow the use of advisory “20 when lights show” with amber flashing lights on the approach to schools. However, the influence of these signs on vehicle speeds is likely to be minimal and is not enforceable as it is an advisory sign. Regulations do not permit amber flashing lights to be used on the approach to signal-controlled crossings or zebra crossings. SCC Highways will not support the use of mandatory variable 20mph speed limits, and it is their policy that there should always be an overall assessment of the safety issues outside a school to investigate and define the problem rather than consideration of the speed limit in isolation.



# 4. Proposed Intervention Measures

# Introduction

Potential interventions have been to respond to the key issues identified, with due consideration of where:

- ▶ Speed survey data indicates there are existing issues with speeding.
- ▶ There is local support for lowered speed limits.
- ▶ Safety issues have been raised or identified.
- ▶ National and SCC guidance would support additional measures.
- ▶ There is an opportunity to compliment interventions to encourage an increase in walking and / or cycling and associated reduction in pollutants / emissions.

Due to the nature of the study, potential interventions have been grouped by location and are summarised in the following pages. Commentary on alignment with policy / guidance and next steps has been provided; the priority of interventions and whether they are progressed will be dependent local member support (in line with policy and guidance outlined in Section 3).



# Town Centre

## Key Issues:

There is local support for a 20mph speed limit within the Town Centre, including from pedestrians and cyclists.

Anecdotal evidence suggests there have been near misses with children crossing the road outside The Plough Pub and Mead Lane (West Street), and there is local desire for traffic calming measures outside the Plough Pub.

## Relevant Policy:

- ▶ SCC guidance indicates that signed-only 20mph are most appropriate for areas where the mean speed is already at or below 24mph on a road, where introducing a 20mph speed limit through signing alone is likely to lead to general compliance with the new speed limit.
- ▶ Where the existing mean speeds are above 24mph then a 20mph scheme with traffic calming measures (known as a 20mph zone) will be required.
- ▶ It is possible to implement 20mph schemes that consist of a combination of physical features (where existing speeds are high), and signs alone (where speeds are already low) on different sections of the same road.
- ▶ The length of road over which a speed limit change is being considered should be at least 600m.

## Intervention: Town Centre 20mph Speed Limit

The speed survey data indicates that within the town centre itself speeds are generally low with 7-day mean speeds of less than 24mph, which would support a signed-only 20mph speed limit as appropriate.



# Town Centre

The 7-day mean speeds of less than 24mph were recorded on Firgrove Hill, South Street and West Street (in the locality of the town centre), indicating that these locations would be ideal “gateways” for the Town Centre 20mph speed limit and would require signage only.

The 7-day mean speeds on East Street and Castle Street were 24.5mph and 26mph respectively, indicating that a signed-only 20mph limit along would not be appropriate. Further interventions in these locations are summarised below.

## **Intervention: West Street Gateway**

On West Street in the vicinity of the town centre, 7-day mean speeds were recorded at less than 24mph. However, safety concerns have been raised around pupils crossing the road to attend Potters Gate Primary School and there is local desire for traffic calming measures outside the Plough Pub.

A “gateway” feature could be implemented drawing attention to the locality of the school. This could help to create a sense of place when drivers enter the area by creating a visual impact and introducing drivers to the town. Gateway Signs could be one part of traffic calming measures. Department for Transport recommends using vertical elements (Gateway Signs, speed limit signs, etc.) in conjunction with horizontal elements (build outs, pinch points, rumble devices, etc) to act as a speed reducing measure.

## **Intervention: East Street Traffic Calming Measures**

On East Street the 7-day mean speed was recorded as 24.5mph, however it is noted that westbound the mean speed was 22.8mph. This indicates that a signed-only 20mph limit may be appropriate for traffic travelling towards the town centre, however traffic leaving the town centre would be likely to exceed a 20mph limit.

Surrey Police 20mph speed limits that are not generally self-enforcing, and therefore it is likely that a 20mph limit would need to be supported with traffic calming measures in this location.



# Town Centre

## Intervention: Castle Street Gateway

On Castle Street the 7-Day mean speed was recorded at 26mph, however it is noted that southbound the mean speed was 24.5mph. Surrey Police do not support signed-only 20mph speed limits that are not generally self-enforcing, and therefore it is likely that a 20mph limit would need to be supported with traffic calming measures in this location.

A “gateway” feature could be implemented drawing attention entry to the town. This could help to create a sense of place when drivers enter the area by creating a visual impact and introducing drivers to the town. Gateway Signs could be implemented in conjunction with physical traffic calming measures and complimentary horizontal elements (build outs, pinch points, rumble devices, etc) to act as speed reducing measures.

## Intervention: Castle Street Crossing

There are currently limited crossing facilities for pedestrians in this location, this could be a key safety concern particularly with the speed survey data indicating that drivers speed up when leaving the town.

The provision of a crossing in this broad location would provide a link between Farnham Castle and Farnham Park to the wider pedestrian and cycle network. The exact location of a crossing and suitability of the intervention would need to be considered as part of a “whole package” which takes into account other objectives identified in the OIP for travel around the town centre.

## Intervention: Folly Hill Speed Limit

Northbound speeds may be linked to the general change in character of the road to the north and associated increase in PSL to 40mph (c. 500m north of the ATC location).



# Town Centre

Currently, Castle Street and the northern end of Folly Hill have a PSL of 30mph, and there is an approximate 1km stretch of 40mph limit between. There may be potential for a complimentary speed limit reduction to 30mph on this section of Folly Hill, however the character of the road in this location (which is more open countryside in nature) would not necessarily support this.

Speed surveys would need to be undertaken to understand current mean and 85%ile speeds on this stretch, to inform whether a signed speed limit reduction would be suitable or if significant engineering measures would be required.

## Next Steps:

Liaise with Surrey Highways to discuss the principle of a reduction in PSL to 20mph in the Town Centre and supporting interventions. Progress measures where agreement in principle is forthcoming:

- ▶ 20mph Speed Limit: consult Surrey Police on change to the speed limit and supporting engineering measures.
- ▶ Physical speed reduction measures: design investigation to determine appropriate form of physical measures.
- ▶ Gateway Treatment: determine suitable treatment for the location e.g. Gateway Signs, speed limit signs, rumble devices.
- ▶ Crossings: investigate potential for implementation of a crossing on Castle Street as part of the OIP.
- ▶ Folly Hill Speed Limit Reduction: undertake speed surveys to understand current mean and 85%ile speeds on this stretch, to inform whether a speed limit reduction would be suitable or if significant engineering measures would be required.



# Upper Hale

## Key Issues:

Anecdotal evidence suggests speeding on Upper Hale Road, in particular East of Folly Hill and West of Farnborough Road. The speed survey indicates that close to Hale School speeds are generally within the 30mph PSL during the day (with a 7-day mean of less than 24mph), however 85%ile speeds were recorded as higher between 17:00 and 07:00. South of Wood Road, 7-day mean speeds were slightly higher (but below the 30mph PSL) although the 7-day 85%ile speed was recorded as over the 30mph PSL and up to 35mph between 17:00 and 07:00. This may be linked to the general character of the road in this location, which is straight with good visibility in both directions.

Pupils from four local schools must cross Upper Hale Road, and there is local desire for a 20mph school zone close for Hale Primary School / improved crossings and school signs. Narrow footways through Upper Hale cause safety concerns.

There are a number of traffic calming measures and crossings in place on the A3016 through Upper Hale, including a 30mph “Slow Down” VMS west of Spring Lane, no overtaking signs, school crossing signs and signalised pedestrian crossings. From on-site observations it was noted that there are significant stretches of the road without PSL repeater signs. Whilst the signage in place does comply with design standards, this may be a contributing reason for drivers travelling above the PSL.

## Relevant Policy:

- ▶ SCC guidance indicates that signed-only 20mph are most appropriate for areas where the mean speed is already at or below 24mph on a road, where introducing a 20mph speed limit through signing alone is likely to lead to general compliance with the new speed limit.
- ▶ Where the existing mean speeds are above 24mph then a 20mph scheme with traffic calming measures (known as a 20mph zone) will be required.



# Upper Hale

## Relevant Policy continued:

- ▶ It is possible to implement 20mph schemes that consist of a combination of physical features (where existing speeds are high), and signs alone (where speeds are already low) on different sections of the same road.
- ▶ The length of road over which a speed limit change is being considered should be at least 600m.
- ▶ Research has shown that mandatory variable 20mph speed limits that apply only at certain times of day (using an electronic sign) are not very effective at managing vehicle speeds. In addition, the electronic variable message signage that would be required for a mandatory variable 20mph speed limit, are not supported by SCC due to the extra maintenance burden.
- ▶ It is the policy of SCC that there should always be an overall assessment of the safety issues outside a school to investigate and define the problem rather than consideration of the speed limit in isolation.

## Intervention: Upper Hale Signage Refresh

The speed survey indicates that on Upper Hale Road speeds are generally within the 30mph PSL during the day, although the 85%ile speeds are higher overnight. There are a number of traffic calming measures and crossings in place on the A3016 through Upper Hale; however, it is noted that there are significant stretches of the road without PSL repeater signs.

A review and refresh of signage should be undertaken to ensure signage is located appropriately and visible. The speed limit message could be reinforced with addition repeater signs and on-road painted speed limits.



# Upper Hale

## **Intervention: Village Treatment**

There is currently limited signage alerting drivers that they are entering a village / residential area. The provision of “village treatment” could help to create a sense of place when drivers enter Upper Hale by creating a visual impact and introducing drivers to the village.

Village Gateway Signs could be one part of traffic calming measures. Department for Transport recommends using vertical elements (Village Gateway signs, speed limit signs, etc.) in conjunction with horizontal elements (build outs, pinch points, rumble devices, etc) to act as a speed reducing measure.

## **Intervention: Hale School Review**

Requests are often made for lower speed limits outside schools as a result of concerns over the safety of children. It is the policy of SCC that there should always be an overall assessment of the safety issues outside a school to investigate and define the problem rather than consideration of the speed limit in isolation. Therefore, an assessment of the road safety education provided within the school and the school’s travel plan should be undertaken.

Should the school have specific safety concerns, a meeting should be held to discuss the concerns and education provision. SCC Sustainable Transport Team colleagues can advise the school if there are any gaps in provision and whether the school’s travel plan needs to be updated. At this stage, the requirement for any physical interventions could also be raised.

## **Intervention: 20mph Speed Limit**

There is local desire for a 20mph school zone close for Hale Primary School, as well as school signs and improved crossings for pupils from four local schools who must cross Upper Hale Road.



# Upper Hale

The length of road over which a speed limit change is being considered should be at least 600m. In exceptional circumstances this can be reduced where a variable 20mph speed limit is introduced (for example outside a school), however the electronic variable message signage that would be required for a mandatory variable 20mph speed limit are not supported by SCC due to the extra maintenance burden.

Approximately 800m to the west of the school the PSL increases to 60mph on Odiham Road. To provide a transition between this length of road and where a lower limit is in force, a section of 30mph or 40mph speed limit may be appropriate. DfT guidance indicates that the use of short transitional limits (e.g., less than 600m) should be restricted to sections of road where immediate speed reduction would cause risks or is likely to be less effective.

Whilst 7-day mean speeds of less than 24mph were recorded on Upper Hale Road in the vicinity of Hale School, which would support a signed-only 20mph speed limit, further to the east 7-day mean speeds of 27mph were recorded which would require supporting with traffic calming measures.

Taking into account the requirements for a transitional limit, it may be possible to achieve the minimum 600m distance to implement a 20mph PSL on Upper Hale Road between Spring Lane and Wings Road. A longer stretch may potentially be achieved with the implementation of physical interventions east of Wings Road to reduce speeds. However, given the nature of Upper Hale Road as part of a Strategic Route, if a restriction were put in place this may move traffic onto other roads that are less suitable, creating issues elsewhere. Any proposal for a 20mph limit would therefore need extensive liaison with SCC Highways and Surrey Police.



# Upper Hale

## Next Steps:

- ▶ Signage Refresh: liaise with Surrey Highways to determine suitable signage refresh strategy.
- ▶ Village Treatment: liaise with Surrey Highways to discuss provision of village treatment in principle. If agreement in principle is forthcoming, determine suitable treatment for the location e.g. Village Gateway Signs, speed limit repeater signs, rumble devices.
- ▶ Hale School Review: undertake assessment of the road safety education provided within the school and the school's travel plan. Should the school have specific safety concerns, arrange a meeting with SCC Sustainable Travel Team to discuss the concerns and education provision.
- ▶ 20mph Speed Limit: Liaise with Surrey Highways and Surrey Police to discuss the principle of a reduction in PSL to 20mph on Upper Hale Road and supporting interventions.



# Heath End

## Key Issues:

Anecdotal evidence suggests speeding on Farnborough Road, in particular north of Upper Hale Road, and the speed survey data indicates persistent speeds above the 30mph PSL in both directions, particularly during the night.

7-day mean speeds recorded were typically at or over the 30mph PSL for traffic travelling in both directions. 7-day 85%ile speeds for traffic in both directions were also typically over 35mph, with 85%ile speeds reaching 45mph in the northbound direction during the night.

With the exception of a small road sign for “Heath End” (located to the north of Rowhills) there is limited signage to advise drivers they are entering a village / residential area.

## Relevant Policy:

SCC guidance indicates that signed-only 20mph are most appropriate for areas where the mean speed is already at or below 24mph on a road, where introducing a 20mph speed limit through signing alone is likely to lead to general compliance with the new speed limit.

- ▶ Where the existing mean speeds are above 24mph then a 20mph scheme with traffic calming measures (known as a 20mph zone) will be required.
- ▶ It is possible to implement 20mph schemes that consist of a combination of physical features (where existing speeds are high), and signs alone (where speeds are already low) on different sections of the same road.
- ▶ The length of road over which a speed limit change is being considered should be at least 600m.



# Heath End

## Intervention: Village Treatment

It is not currently considered appropriate for a speed limit reduction to put in place at this location. Without a significant package of measures to manage vehicle speeds, for example re-aligning the road, it is unlikely that lower speeds would be encouraged. If a speed limit is set too low and is ignored, then this could result in the majority of drivers incriminating themselves and could bring the system of speed limits into disrepute.

There is currently limited signage alerting drivers that they are entering a village / residential area. This may be a contributory factor in the persistent speeding recorded by the speed surveys. The provision of “village treatment” could help to create a sense of place when drivers enter Heath End by creating a visual impact and introducing drivers to the village.

Village Gateway Signs could be one part of traffic calming measures. Department for Transport recommends using vertical elements (Village Gateway signs, speed limit signs, etc.) in conjunction with horizontal elements (build outs, pinch points, rumble devices, etc) to act as a speed reducing measure.

## Next Steps:

- ▶ Liaise with Surrey Highways to discuss provision of village treatment in principle.
- ▶ If agreement in principle is forthcoming, determine suitable treatment for the location e.g. Village Gateway Signs, speed limit repeater signs, rumble devices.



# Weybourne Road

## Key Issues:

Anecdotal evidence suggests speeding on Weybourne Road, east of the Six Bells Roundabout. The speed survey data indicates persistent speeds above the 30mph PSL in both directions, particularly during the night during freeflow conditions.

7-day mean and 85%ile speeds recorded were typically at or under the 30mph PSL in both directions between 07:00 and 17:00, but over outside of this period reaching over 35mph in both directions during the over-night period. The 7-day 85%ile speeds were consistently recorded as over the 30mph PSL in both directions in all time periods.

## Relevant Policy:

- ▶ SCC guidance indicates that signed-only 20mph are most appropriate for areas where the mean speed is already at or below 24mph on a road, where introducing a 20mph speed limit through signing alone is likely to lead to general compliance with the new speed limit.
- ▶ It is possible to implement 20mph schemes that consist of a combination of physical features (where existing speeds are high), and signs alone (where speeds are already low) on different sections of the same road.
- ▶ The length of road over which a speed limit change is being considered should be at least 600m.
- ▶ Safety cameras are one of a wide range of measures that are effective at reducing vehicle speeds. Average (mean) and 85%ile speeds should be collected to demonstrate the level of non-compliance with the speed limit.



# Weybourne Road

## Intervention: Weybourne Road Safety Camera

It is not currently considered appropriate for a speed limit reduction to be put in place at this location. Without a significant package of measures to manage vehicle speeds, for example re-aligning the road, it is unlikely that lower speeds would be encouraged. If a speed limit is set too low and is ignored, then this could result in the majority of drivers incriminating themselves and could bring the system of speed limits into disrepute.

The speed survey data does indicate persistent speeding above the 30mph PSL in both directions. This is particularly prevalent during the night, with 7-day mean speeds recorded over 35mph and 85%ile speeds over 40mph.

The implementation of a safety cameras could be effective at reducing vehicle speeds, particularly overnight.

## Next Steps:

- ▶ Liaise with local partners to discuss the implementation of a safety camera on Weybourne Road, including providing collected speed data.



# Coxbridge Roundabout Approaches

## Key Issues:

Anecdotal evidence suggests speeding on the A325 Wrecclesham Hill and on West Street north of Coxbridge Roundabout.

The speed survey data indicates that traffic typically travels at the 30mph PSL on Wrecclesham Road in both directions, although speeds are slightly higher (c. 33mph mean) during weekends. The 85%ile speeds were recorded at between 33mph and 36mph in both directions. On West Street, the speed survey data indicates persistent speeds above the 30mph PSL in both directions (circa. 33mph mean). The 7-day 85%ile speeds for traffic in both directions were also typically over 35mph, with 85%ile speeds reaching 45mph in the northbound direction during the over-night period.

This may be indicative of the nature of the adjoining A31, which has a PSL of 70mph in this location.

## Relevant Policy:

- ▶ SCC guidance indicates that signed-only 20mph are most appropriate for areas where the mean speed is already at or below 24mph on a road, where introducing a 20mph speed limit through signing alone is likely to lead to general compliance with the new speed limit.
- ▶ Where the existing mean speeds are above 24mph then a 20mph scheme with traffic calming measures (known as a 20mph zone) will be required.
- ▶ It is possible to implement 20mph schemes that consist of a combination of physical features (where existing speeds are high), and signs alone (where speeds are already low) on different sections of the same road.
- ▶ The length of road over which a speed limit change is being considered should be at least 600m.



# Coxbridge Roundabout Approaches

## **Intervention: Consider longer term measures as part of the OIP**

It is not considered appropriate for a speed limit reduction to be put in place in isolation at this location. Without a significant package of measures to manage vehicle speeds it is unlikely that lower speeds would be encouraged. If a speed limit is set too low and is ignored, then this could result in the majority of drivers incriminating themselves and could bring the system of speed limits into disrepute. In addition, given the nature of the roads as part of a Strategic Route, if a restriction were put in place this may move traffic onto other roads that are less suitable, creating issues elsewhere.

SCC carried out a review of the speed limits on Wrecclisham Road, The Street and Wrecclisham Hill in November 2018, at request of the County Councillor for the local area. The 'Wrecclisham 20mph Speed Limit Assessment Feasibility Report' recommended that *"30mph is the most appropriate speed limit and that no further measures are necessary at this time"*.

Any interventions would need to be considered as part of a "whole package" which takes into account other objectives and priorities including (but not limited to) design improvements, corridor approach for A31, road safety, speeds on all approaches, public transport etc.

## **Next Steps:**

Coxbridge Roundabout interventions are being investigated as part of the OIP. This will include consideration of interventions on all approaches.



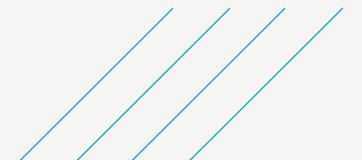
# Potential Interventions

Intervention	Description	Notes
<b>Town Centre</b>	20mph limit	The speed survey data indicates that within the town centre itself speeds are generally low with 7-day mean speeds of less than 24mph, which would support a signed-only 20mph speed limit as appropriate.
<b>West Street Gateway</b>	20mph limit with Gateway Feature	A “gateway” feature could be implemented drawing attention to the location of the school. This could help to create a sense of place when drivers enter the area by creating a visual impact and introducing drivers to the town. Gateway Signs could be one part of traffic calming measures. Department for Transport recommends using vertical elements (Gateway signs, speed limit signs, etc.) in conjunction with horizontal elements (build outs, pinch points, rumble devices, etc) to act as a speed reducing measure.
<b>East Street Traffic Calming</b>	20mph limit with Traffic Calming	A signed-only 20mph limit may be appropriate for traffic travelling towards the town centre; however, traffic leaving the town centre would be likely to exceed a 20mph limit. Surrey Police does not support 20mph speed limits that are not generally self-enforcing, and therefore it is likely that a 20mph limit would need to be supported with traffic calming measures in this location.
<b>Castle Street</b>	20mph with Gateway Feature	A “gateway” feature could be implemented drawing attention to the fact that drivers are entering the town. This could help to create a sense of place when drivers enter the area by creating a visual impact and introducing drivers to the town. Gateway Signs could be implemented in conjunction with physical traffic calming measures and complimentary horizontal elements (build outs, pinch points, rumble devices, etc) to act as speed reducing measures.
	Pedestrian Crossing	The provision of a crossing providing a link between Farnham Castle and Farnham Park to the wider pedestrian and cycle network. The location of a crossing and suitability of the intervention would need to be considered as part of a “whole package” which takes into account other objectives identified in the OIP for travel around the town centre.
<b>Folly Hill</b>	Speed Limit Reduction	In order to potentially reduce the speed limit, speed surveys will need to be undertaken to understand current mean and 85%ile speeds on this stretch, to inform whether a speed limit reduction would be suitable or if significant engineering measures would be required.



# Potential Interventions

Intervention	Description	Notes
<b>Upper Hale</b>	Signage Refresh in Upper Hale	A review and refresh of signage should be undertaken to ensure signage is located appropriately and is visible. The speed limit message could be reinforced with addition repeater signs and on-road painted speed limits.
	Gateway Treatment	Village Gateway Signs could be one part of traffic calming measures. DfT recommends using vertical elements (Village Gateway signs, speed limit signs, etc.) in conjunction with horizontal elements (build outs, pinch points, rumble devices, etc) to act as a speed reducing measure.
	Hale School Review	Should the school have specific safety concerns, a meeting should be held to discuss the concerns and education provision. SCC Sustainable Transport Team colleagues can advise the school if there are any gaps in provision and whether the school's travel plan needs to be updated. At this stage, the requirement for any physical interventions could also be raised.
	20mph Speed Limit	There is local desire for a 20mph school zone close to Hale Primary School, as well as school signs and improved crossings for pupils from four local schools who must cross Upper Hale Road. Narrow footways through Upper Hale result in perceived safety concerns.
<b>Heath End (A325 Farnborough Road)</b>	Gateway Feature	Village Gateway Signs could be one part of traffic calming measures. Department for Transport recommends using vertical elements (Village Gateway signs, speed limit signs, etc.) in conjunction with horizontal elements (build outs, pinch points, rumble devices, etc) to act as a speed reducing measure.
<b>Weybourne Road</b>	Speed Cameras	The implementation of safety cameras could be effective at reducing vehicle speeds, particularly overnight.
<b>Coxbridge Roundabout Approaches</b>	Package of measures	Coxbridge Roundabout interventions are being investigated as part of the OIP. This will include consideration of interventions on all approaches.



# Potential Interventions

Intervention	Description	Short Term / Quick Wins	Longer Term
<b>Town Centre</b>	20mph Zone	✓	
<b>West Street Gateway</b>	20mph limit with Gateway Feature	✓	
<b>East Street Gateway</b>	20mph limit with Traffic Calming	✓ (20mph speed reduction)	Further assessment required for appropriate traffic calming measures
<b>Castle Street Gateway</b>	20mph limit with Gateway Feature and Traffic Calming	✓ (20mph speed reduction)	Further assessment required for appropriate traffic calming measures
	Pedestrian Crossing		Further assessment required
<b>Folly Hill</b>	Speed Limit Reduction		Further surveys required / to be considered as part of OIP
<b>Upper Hale</b>	Signage Refresh in Upper Hale	✓	
	Gateway Treatment	✓	
	Hale School Review	✓	Any potential interventions may require further surveys / assessment.
	20mph Speed Limit		Further assessment required. Extensive liaison with SCC Highways and Surrey Police required
<b>Heath End (A325 Farnborough Road)</b>	Gateway Feature	✓	
<b>Weybourne Road</b>	Speed Cameras		Further assessment required
<b>Coxbridge Roundabout Approaches</b>	Package of measures		To be considered as part of OIP

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## Farnham Infrastructure Programme

### Farnham Board Meeting

**DATE:** 22 JANUARY 2021

**DOC NO** 4D476001-SCC-PRG-PAP-000014 REV 1

**REPORT OF:** MR TIM OLIVER – BOARD CHAIR

**LEAD OFFICER:** CHRIS TUNSTALL

**SUBJECT:** IMPLEMENTATION OF HGV MEASURES

#### SUMMARY OF ISSUE:

To note the progress to develop short-term measures to address the impacts of Heavy Goods Vehicles (HGVs) in Farnham.

#### RECOMMENDATIONS:

It is recommended that the Board:

1. Note the planned programme of work for the development of proposals for controls on HGV movements through Farnham, building on the recommendations from the recent HGV Study received at the Board Meeting of 20 November 2021.

#### REASON FOR RECOMMENDATIONS:

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

The recent study, reported to the Board on 20<sup>th</sup> November 2020, identified potential short-term measures to address the impacts of HGVs in Farnham, including the potential introduction of a restriction on HGV through trips in the town.

Atkins, as Surrey County Council's Design Consultant, has subsequently been appointed to undertake further work to liaise with Council officers and other stakeholders to progress the potential HGV restriction.

#### DETAILS:

## Background

1. Understanding the issues and developing effective solutions for the town centre is a critical part of the Farnham Optimised Infrastructure Programme (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, a study was undertaken to understand the issues caused by HGVs in the town and identify how they might be addressed.
3. The following recommendations were made for 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; and
  - Liaise with local business to understand willingness to consolidate deliveries in partnership with neighbours.
4. Longer-term interventions were also identified for further consideration through the Optimised Infrastructure Plan (OIP). These included:
  - 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).
5. These recommendations were provided to the Board on 20<sup>th</sup> November. The Board agreed with the recommendations and requested that Surrey County Council look to develop a solution to restrict HGV through trips via Castle Street / Folly Hill and Upper Hale.
6. Work to develop this solution commenced on 4<sup>th</sup> January. This report provides an overview of the planned programme of work.

## Programme of work

7. Annex A summarises the timeline for the programme of work. The most critical task is to undertake meetings with statutory consultees. Atkins have met with Surrey Police and are arranging meetings with Hampshire County Council (HCC), Highways England (HE), the Road Haulage Association, and the Freight Transport Association. These meetings are currently being organised and a verbal update will be provided to the Board.

8. The Traffic Regulation Order (TRO) process is as follows: 1) scope spatial extent of order, 2) identify and agree signage locations, 3) design and review signs compliant with regulations / legislation, 4) engagement with statutory bodies, 5) Cabinet approval for TRO, 6) complete and submit TRO form and accompanying technical material, 7) draft order, 8) advertisement of TRO in parallel with 9) 28-day statutory consultation, 10) review consultation and any objections (seek withdrawal of objections) and revise order / design if required, 11) make order, 12) implementation of signage.
9. It should be noted that objections from statutory consultees that are not withdrawn or cannot be overcome through acceptable revisions to the order/ design will trigger the need for a public inquiry. In addition, within 6 weeks of the order being made any party who questions the validity of the order may appeal to the High Court. Both the objection during consultation period and the High Court appeal are legal rights which all TRO applicants are required to comply with.
10. As this is being considered as a quick win, options to reduce the process time and speed up the implementation of the Order have also been considered:
  - Temporary TRO: this is for temporary works (from 5 days to up to 18 months) – it should not be used for permanent works and cannot be converted to a permanent TRO. Legal regulations stipulate that temporary TROs should not be viewed, or perceived to have been utilised, to circumvent the consultation process.
  - Experimental TRO: while experimental TROs remove the need to consult before implementation, the entire (maximum) duration of 18 months is the consultation window; it therefore extends the consultation period from 28 days for a permanent TRO to 18 months for an experimental TRO.
11. The programme is dependent on the necessary Surrey County Council approval to advertise a TRO. It has been based on this approval being agreed at the SCC Cabinet meeting on 26<sup>th</sup> January 2021. Based on this programme, it is estimated that an order could be made by mid-May 2021 (excluding signage implementation).
12. It is currently assumed that the implementation of signage would be programmed for the four weeks from mid-May to mid-June 2021. Some of the signage is on roads outside of Surrey (Hampshire County Council and on Highways England's network) so the programming of these elements is dependent on their processes and resource capacity. Subject to securing agreement with HCC and HE to the principles of the TRO, the programme would be addressed during discussions with HCC and HE.
13. The weight restriction TRO is part of a wider, holistic plan for addressing freight, including freight consolidation. The OIP will address issues caused by deliveries to Farnham through measures such as freight consolidation and improved off and on-street loading locations for example; it is therefore necessary to take action to address through movements.

<b>CONSULTATION:</b>
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14. The project team is currently in the process of having internal meetings with Surrey County Council officers, together with external meetings with Surrey Police, other

emergency services, Hampshire County Council, Highways England, the Road Haulage Association, and the Freight Transport Association.

15. Statutory objectors (those listed in paragraph 14) would trigger the need for a public inquiry if they object to the TRO and do not withdraw their objection following engagement by SCC.

#### **RISK MANAGEMENT AND IMPLICATIONS:**

16. The Board has no Executive Powers. Any decisions made would require Surrey County Council to follow its own legal advice and its approval procedures.

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

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

#### **SECTION 151 OFFICER COMMENTARY**

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

#### **LEGAL IMPLICATIONS – MONITORING OFFICER**

19. The Board has no Executive Powers. Any decisions made would require Surrey County Council to follow its own legal advice and its approval procedures.

#### **EQUALITIES AND DIVERSITY**

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

#### **OTHER IMPLICATIONS:**

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

#### **WHAT HAPPENS NEXT:**

22. The programme of work will continue and progress reports brought back to the Board.

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#### **Contact Officer:**

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**Annexes:** Annex A – programme of work

### Annex A – Programme of work

Task	Start	Finish
SCC TRO team review proposals from initial study report	11 <sup>th</sup> Jan 2021	12 <sup>th</sup> Jan 2021
Agree extent of TRO required (road length) to be effective	12 <sup>th</sup> Jan 2021	13 <sup>th</sup> Jan 2021
Identify and agree signage locations	14 <sup>th</sup> Jan 2021	15 <sup>th</sup> Jan 2021
Signage design and review	18 <sup>th</sup> Jan 2021	21 <sup>st</sup> Jan 2021
Liaise with Surrey Police (occurred 15 <sup>th</sup> January 2021)	w/c 11 <sup>th</sup> Jan 2021	w/c 18 <sup>th</sup> Jan 2021
Liaise with Hampshire County Council (meeting date to be confirmed)	w/c 18 <sup>th</sup> Jan 2021	w/c 25 <sup>th</sup> Jan 2021
Liaise with Highways England (meeting date to be confirmed)	w/c 18 <sup>th</sup> Jan 2021	w/c 25 <sup>th</sup> Jan 2021
Liaise with Road Haulage Association (meeting date to be confirmed)	w/c 18 <sup>th</sup> Jan 2021	w/c 25 <sup>th</sup> Jan 2021
Liaise with Freight Transport Association (meeting date to be confirmed)	w/c 18 <sup>th</sup> Jan 2021	w/c 25 <sup>th</sup> Jan 2021
Cabinet meeting	26 <sup>th</sup> January 2021	26 <sup>th</sup> January 2021
Complete and submit TRO form	27 <sup>th</sup> January 2021	27 January 2021
SCC advertise TRO	25 <sup>th</sup> March 2021	26 <sup>th</sup> March 2021
28 day statutory consultation	29 <sup>th</sup> March 2021	26 <sup>th</sup> April 2021
Review consultation and make order	27 <sup>th</sup> April 2021	11 <sup>th</sup> May 2021
Implementation*	17 <sup>th</sup> May 2021	14 <sup>th</sup> June 2021

*\*Some of the signage is on roads outside of Surrey (HCC and HE network) so programme for these elements is contingent on their processes and resource capacity.*

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## Farnham Infrastructure Programme

### Farnham Board Meeting

**DATE:** 22 JANUARY 2021

**DOC NO:** 4D476001-SCC-PRG-PAP-000015 REV 1.0

**REPORT OF:** MR TIM OLIVER – BOARD CHAIR

**LEAD OFFICER:** PAULA GOUGH

**SUBJECT:** PROGRESS UPDATE

#### 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; and
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:

1. The programme is being delivered on schedule with the key product 'the optimised infrastructure plan' being shared at the board. The associated products which have fed into the OIP have been reviewed by officers and the programme team in order to develop the final draft OIP.
2. The associated consultation is currently being developed. Due to COVID-19, face to face/ a physical consultation would not be possible without undue health risks and as such the programme is preparing to use a virtual consultation room on which partners have been briefed. This will allow much of the functionality of a real consultation such as viewing consultation materials, answering a survey and sharing

commentary facility and taking attendee details for follow up and discussing feedback.

3. The programme team are firmly focused on areas which maximise impact and benefit to Farnham Residents and as such the town centre is being accelerated beyond the initially developed programme. The feedback from the public, stakeholders and the engineering assessment firmly supports this. Moreover, the team are focused to develop any aspects of the programme that can be brought under the umbrella of quick wins (projects 1) for faster development and delivery.
4. Cost and commercial resource have been added to the programme team to help provide a more robust cost profile for the programme. Moreover, the development of the programme Procurement and Commissioning strategy has commenced, this is a key item which will guide how to maximise value for money in acquiring goods and services for the programme.

#### **CONSULTATION:**

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

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

#### **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. There are no other implications in respect of this Report.

#### **OTHER IMPLICATIONS:**

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

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#### **Contact Officer:**

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**Annexes:** Annex A – FIP Schedule Summary

**Annex A – FIP Schedule Summary**

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## Farnham Infrastructure Programme

### Farnham Board Meeting

#### AGENDA ITEM 8

**DATE:** 22 JANUARY 2021

**DOC NO:** 4D476001-SCC-PRG-PAP-000016 REV 1.0

**REPORT OF:** JOHN NEALE & ANDY MACLEOD

**LEAD OFFICER:** IAIN LYNCH

**SUBJECT:** LOCAL LIAISON FORUM UPDATE

#### SUMMARY OF ISSUE:

To note the outcome of the recent Local Liaison Forum (LLF) meetings.

#### RECOMMENDATIONS:

It is recommended that the Board:

1. Welcomes the engagement of the community through the Local Liaison Forum meetings;
2. Notes that further tailored engagement sessions are planned with businesses and local schools in particular; and
3. Notes that new LLF dates will be circulated as part of the consultation on the Optimised Infrastructure Plan.

#### REASON FOR RECOMMENDATIONS:

To ensure that the Farnham Board (Sponsoring Group) is aware of the outcomes of the recent LLFs and is supportive their continuation, as recommended.

#### DETAILS:

1. A total of eight LLFs have taken place to consult with a range of stakeholders on key themes to inform the development of the vision and overall Programme and feed into the Optimised Infrastructure Plan (OIP). These include:

- **Residents' Associations:** Held on 21 October 2020, the meeting was attended by 21 members of the public and 10 representatives of the Board or councillors as panellists.
- **Businesses:** Held on 2 November 2020, the webinar was attended by 14 members of the public and 12 representatives of the Board or councillors as panellists. The event was held with unfortunate timing, taking place on the Monday after the Prime Minister announced a new national lockdown, and as a result attendance was lower than anticipated with apologies received from businesses which were dealing with consequent challenges. The date also coincided with another day of gridlock of the town as a result of A31 works on the Shepherd and Flock roundabout, and this matter ended up dominating discussion in the first part of the meeting. It was agreed a further meeting with business would be held.
- **Community:** Held on 25 November 2020, the webinar was attended by 76 members of the public and six councillors as panellists. Discussions at the meeting focused on issues relating to the town centre and outer area, getting around by walking, cycling or bus and using the car less, and attracting visitors to a vibrant town with cultural, community and retail facilities.
- **Town centre:** Held on 9 December 2020, the webinar was attended by 85 members of the public and six representatives of the Board or councillors as panellists. The programme team showed a presentation slides of potential schemes in the town centre which were well-received by attendees and prompted/enabled discussion. Key issues arising included HGV restrictions, congestion, town centre car parking spaces, pedestrianisation, pavement widening and improvements, and creating more opportunities for walking and cycling.
- **A31 and Hickley's Corner:** Held on 6 January 2021, the webinar was attended by 63 members of the public and seven representatives of the Board or councillors as panellists. The meeting focused on issues relating to the A31, the railway and Hickley's Corner, the A287 and Firgrove Hill bridge, Weydon Lane/bypass junction, active travel and bus connectivity, the Shepherd and Flock roundabout and a western bypass.
- **Upper Hale:** Held on 6 January 2021, the webinar was attended by 180 members of the public and seven representatives of the Board or councillors as panellists. Catherine Powell from the recently launched North Farnham Voice gave a presentation which summarised the views of residents from Upper Hale on key challenges. This enabled a discussion around the impact of large housing developments, traffic and poor air quality, lack of pedestrian and cycling provision, and narrow pavements and roads particularly as they impacted on young people and schools. Issues relating to lack of maintenance and overgrown hedges which impacted on footways were considered to be quick wins that could be progressed. Connections that avoided traffic going through the centre of Farnham including a connection to Central Car Park were also raised.
- **Wrecclesham:** Held on 7 January 2021, the meeting was attended by 34 members of the public and six representatives of the Board or councillors as panellists. Cllr Paula Dunsmore, Farnham Town Council, gave a presentation about the past, present and future infrastructure issues in Wrecclesham. Discussions focused on reducing congestion, a 20mph zone, speed cameras and

enforcement, HGVs and the railway bridge. Overall, many were in favour of a western bypass.

- **Young people:** Held on 14 January 2021, the meeting was attended by 55 members of the public and four representatives of the Board or councillors as panellists. Eight schools from public and private sectors were known to be in attendance as well as some youth workers/professionals who worked with young people. The closure of schools due to the national lockdown limited attendance from some schools and invitations have been extended to engage with school councils and young people directly in the next phases of the community engagement. Three young people gave a summary of their experiences and ideas of improvements to infrastructure which it was recognised gave a different perspective to some of the issues being raised.
2. The notes, Q&A matters raised and recordings of the LLFs are available at [www.farnham.gov.uk/LLF](http://www.farnham.gov.uk/LLF).
  3. A further briefing was held for councillors of all tiers on 17 December 2020 to keep them updated on progress and providing an opportunity for their input.
  4. Overall, the LLFs have been a valuable way of positively engaging with the wider community and giving a voice to a wide range of matters which have been incorporated into the emerging Optimised Infrastructure Plan. There has been general support for the Programme and no dissent from the main issues set out in the consultation documents or webinar discussions. There was an interest in looking into the detailed themes in more detail and the LLFs have helped stimulate interest in the Programme.
  5. Further LLFs are planned in February and March to consult on the OIP and provide an opportunity for ongoing engagement with the wider Farnham Community on the Farnham Infrastructure Programme. Specific follow-up meetings are to be arranged with the business community and schools to build on the initial meetings with these groups and young people in particular.

#### **CONSULTATION:**

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

#### **RISK MANAGEMENT AND IMPLICATIONS:**

7. 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**

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

#### **SECTION 151 OFFICER COMMENTARY**

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

#### **LEGAL IMPLICATIONS – MONITORING OFFICER**

10. 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**

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

**OTHER IMPLICATIONS:**

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

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**Contact Officer:**

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