

Notice of Meeting

Farnham Board

**Date & time**

Friday, 19 March
2021
at 10.00 am

Place

Remote Meeting via
Zoom.

Can be viewed here:

<https://www.youtube.com/user/WaverleyBorough>

Contact

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

Specifically, the Board will:

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

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

AGENDA

1 WELCOME AND INTRODUCTIONS

Verbal

2 MINUTES OF MEETING AND MATTERS ARISING FROM LAST BOARD (Pages 3 - 10)

All to agree as a true record.

3 QUESTIONS AND QUERIES

Review of any questions submitted by public in advance of the meeting.

4 OPTIMISED INFRASTRUCTURE PLAN UPDATE

- a) Interim consultation results
- b) Proposed Board workshop

5 QUICK WINS PROJECT UPDATE

(Pages 11 - 30)

- a) HGV Review implementation
- b) Speed Study implementation
- c) Road status review

6 STANDING ITEMS

- a) Brightwells Development
- b) Active Travel
- c) Any other issues

7 PROGRESS UPDATE

(Pages 31 - 36)

- a) Progress since last meeting (22 January 2021)
- b) Review against timeline

8 LOCAL LIAISON FORUM UPDATE

(Pages 37 - 40)

- a) Progress since LLF last meeting
- b) Progress planned to the next meeting

9 AOB

Date of next meeting to be confirmed.

Joanna Killian
Chief Executive
Published: 12 March 2021

Farnham Board Minutes

Date & Time:	22 Jan 2021, 10:00-11:30
Venue:	Video Conferencing - Zoom
Chair:	Cllr Tim Oliver
In attendance:	Cllr Wyatt Ramsdale, Cllr Stephen Spence, Cllr Andy MacLeod, Cllr John Ward, Cllr Paul Follows, Cllr John Neale, Rt Hon Jeremy Hunt MP, Cllr Matt Furniss, Tom Horwood, Zac Ellwood, Chris Tunstall, Paula Gough, Iain Lynch, Ben Funning, Jonathan Foster-Clark, Lee Parker, Simon Duke, Flora Holmes (Sec)
Observers	Fiona Cameron, Peter Burch, Richard Nelson, Sachio Baig, Veronika Moore, Steve Howard
Apologies	

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1	<p>Welcome and Introduction</p> <p>The Chair welcomed attendees to the meeting. He noted the meeting was being streamed live.</p> <p>The Chair introduced Simon Duke, the new Group Manager for Infrastructure and Major Projects at Surrey County Council. Simon will be taking over from Chris Tunstall this year in terms of the Farnham project.</p> <p>Simon introduced himself and noted he looked forward to getting started and delivering some benefits for Farnham.</p>
2	<p>Minutes of the Meeting and Matters Arising from Last Board</p> <p>The Chair asked if the Board noted any comments or inaccuracies on the minutes from the previous Board. Cllr Wyatt Ramsdale noted a couple of inaccuracies: page 4 of the minutes notes agreement on 'VMS height warning for Wrecchesham Railway Bridge'. Cllr Ramsdale noted that the minutes imply that the signs would be taken down and replaced. He disagreed with this given that the signs have only recently been installed and queried why this was happening. He also noted that this was not what he interpreted the recommendation as at the time.</p> <p>Chris Tunstall noted this point and said a proposal for consultation would be worked up. He said although this was just one recommendation in the minutes it will be worked up and Cllr Ramsdale and other members would be worked with on this. Chris Tunstall said they felt the signs needed more work, including more intelligent signing that would alert drivers their vehicle was too high to go over the bridge.</p> <p>Cllr Ramsdale asked to discuss this further with Chris Tunstall. Chris agreed and said their concentration at the moment was on HGV access.</p> <p>Cllr Ramsdale noted another discrepancy with the minutes further down page 4. He said his point on rerouting was not just about HGVs, but about rerouting all through traffic, especially HGVs. Chris Tunstall said for clarity, sat navs do use road classification but they look at the</p>

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	<p>shortest routes in terms of time and distance. He said with HGVs it is slightly different as sat navs do try to use recategorized roads. Cllr Ramsdale asked for the minutes to be changed to reflect his point. Minutes amended.</p> <p>The Chair said with that amendment, the minutes would be approved.</p>
3	<p>Questions and Queries</p> <p>There were no questions or queries for this Board.</p>
4	<p>Optimised Infrastructure Plan</p> <p>Chris Tunstall introduced the item, he said it was the plan promised in March 2020. Chris Tunstall outlined the process, noting that the OIP plan is still in draft form and will be going out to consultation following input from the Board. The consultation will start mid-February for a four-week period. He said normally it would be longer. He said this is the draft programme, that the technical review shows will be the best schemes to address the problems within Farnham. He said as the schemes are developed in further detail, there will be specific consultation on the schemes themselves. He said everybody must be taken along on the process.</p> <p>Jonathan Foster-Clark outlined further detail of the plan. He said the OIP is the next key milestone in the Farnham Infrastructure Programme, developed in response to the Vision Statement and wider policies that need to be taken into account. He said it proactively responds to emerging national, regional and local policies, taking account the wide range of previous studies, drawing on extensive analysis of data in terms of the transport models, transport carbon and the problems in the town centre, and drawing on all the lessons learned at the recent Local Liaison Forums. He said the LLF sessions have been particularly helpful in drawing on detailed intelligence across the town.</p> <p>Jonathan Foster-Clark said the OIP itself explains the policy context, current and future challenges, and sets out a long list of potential interventions and processes for strategic assessment and packaging of schemes. He raised the particular importance of tackling the climate emergency. This is a central theme of the developing transport plan for the county. He said we need to be able to facilitate the behavioural shift towards more sustainable lifestyles in the town, as well as taking into account the carbon implications of all development done.</p> <p>The process worked through identifies a long list of options, which was appraised using the sifting tool to develop packages. The strategy comprises the key components, area statements and indicative implementation programme based on short term, medium term, and long-term interventions.</p> <p>Jonathan Foster-Clark outlined the objectives of the OIP, which are rapidly reducing carbon emissions, developing well-connected communities, maintaining the economic vitality of Farnham, and improving the quality of place. The next steps will be a consultation from mid-February, and further detailed technical work to cover both the quick wins, and the development of the programme of measures for example on north Farnham, the south Farnham area, the town centre, and the options for the A31 at Hinkley's Corner.</p> <p>In terms of the consultation, Jonathan Foster-Clark noted that now is the right time to engage with stakeholders and the public on findings and recommendations. He said we need to ensure people have a common understanding of challenges, opportunities and options for improving infrastructure in the town. He said there is a need to 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</p>

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sound foundation for the development of projects and reduce the risks of opposition at a later date.

He said the consultation will commence on 15th February, with four clear weeks before the start of the pre-election period. He said the website will include a virtual consultation room, where there will be a series of boards setting out the key findings from the OIP. He said a public-friendly summary of the document will be provided, and a full copywritten OIP. He said there will also be an extensive social media campaign, a leaflet drop, and media engagement. He said there will be an online Q&A session and further LLFs.

Jonathan Foster Clark outlined the recommendations to the Board:

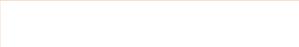
- 1. Note the outcome and recommendations of the Draft Optimised Infrastructure Plan (OIP), as detailed in Annex A; and
- 2. Agree to undertake public consultation on the Draft OIP, to gain feedback from the public to inform further development of the OIP; and
- 3. Agree to further study work to further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

Jeremy Hunt thanked the presenters and said it was a fantastic piece of work, incredibly thorough and well thought through. He thanked Chris Tunstall for his hard work on the project. He commented on the rerouting the A-road that goes through Farnham, he said he wanted this to happen and offered to work with officers to do this. In the annex, the timescale for fully pedestrianizing parts of the borough and Downing Street was 3+ years away, rather than the short term 1-3 years. He asked the Board to reflect on this, as this would be the single biggest change for the town centre. If pushed away to the medium term, momentum might be lost. He asked if there was any possibility of bringing this forward. If there was to be disruption when the east of the town is developed, he said the town would be expecting disruption in the short term anyway. Finally, waiting any longer than three years to make the centre of the town safe for pedestrians in terms of pollution levels would be longer than people would be expecting.

Cllr John Ward reiterated Jeremy Hunt's points and thanked Chris Tunstall for all his work. He said the report was great and he was very determined that the A325 should be rerouted out of the centre of town. He said what was currently proposed would not be sufficient for getting the through traffic out of the town. He said this should go to consultation with the public to ask their views on it. He said at Farnham Town Council there were comments on the night-time economy of the town, and said reference to the importance of the night-time economy should be made. People were horrified at the thought of public car parks to be closed as they would not be able to get into the town in the evening to enjoy themselves.

Cllr John Neale also commended the work of Chris Tunstall and the team on the report. He said he would like to see further prominence made to the need to deliver something soon, something starting within a year not within three years. Secondly, he said the plan was cautious and asked for there to be scope for major interventions in a couple of areas, for example in the town centre the public are expecting some major changes. Secondly, he said the area enclosed by Hickley's, the bridge and the station need some imaginative design to solve. He said he didn't see consideration of looking for investment partners to do something more significant in this area, for example Network Rail or other commercial partners. Thirdly, he said in Wrecclesham and the need to do something there.

Cllr Wyatt Ramsdale said he liked the document and thanked Chris Tunstall and the team. He asked for the list of recommendations to include the fact that the LLFs need to run concurrently with the OIP consultation. He said every A-road that runs through the town centre area presents a problem. He said for all of them a better solution would be for them to go around the outside of the town. On the annex, he said information from the Wrecclesham LLF had not been included. He said he would like some really detailed meetings on this to



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	<p>iron this out. Finally, he said that the complete document was not clear about the trade-off to be faced, and these needed to be brought out further.</p> <p>The Chair said that these issues would be addressed, it was just about the phasing of getting through them.</p> <p>Cllr Paul Follows thanked Chris Tunstall for his work. He emphasised Cllr Ramsdale’s point about the trade-offs and noted that the consultation would be useful in addressing this. He noted that most residents don’t live in the centre of Farnham and noted the need to look at the impact of the outer wards. He agreed with the earlier point about the need to look at the night-time economy in the report. He said it would be useful to understand the revenue commitment to some of the schemes, for example active travel, so that councils can understand this before committing. He said he supported the draft going out for consultation and noted the need to sell residents on the benefits as to why this work was going ahead.</p> <p>Cllr Stephen Spence supported the report and thanked all those involved. He noted there would be an ongoing debate over whether the 20mph zone around Hale School should be looked at further, and whether the 20mph zone should be in a greater area of Upper Hale Road and other areas of north Farnham. He agreed with the need to reclassify the A-roads. Additionally, he said debate was needed on the Farnham parking surplus being put into the infrastructure project to put some funds there to allow some of the quick wins to happen. He said the report highlighted the ongoing debates that need to take place, but said it was a very good initial piece of work.</p> <p>Cllr Andy MacLeod agreed with colleagues’ comments and said he fully supported Jeremy Hunt’s sentiment. He said he supported the move to a pedestrianised town but noted it would be difficult to achieve given the nature of Farnham’s road system. He said people still have to be able to get around the town, to get to school, the station and so on. He said perhaps an evolutionary approach for this would be needed. In terms of the economic viability of the town, the Brightwells Development should be successful for this to be achieved.</p> <p>The Chair thanked all for their comments. He asked Chris Tunstall if there was reason why we shouldn’t and can’t progress a conversation with government on the declassification of the A325. Chris Tunstall said there wasn’t a reason and the reason why it wasn’t in the report was because everything else in the report would suffice. He said the evidence around through traffic showed that it was often actually Farnham residents wanting to access other areas of town. On road classification, there would be an impact on road maintenance allocation. He said in terms of what’s being invested in Farnham anyway this was not a large amount. He suggested to take this offline, separate from the OIP and deal with it as a quick win. He said he would gratefully accept Jeremy Hunt’s offer to work together on this.</p> <p>The Chair asked for Chris Tunstall and Jonathan Foster-Clark to take all the points raised into account and for them to produce a short note answering all the points, identifying answers to them, and to circulate a final version of the draft within a reasonable timescale. Chris Tunstall agreed to produce a note on this for the Board within the next week. He also said he would work with Board members and allow them to feed into the consultation as it was ongoing.</p> <p>The Chair asked if the Board would agree with the recommendations, given that Cllr Ramsdale’s point on the LLF to be included, and given that the note picking up Board members’ points would be circulated. Recommendations agreed.</p> <p>Cllr Neale asked when the report would be available to town councillors. The Chair said now, with the caveat that this isn’t the version that would be going out into the public domain.</p>
5	20 mph Review

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Chris Tunstall noted this came out of the HGV Study at the last meeting, initiated as a quick win. He said there are some quick wins that need further work subject to the Board's agreement, and interventions to be considered as part of the wider OIP.

Jonathan Foster-Clark noted they had systematically reviewed the speed at locations identified within the report and identified potential interventions in response to this. He said 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, and there is an opportunity to complement interventions to encourage an increase in walking and or cycling and an associated reduction in pollutants and emissions.

From these processes, a number of recommendations have been developed:

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 physical traffic calming features
 - 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.
 - East Street – further assessment required for appropriate traffic calming measures linked to the Brightwells 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 – 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.

Cllr John Ward noted Wrecclesham Hill is exactly the same as Castle Street, people madly speed up as they leave the town. He said he wasn't necessarily seeking a 20mph limit but noted speed does need to be looked at there.

Cllr Wyatt Ramsdale asked where Wrecclesham was in the recommendations, he noted there were massive speed problems there and asked for it to be included in the recommendations.

Cllr Paul Follows asked about 20mph limits in general, asking if there is a reason why an approach couldn't be adopted that recognises the whole place needs to be turned into a 20mph zone in order to get the outcome desired. He noted the enforcement issues that go along with this, but asked if there was a reason why the whole area couldn't be considered for this.

Jeremy Hunt supported Cllr Ward and Cllr Ramsdale's point, noting that pavements are very narrow there, and even when traffic is going at 30mph it can be intimidating for pedestrians.



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	<p>on the A31 at Farnham. He said this is what drivers were aiming to do. He said the restriction restricts anybody, no matter where they are coming from in the town, so in effect both east and west street would be covered off by not allowing HGVs that aren't servicing Farnham coming down the A287.</p> <p>The Chair emphasised that the work was being progressed as quickly as possible, but processes needed to be followed to get the TRO in place.</p> <p>The recommendation of the item was to: 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.</p> <p>Recommendation agreed.</p>
7	<p>Progress Update</p> <p>Chris Tunstall updated on the progress to date and the key dates going forward. He said in the main this was on the previous papers.</p> <p>Chris Tunstall gave an update on active travel and the Brightwells Development. He said WSP had been commissioned for the Active Travel 2 bid, they are also looking at the Brightwells Development as the cycle bid would go through this development. He said they are being tied together and it is still progressing. He said he would take Cllr MacLeod's point that they are looking to open in July this year.</p> <p>On the electric bus update, Chris Tunstall said he was arranging a meeting with the officers involved to look at bus patterns and options. He said they are keen to provide the services that people have said they would use if available instead of using their car. The intent is that these would all be electric.</p> <p>Paula Gough gave an update on the programme. She said there is incredible momentum and she is delighted that the work is progressing on time. She said the next key activity is the OIP consultation. She said a significant point is that they are intending to brief Board members on what the format of this would look like, having already done so with Waverley and Town Council officers. Additionally, the LLF's have noted a need to accelerate any Farnham town centre improvements, and all of those elements would fit into the next iteration of consideration. Anything that could be developed early would be done. Finally, whilst the OIP was reviewed, she said the Annex A programme would be revised identifying key next steps, looking at how the rest of Farnham would come into it and providing further clarity. Chris Tunstall said the review against timeline table would be circulated to the Board.</p> <p>The Board noted the programme updates/progress in Annex A; and noted the key activities.</p>
8	<p>Local Liaison Forum Update</p> <p>Cllr John Neale updated on the LLF sessions, he said there had been nine so far, well attended and with lots of positive feedback. He said there were a few points to bring out: he said there had been a lot of talk on community issues, discussion over what the town centre would become, cycling and walking and active travel provisions, and major road issues especially on the north Farnham side. He said there had been a session with young people, speaking to their teachers and youth leaders, as well as a couple of presentations from young people themselves. He said they had been invited to speak directly to children at schools as well which they will do when circumstances allow.</p>

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	<p>Cllr Andy MacLeod emphasised that north Farnham communities have really come together, and a local resident had done a terrific job in pulling the communities together. The overall process has gone extremely well and been a very good exercise.</p> <p>The Chair thanked both and said the next round of LLFs would coincide with the OIP consultation.</p> <p>Cllr Wyatt Ramsdale noted that this was just the report of Cllr Neale and Cllr MacLeod. He noted that people were talking about the Wrecclesham bypass, rather than the Western bypass that the report notes. On the young people LLF, he said Dan Hunt from the north of Farnham ward should have been involved as he would have better involved younger people rather than just their leaders.</p> <p>Chris Tunstall said there had been a slight issue on the business LLF which would be redone, but otherwise they had all gone really well. He said that points made by Cllr Ramsdale would be incorporated into the OIP consultation.</p> <p>The Chair thanked all.</p>
8	<p>AOB</p> <p>No additional items had been raised. The Chair thanked all involved.</p> <p>Next meeting date:</p> <p>Friday 19th March 2021</p>

Farnham Infrastructure Programme

Farnham Board Meeting

AGENDA ITEM 5

DATE: 19 MARCH 2021

DOC NO: 4D476001-SCC-PRG-PAP-000017

REPORT OF: TIM OLIVER – BOARD CHAIR

LEAD OFFICER: CHRIS TUNSTALL

SUBJECT: QUICK WINS PROJECT UPDATE

SUMMARY OF ISSUE:

To note the allocation of £2m, the development of a programme of works and progress in respect of the previously agreed Quick Wins Project 1 comprising the HGV and Speed Restrictions, and the Road Reclassification proposal.

RECOMMENDATIONS:

It is recommended that the Board note:

1. the allocation of £2m for 2021/ 22 for the Quick Wins Project 1 works and the development of a programme of works to be brought back to the next meeting of the Board; and
2. the progress to date and the timetables going forward in respect of the HGV and Speed Restrictions, and the Road Reclassification.

REASON FOR RECOMMENDATIONS:

To provide Board Members with an update on the Quick Wins Project 1 and those quick wins previously agreed with regard to the HGV and Speed Restrictions and the proposal to Reclassify the A287 and A325 within Farnham. Identifying progress to date, the forward programme and any potential issues/ constraints that may arise.

DETAILS:

At its meeting on the 29th January Surrey County Council (SCC) Cabinet recommended that £2m be agreed for Project 1 Quick Wins for the 2021/22 Financial year. A set of criteria in respect of Quick Wins is currently being developed to enable a programme of work in respect of Project 1 over the next year. Details of which will be brought to the next Board Meeting. In the meantime, the following Schemes, already agreed by the Board, are being progressed:

1. HGV Traffic Regulation Order TRO Restriction:

1.1 The Board Meeting on the 20th November recommended the restriction of HGVs on the A3016 Upper Hall Road and the A287 Folly Hill, Castle Hill and Castle Street other than for access only.

1.2 The HGV TRO process is proceeding to-schedule.

- Informal consultation ahead of the statutory consultation has been undertaken with Surrey Police, Highways England, and Hampshire County Council.
- Atkins have produced the Statement of Reasons required for the statutory consultation, agreed and approved by SCC, Annex A.
- Surrey Highways have produced the public legal notice information, Annex B, for the Farnham Herald, and established the processes and consultation procedures, including the website.

1.3 Timeframes:

- Statutory Consultation: 19/03/2021 - 16/04/2021;
- Review consultation responses, make order, procure signs, arrange for lane rental / traffic management for safe installation: 19/04/2021 - 11/05/2021;
- Implementation (signage installation): 17/05/2021 - 14/06/2021;
- Order legally enforceable: 14/06/2021 onwards.

1.4 Caveats:

- TRO programme durations assumed to be limited to the 28-day statutory consultation period;
 - If significant objections raised during consultation, e.g. if the consultation process has to start again upon receipt of significant concerns which require a re-design, this will extend the programme;
- Commissioning, procurement, and installation of signage undertaken by SCC;
- Implementation timeframes contingent on:
 - Hampshire County Council and Highways England staff collaboration particularly workforce availability for advanced signage required on HE's network (M3 junction 5);
 - Procurement, delivery, and installation of signage to meet timescales.

2. Speed Study update:

2.1 The Board Meeting of the 22nd January recommended that the following speed restriction measures be considered:

- 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.

2.2 Activity since 22nd January Board meeting:

- Liaison with SCC Safety team and Surrey Police;
- Meeting with Surrey Police and SCC - 18th March to work through next steps;
- Scoping implementation tasks and programme.

2.3 Next steps (overview):

Phases of implementation – each subject to outcome of discussions on 18th March.

- Task 1: Signage design of 20mph speed limits on three roads which have already had TROs made, but have never been signed so aren't legally enforceable;
- Task 2: Scope, programme alterations, further information gathering and liaison (if required following meeting with Surrey Police and SCC on 18th March);
- Task 3: Design of TROs and accompanying signage (in order for SCC to make the orders) on those streets appropriate for signed-only reductions to 20mph;
- Task 4: Design of physical design interventions (plus TROs and signage design) for those streets not appropriate for signed-only speed reductions;
- Task 5: Design of complimentary interventions not associated with speed limit changes e.g. speed camera, village treatment.

2.4 Programme*:

- Task Order production for implementation phase: 26/02/2021 - 19/03/2021;
- Engagement with Surrey Police & SCC: 08/03/2021 - 19/03/2021;
 - Email Speed Study to Surrey Police: 08/03/2021;
 - Meeting with Surrey Police and SCC Highways Officers: 18/03/2021;
 - Ongoing engagement with SCC - Traffic Management and Road Safety – and Surrey Police (if required): 22/03/2021 onwards.
- Task 1 programme - Quick Wins: legally enforceable changes (SCC to oversee implementation of signage): 22/03/2021 - 30/04/2021;
- Task 2 programme – dependent on requirements identified;
- Task 3 programme: Intermediate - making of TROs for self-enforcing schemes through signage (Atkins undertaking design, SCC undertaking implementation): 22/03/2021 - 30/07/2021;
- Task 4 programme: Longer-term TROs where physical measures required. Design-element only programme: 22/03/2021 - 30/07/2021. TRO consultation and Implementation TBC by SCC;
- Task 5 programme: Longer-term where physical measures required. Design-element only programme: 22/03/2021 - 30/07/2021. TRO consultation / Implementation TBC by SCC.

* More detailed programme information for tasks 1 through 5 will be available following the engagement meeting with Surrey Police and SCC Highways Officers on the 18th March.

2.5 Caveats:

- Task Order being produced currently; dates above are indicative at this stage and may shift during finalisation of Task Order and associated workstream-specific programme;
- Timescales for SCC-managed element TBC following engagement with SCC Officers;
- Commissioning, procurement, and installation of signage undertaken by SCC;
- TRO programme durations assumed to be limited to the 28-day statutory consultation period;
 - If significant objections raised during consultation, e.g. if the consultation process has to start again upon receipt of significant concerns which require a re-design, this will extend the programme.

3. Road Reclassification:

3.1 At the Board Meeting of the 22nd January Members requested that the classification of the roads through the centre of Farnham be reviewed.

3.2 Over the years there has been considerable pressure within Farnham to reclassify the A287 north to south, Folly Hill, Castle Hill, and Castle Street and the A325 east to west, West Street and East Street, a previous study undertaken in October 2015 recommended no change. Neither roads are Primary nor Major Road Network MRN. The Primary Route is the A31, which is also part of the MRN. The A287 is also part of the MRN but from M3 to the A3016 Upper Hale Road. Annex C shows the Classified A Roads in and around Farnham in red.

3.3 The perceived issue with the A road categorisation is the concern that Satnavs automatically direct traffic along them, including light and heavy goods vehicles. The following is taken from documentation provided by the DfT in respect of reclassification and Satnavs:

6.4 Some communities have expressed concern that satellite navigation technology is directing traffic down unsuitable routes. This can be the fault of individual motorists, particularly domestic and international HGV drivers who use navigation systems intended for regular cars. It may also reflect unavoidable realities in the local road network. However, there may be situations when communities or local authorities wish to report a genuine failing in satnav direction.

6.5 Satnav systems work using information on a database produced by a mapping company. This is then processed by an algorithm, which seeks to find the most efficient route from the current location to the destination. Generally, it does not rely on road classifications, the PRN or the SRN; and

changes to these arrangements will not affect the routes chosen by satnav devices.

3.4 In considering the appropriateness of reclassification the DfT have issued the following factors that need to be considered:

National factors to consider when reviewing the classified road network include:

- *In most circumstances classified roads must connect with a road of equal or greater classification at either end. There are exceptions, such as seaports and airports.*
- *The classification of a road should reflect the function it performs as part of the road network, which is based on a number of factors, including the sizes and significance of the centres of population it connects (Farnham is a primary destination).*

3.5 With the above in mind work is currently ongoing developing a proposal that seeks to reclassify the A287 and A325 within Farnham for further consideration and consultation, the details of which will be reported back to the next meeting of the Board.

CONSULTATION:

4. Consultation will be required as necessary with Surrey Police, the local community and members together with internal SCC 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. For the Road Reclassification consultation will also need to take place with Hampshire CC and DfT.

RISK MANAGEMENT AND IMPLICATIONS:

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

FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

6. The cost in respect of the works will be met from the £2m SCC Quick Wins capital allocation for 2021/22.

SECTION 151 OFFICER COMMENTARY

7. The Capital Quick Win allocation was approved by Cabinet on the 26 January 2021 and subsequently ratified by SCC's corporate Capital Programme Panel on the 24 February 2021.

LEGAL IMPLICATIONS – MONITORING OFFICER

8. The Board has no Executive Powers. Any decisions made would require SCC to follow its own legal advice and its approval procedures.

EQUALITIES AND DIVERSITY

9. As part of SCC reporting requirements, individual Equality Impact Assessments (EIAs) will be undertaken as required.

OTHER IMPLICATIONS:

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

WHAT HAPPENS NEXT:

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

Contact Officer:

Chris Tunstall
Farnham Programme Director
Chris.tunstall@surreycc.gov.uk
07866008912

Annexes: Annex A – HGV Statement of Reasons
Annex B – HGV Legal Notice
Annex C – Classified A Roads in Farnham

Sources/background papers: As detailed in the Annex's and the Atkins HGV and Speed Study Reports

Annex A – HGV Statement of Reasons

FARNHAM OPTIMISED INFRASTRUCTURE PLAN

Application Form: Permanent Traffic Order, Road Traffic Regulation Act 1984

Statement of Reasons

Introduction:

An Optimised Infrastructure Plan (OIP) is being produced for Farnham by Surrey County Council (SCC), Waverley Borough Council (WBC) and Farnham Town Council (FTC) 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 changes 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 Farnham 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.

A specific problem perceived with Heavy Goods Vehicles (HGVs) has been identified. As a critical issue to the success of the overall OIP, a Goods Vehicle Study was undertaken to understand issues caused by goods vehicles in the town and identify how they might be addressed. The study comprised: 1) a review of existing traffic reports, survey data, and evidence base, 2) identification of critical goods vehicle issues and, where possible, the root causes of these issues and 3) identification of a range of potential intervention measures, opportunities, constraints, and recommendations.

The full report is available here:

<https://mycouncil.surreycc.gov.uk/ieListDocuments.aspx?CId=828&MId=7798&Ver=4>

Issues:

Some Goods vehicle activity is essential to the operational viability of town centres, however they can also create safety and environmental (air and noise pollution) issues.

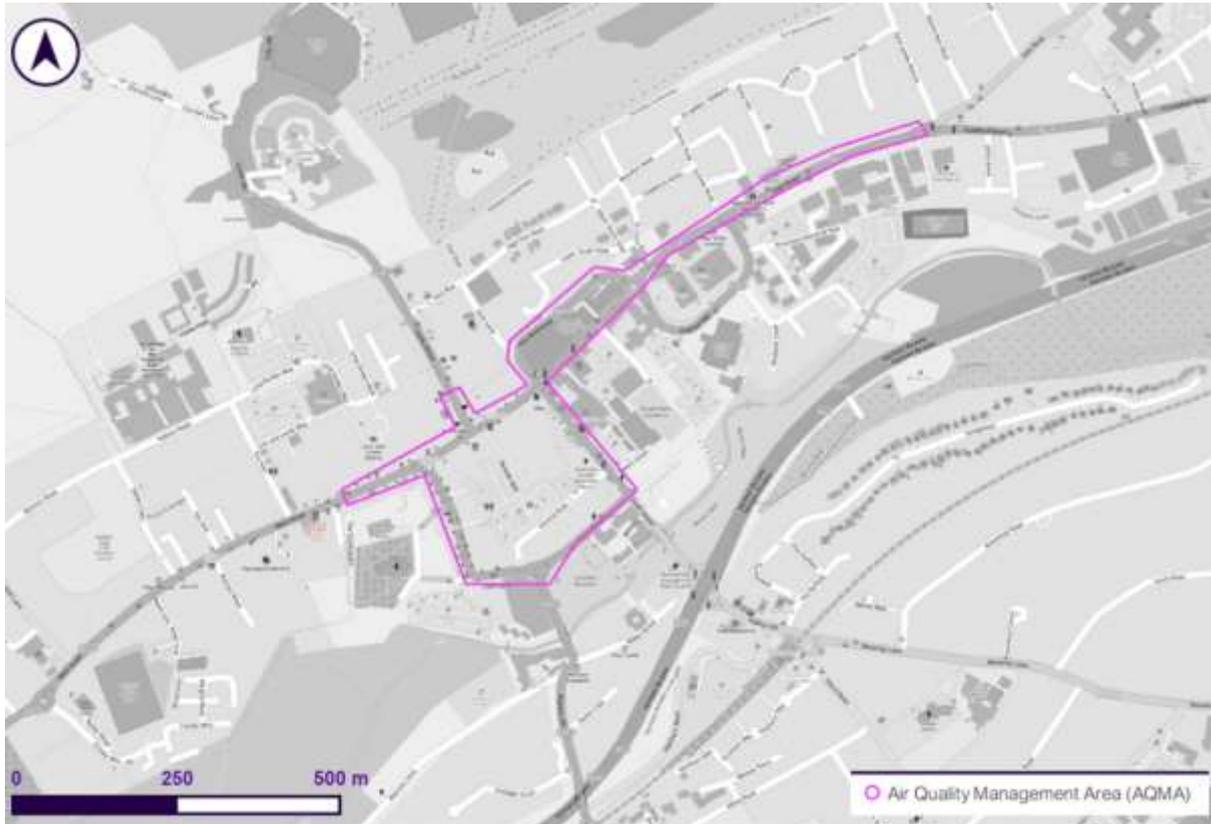
Survey data recorded:

- 19 HGVs in AM Peak Hour on the A287 Folly Hill / Castle Hill, almost one every three minutes
- 27 HGVs in AM Peak Hour (3% of general traffic volumes) on the A3016 Upper Hale Road, almost one every two minutes

Waverley Borough Council's 2020 Air Quality Annual Status Report (ASR), produced by Wood Group Plc (Waverley's air quality consultants) and published in July 2020 highlights that the A3016 Upper Hale Road, saw monthly recordings in excess of 40µg/m³. Full report available here:

<https://www.waverley.gov.uk/Services/Environmental-concerns/Pollution-control/Air-quality/Air-quality-reports>

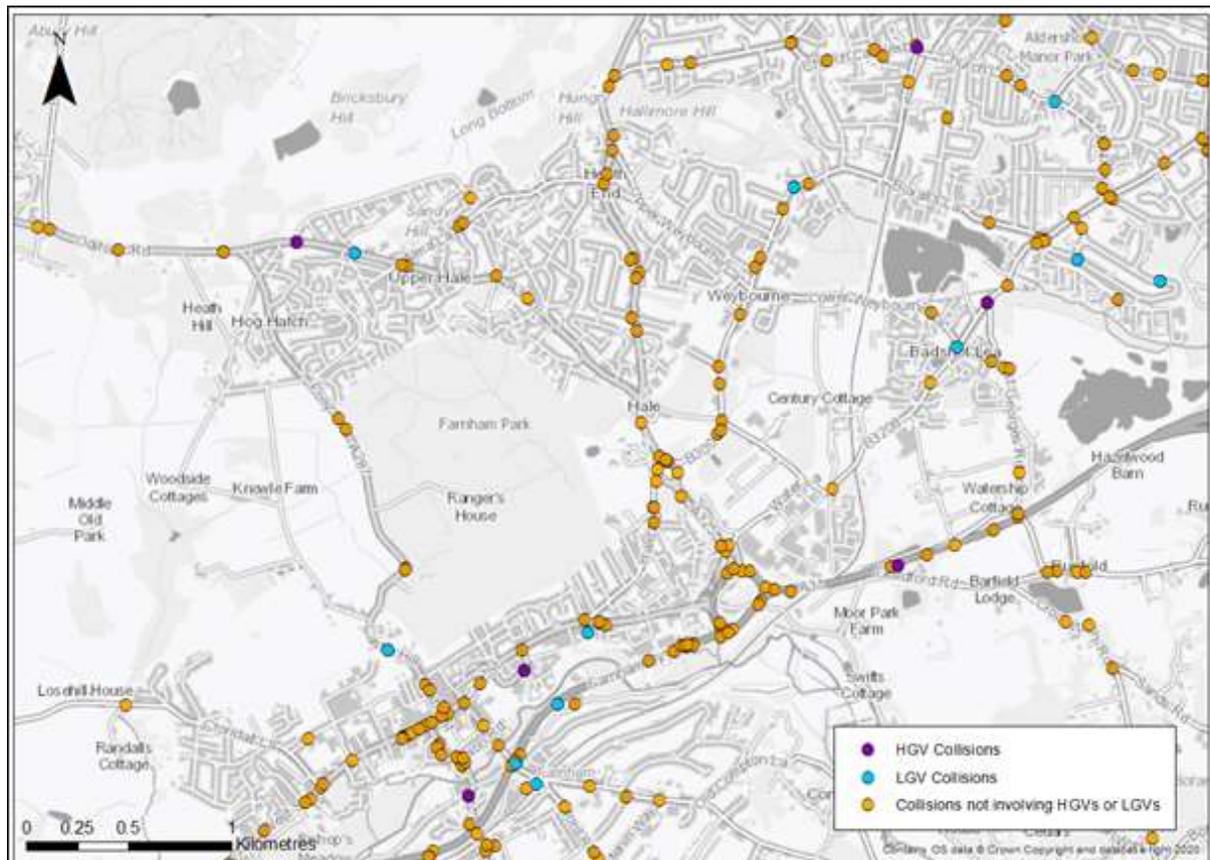
In addition to routing along the A3016 which recorded emissions in excess of the ceiling value, those vehicles which route along the A287 Folly Hill / Castle Hill route will also travel through the Farnham town centre Air Quality Management Area (AQMA) – plan below for context – exacerbating existing poor air quality in the area which has the highest concentrations of pedestrians.



While the absolute volumes, and proportions of HGVs are broadly comparable to other towns in Surrey, these routes within and around Farnham are considered sensitive due to the following:

- Narrow footways – most footways in North Farnham are below 1.5m in width;
- The additional absence of footways in some locations;
- The proximity of residences immediately abutting the carriageway, or which have minimal private frontage / footway between residence and carriageway, in several locations;
- The proximity of schools on the routes, combined with volume of school children crossing the road and the, at times, infrequent controlled crossing locations in the area; and
- Significant concerns expressed by residents, parents, and local Councillors in relation to road safety which, in cases, has resulted in people avoiding walking and cycling along these routes due to concerns regarding goods vehicles.

While there have been very few collisions resulting in personal injuries involving heavy or light goods vehicles along the A287 and A3016 – below plan based on STATS19 data (2017, 2018 and 2019) – it is important to note that this data set only contains records of those collisions which were both reported to the police and which have resulted in personal injury. Anecdotal evidence supplied by residents and Councillors has flagged several near misses, and several incidents of pedestrians being struck by wing mirrors of HGVs due to the narrow footways and carriageways and the size of the goods vehicles.



Proposal:

The proposed solution for these two locations is the introduction of a permanent Traffic Regulation Order (TRO) which implements, except for access, a weight restriction on the following two roads:

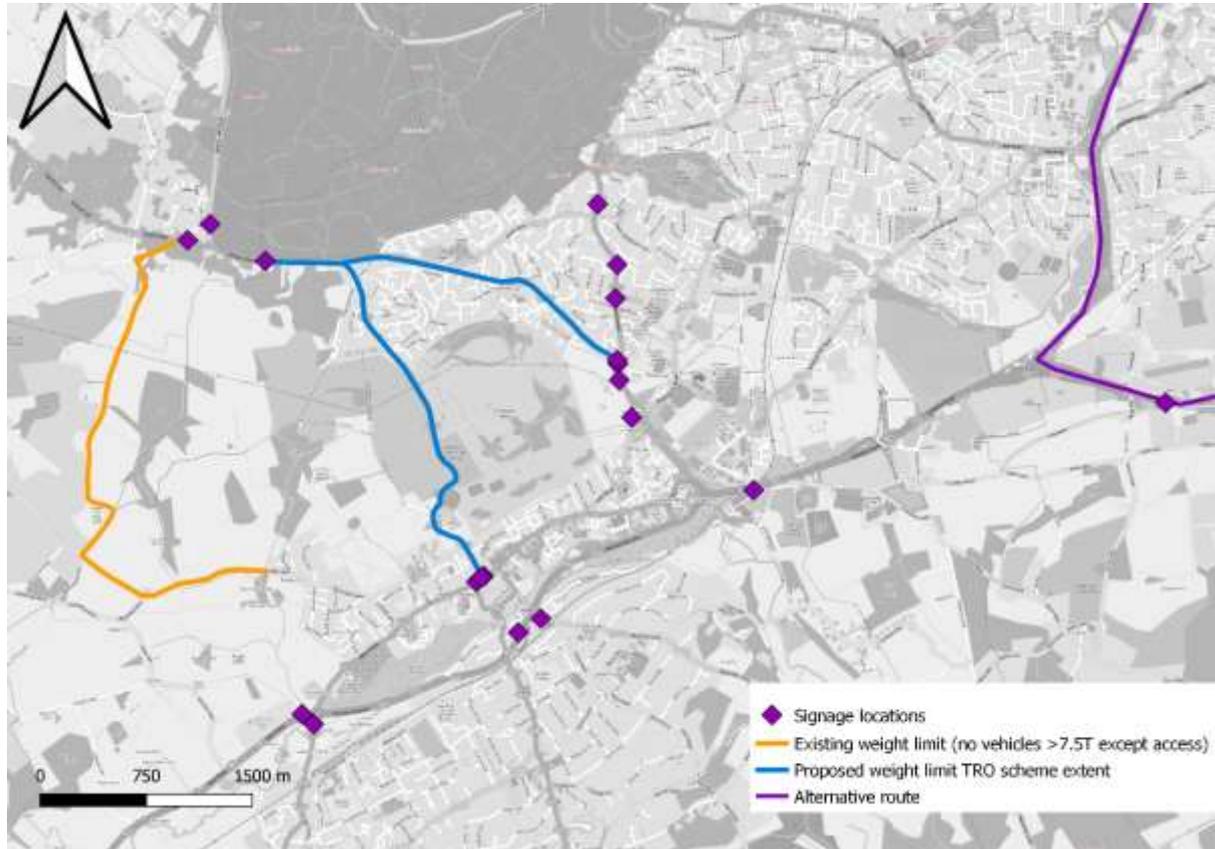
1. The A3016 Upper Hale Road, from the junction with A287 Odiham Road / Folly Hill to the junction with the A325 Farnborough Road (approx. length 2.2Km); and
2. The A287 Odiham Road / Folly Hill / Castle Hill, from the junction with the B3013 Beacon Hill Road to the junction with the A325 The Borough (approx. length – 3.7Km).

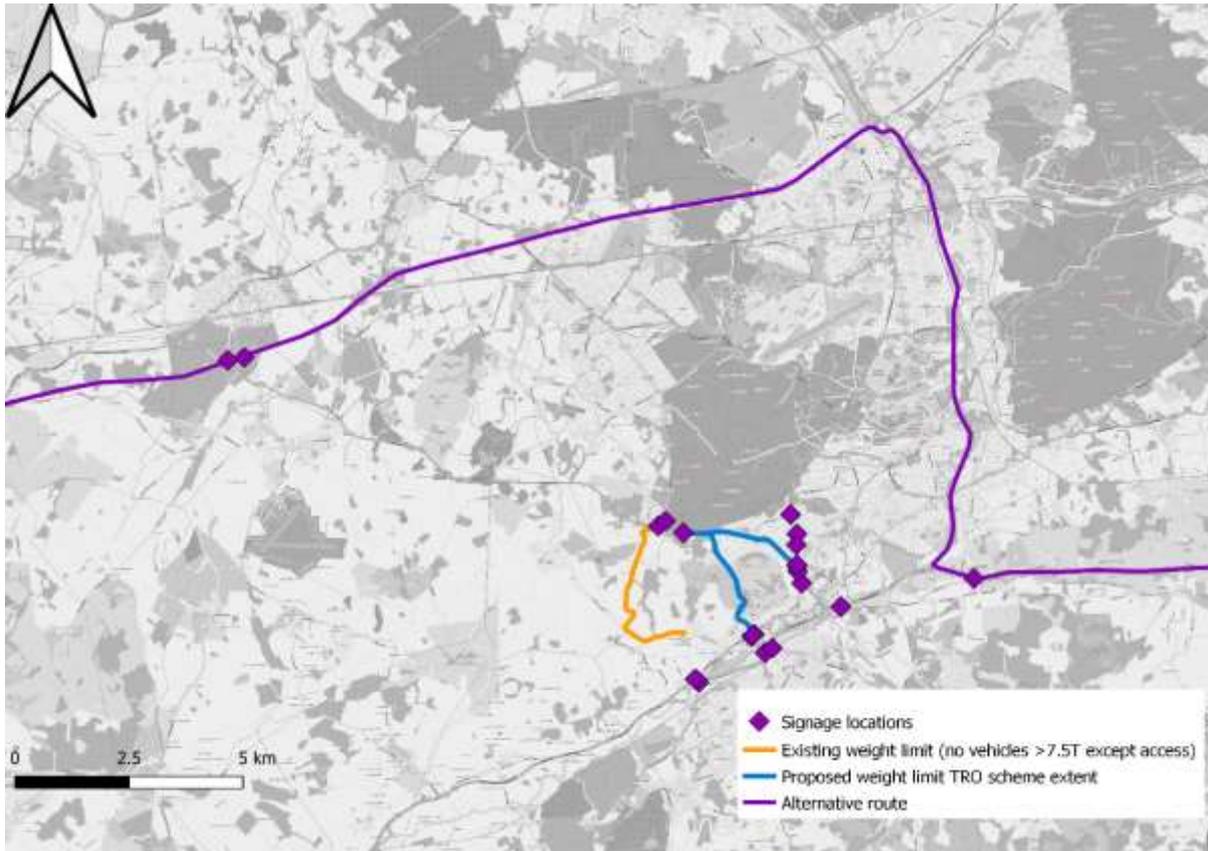
The weight limit to be ‘no goods vehicles over 7.5T except for access’.

The below plans show:

- The spatial extent of the proposed weight limit to be delivered by the TRO;

- Proposed signage locations for the TRO;
- Alternative route (it is important to note that this 'alternative route' is the route already signed for all vehicles, not only large goods vehicles, to reach Farnham and Guildford); and
- Existing weight limits on nearby roads.





Benefits:

The TRO will support routing of goods vehicles in line with existing signage on the Strategic Road Network: - currently signs on the M3 on the approach to Junction 5 advise all traffic (including goods vehicles) to use the M3 / A331 / A31 to access Farnham and Guildford. The TRO will enable local access to continue as goods vehicles will still be able to deliver or service business or residential customers in local areas. Those goods vehicles which are currently using the A287 and A3016 to reach Farnham town centre, nearby industrial / business estates, or as part of longer journeys (e.g. between Basingstoke and Guildford) will no longer be able to do so. These vehicles should already be utilising the ‘alternative route’. They should not be utilising the A287 or the A3016 unless they have a need to access a property or location only accessible from these roads.

The TRO will deliver environmental and safety benefits through a reduction in number of goods vehicles which do not need to access the local area (e.g. are using the A287 and A3016 as part of a longer journey). This will reduce the impact on residential properties, schools, and other sensitive receptors along these routes – reducing air and noise pollution and improving public perception of safety on footways and carriageways. This supports people walking and cycling in the area thereby improving local accessibility and, through modal transfer supporting net zero carbon objectives.

Supporting information

Signage details and locations:

The below figures illustrate signage types and locations for the proposed TRO.

Figure 1 – A31 / A325 West Street signage



Figure 2 - A31 / South Street signage

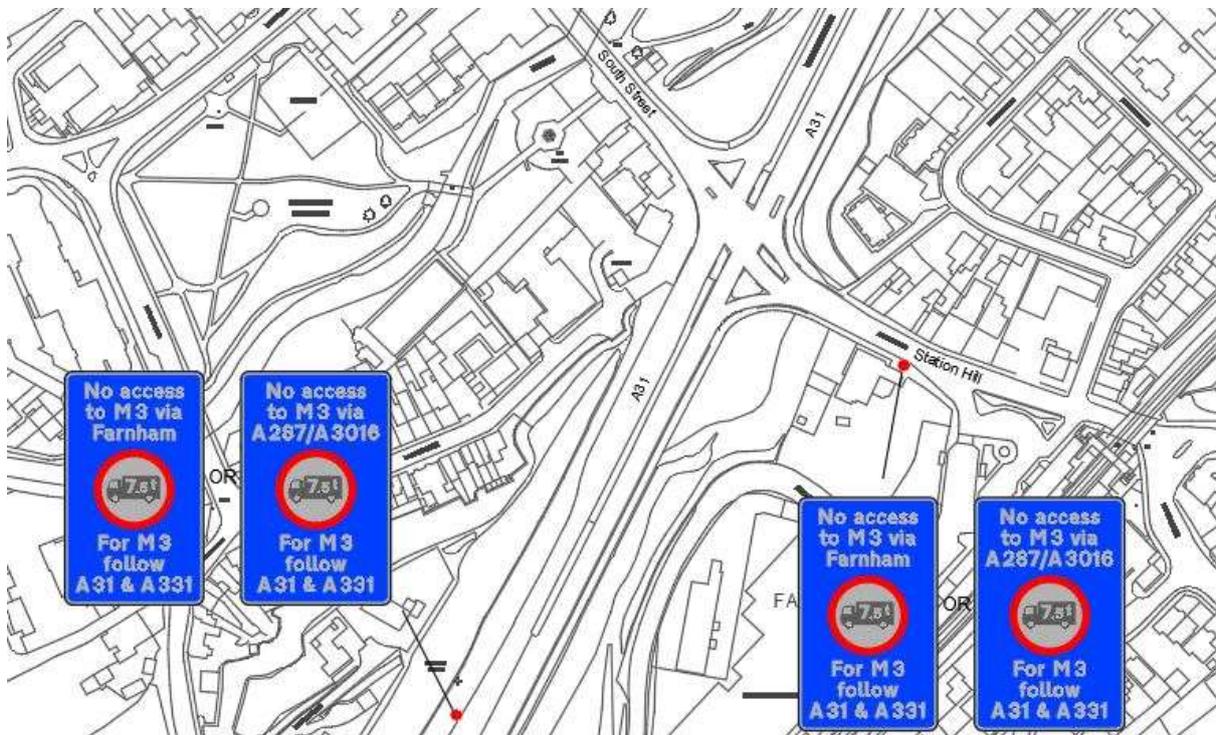


Figure 3 - A325 Farnborough Road / Alma Lane signage



Figure 4 - A325 Farnborough Road / North Avenue signage

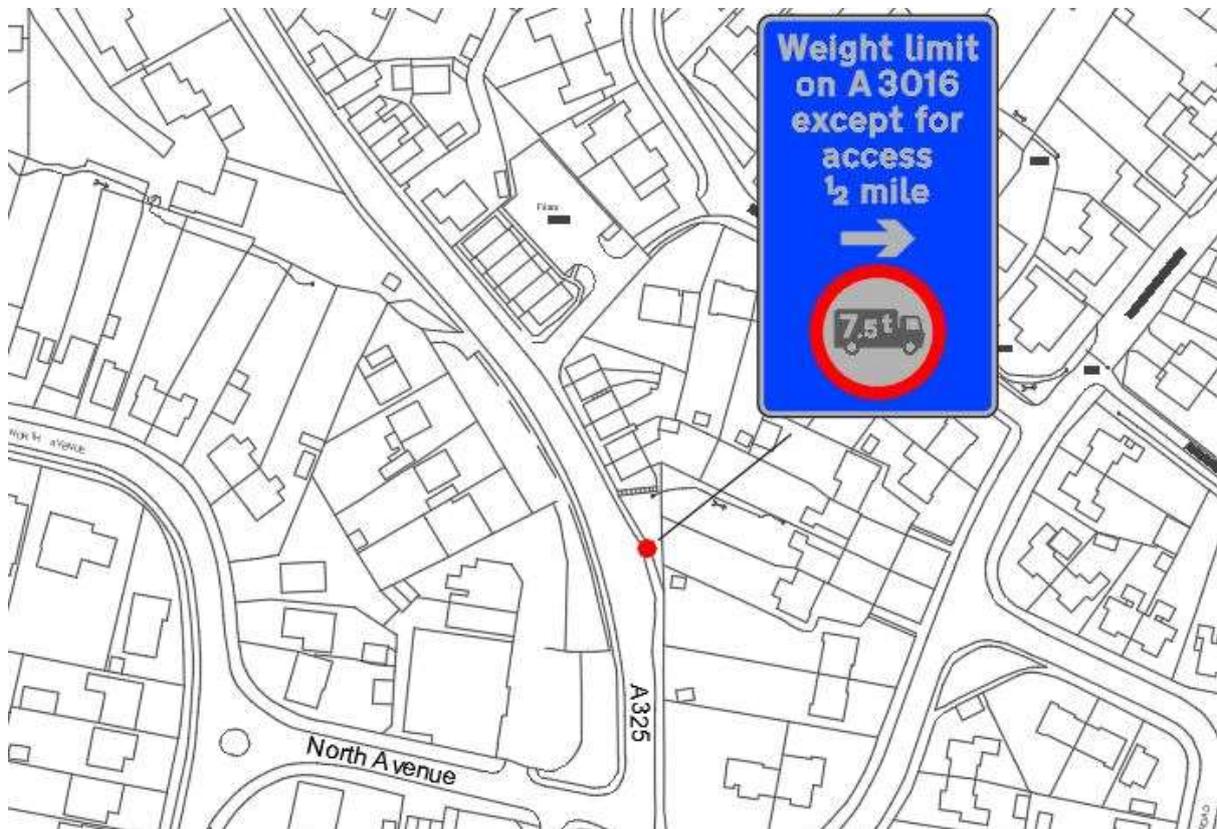


Figure 5 - A325 Farnborough Road / South Avenue signage



Figure 6 - A325 / A3016 Upper Hale Road signage

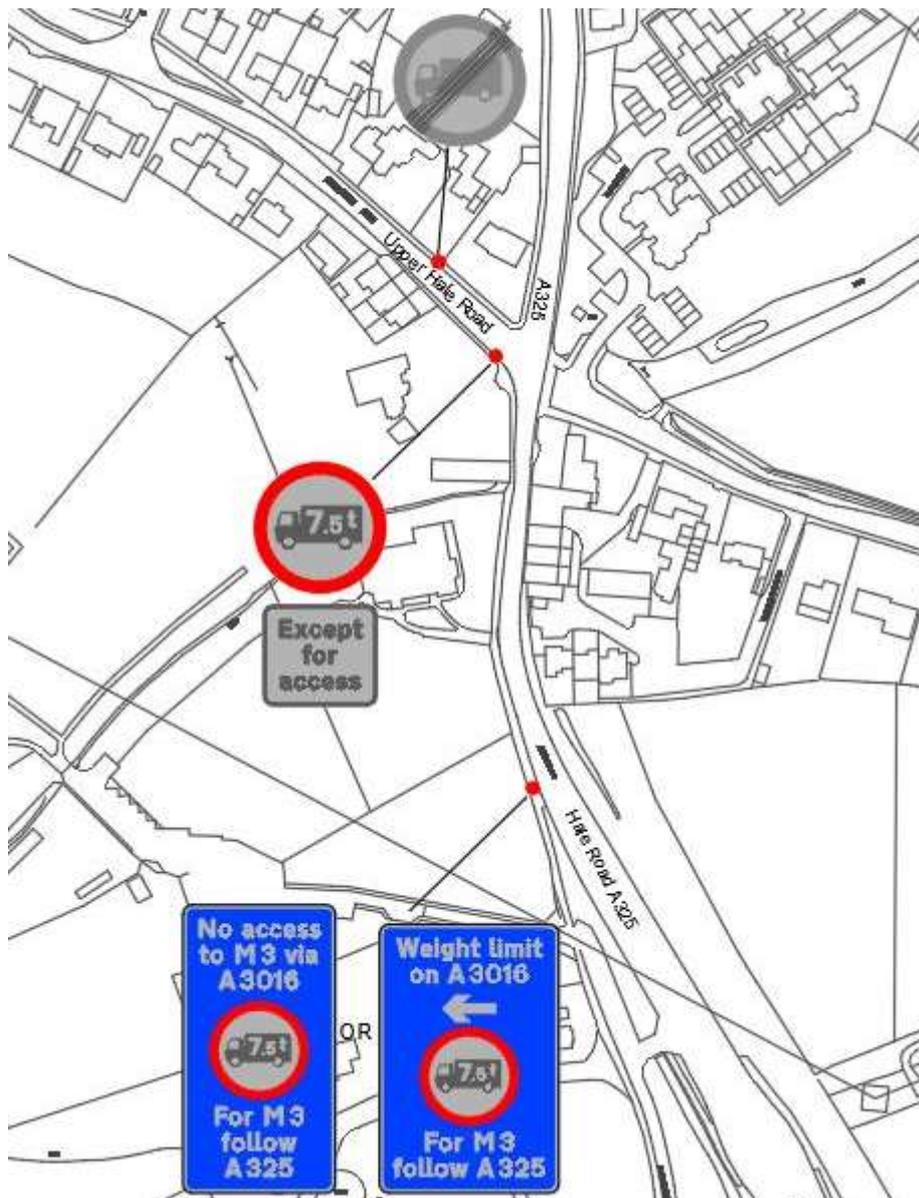


Figure 7 - Shepherd & Flock Roundabout signage



Figure 8 - A287 Odiham Road / Beacon Hill Road signage

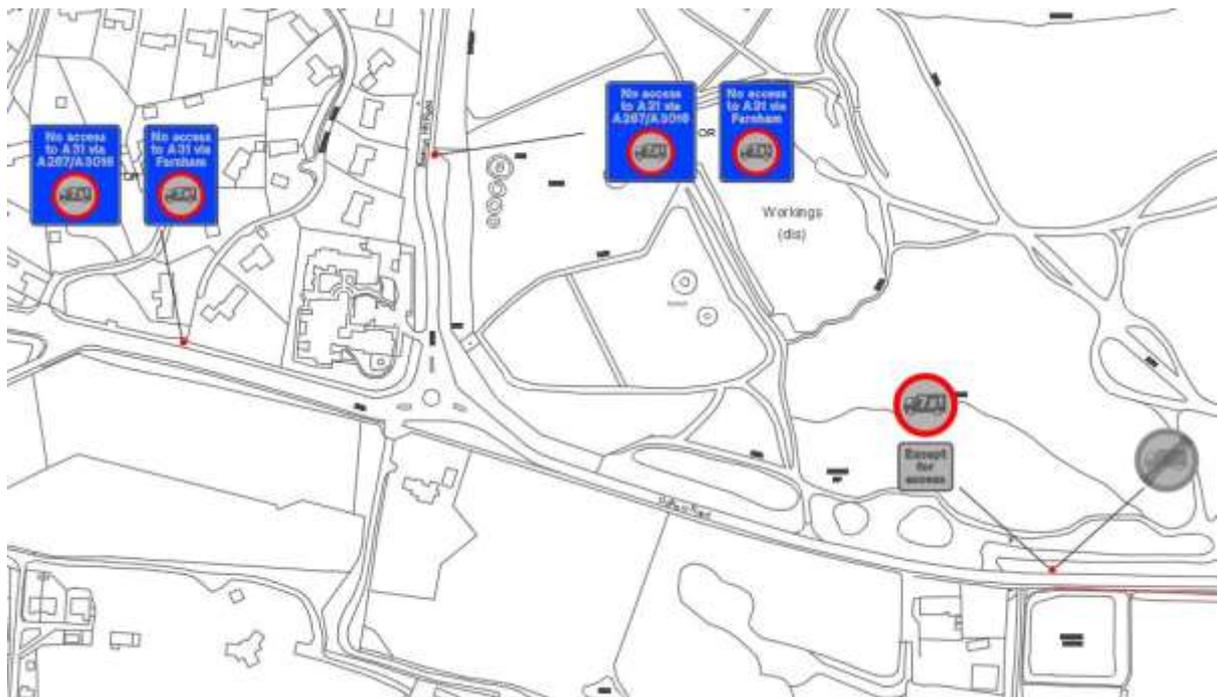


Figure 9 – A325 Southbound approach

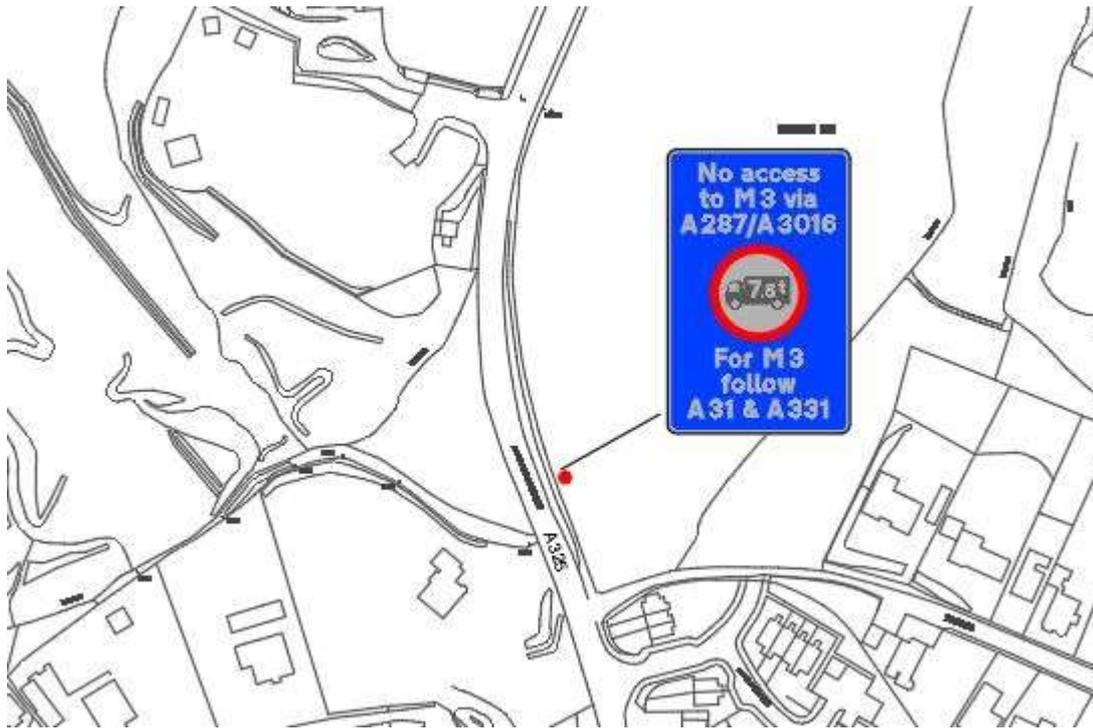
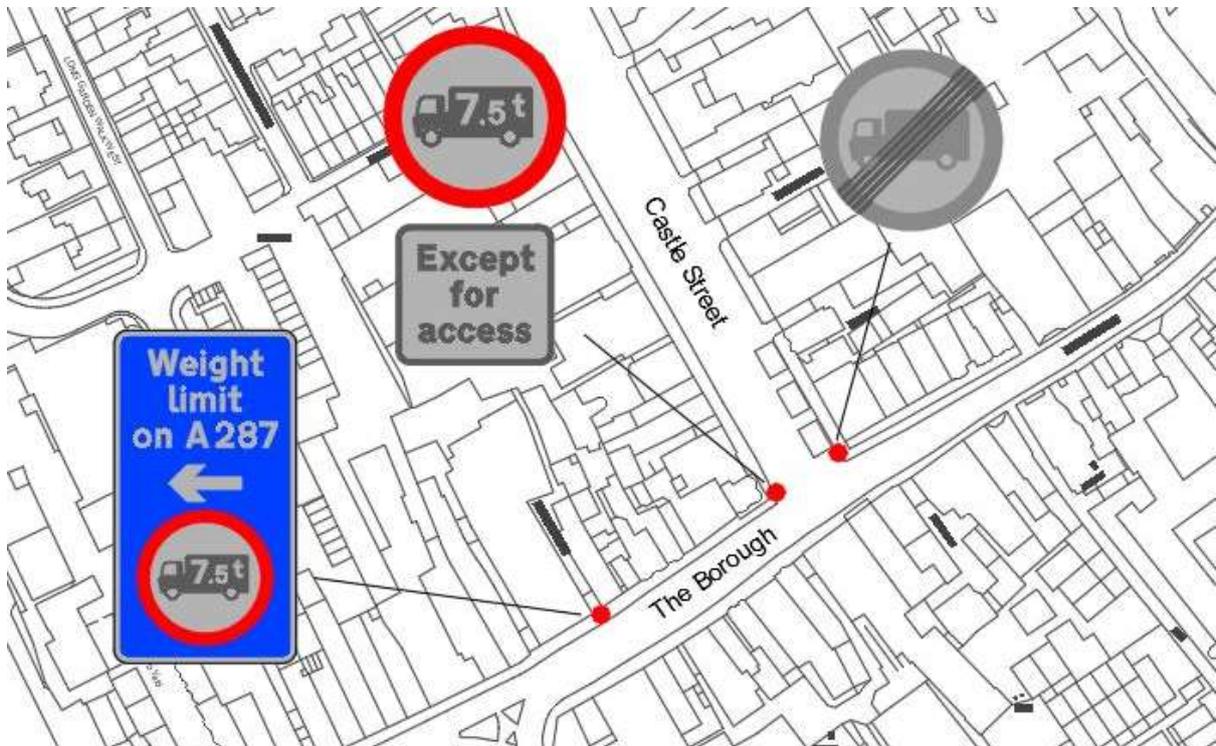


Figure 10 – The Borough / Castle Street signage



Signage details

Figure 1 - TRO Entry Signage



Figure 12 - TRO Exit Signage



Figure 13 – M3 Advanced signage options



Figure 14 – A31 westbound sign options

Annex B – HGV Legal Notice

THE SURREY COUNTY COUNCIL VARIOUS ROADS IN FARNHAM (PROHIBITION OF HEAVY COMMERCIAL VEHICLES) ORDER 202-

Surrey County Council propose to make the above Order under sections 1 and 2 of the Road Traffic Regulation Act 1984, the purpose and effect of which will be to prohibit any heavy commercial vehicle, the maximum gross weight of which exceeds 7.5 tonnes, from entering or proceeding in those lengths of road specified in the Schedule to this Notice. The prohibition will not apply in relation to vehicles requiring access to premises or land in or adjacent to the roads mentioned in the Schedule to this Notice, also buses, vehicles used by the emergency services or for the purposes of essential services, works and maintenance, refuse collection, for local authority or agricultural purposes, vehicles proceeding in accordance with directions given by Surrey Police and for loading and unloading, requiring access to the said roads.

A copy of a plan showing the lengths of roads to which the proposal relates and a Statement of the Council's reasons for proposing to make the Order, may be viewed on-line at www.surreycc.gov.uk/roads-and-transport/policies-plans-consultations/roads-and-transport-consultations (follow the link to Farnham Prohibition of Heavy Commercial Vehicles proposal). If you are unable to access the webpage, copies of the documents and the proposed Order can be obtained by contacting the Traffic Regulation Orders Team at the address below. If you wish to object to, or make representations relating to, the proposed Order, you must send the grounds for your objection or representation (including any in support), by (1) using the online form via the webpage quoted above; (2) in writing to the undersigned at Hazel House, Merrow Lane, Guildford, Surrey GU4 7BQ; or (3) by email at highways@surreycc.gov.uk by **15 April 2021**.

Schedule – (1) Upper Hale Road (A3016) from its junction with Odiham Road/Folly Hill to its junction with Farnborough Road; (2) Folly Hill (A287) the entire length; (3) Castle Street (A287) the entire length; (4) Odiham Road from its junction with Upper Hale Road/Folly Hill to its junction with the Hampshire/Surrey County boundary.

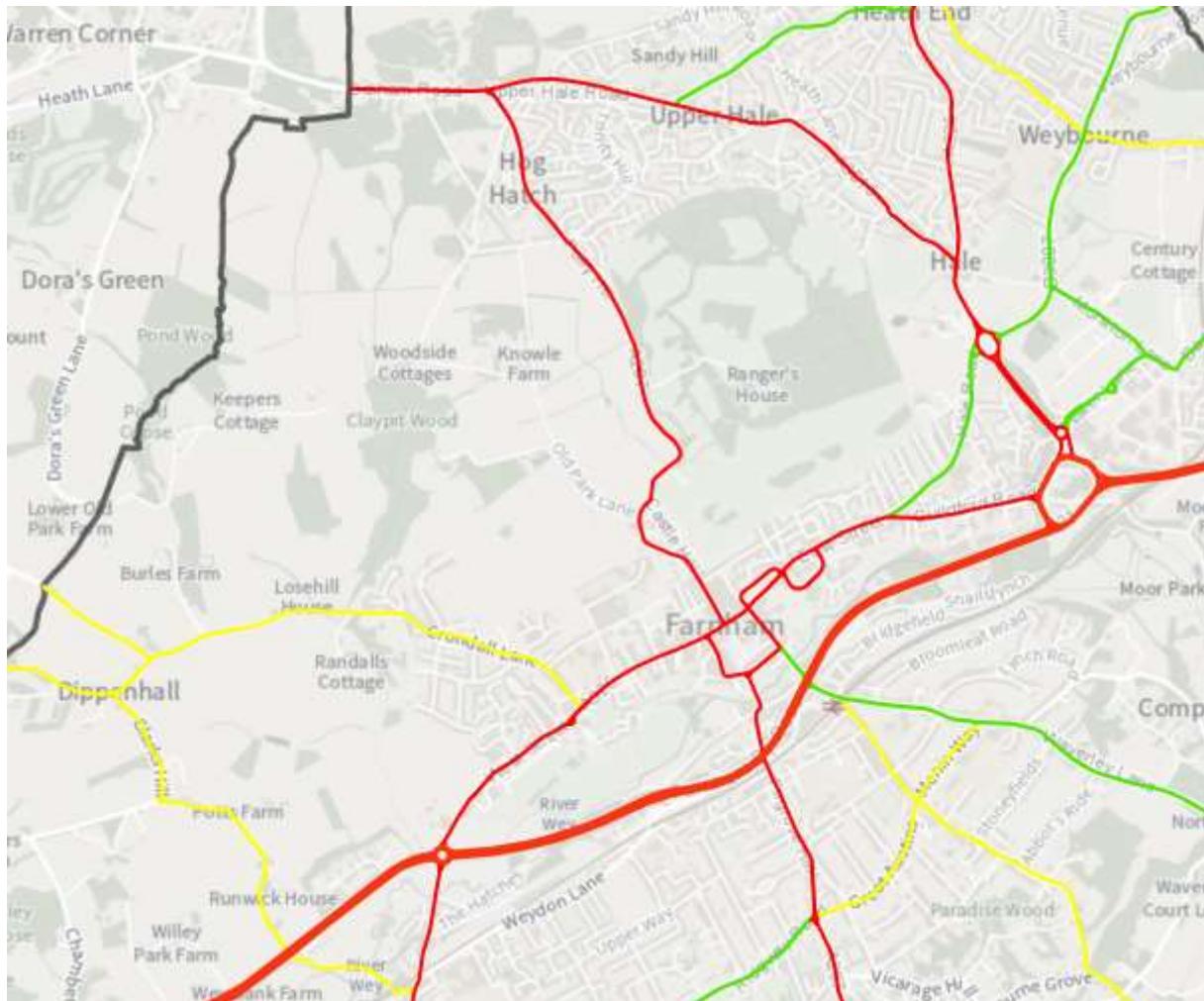
Dated: 19 March 2021

Lucy Monie – Director – Infrastructure & Delivery

Environment, Transport & Infrastructure

Enquiries to: Traffic Regulation Orders Team, Hazel House, Merrow Lane, Guildford, Surrey, GU4 7BQ, Tel: 0300 200 1003

Annex C – Classified A Roads in Farnham



Farnham Infrastructure Programme

Farnham Board Meeting

AGENDA ITEM 7

DATE: 19 MARCH 2021

DOC NO: 4D476001-ARC-PRG-PAP-000001

REPORT OF: TIM OLIVER – BOARD CHAIR

LEAD OFFICER: PAULA GOUGH

SUBJECT: PROGRESS UPDATE

SUMMARY OF ISSUE:

To note the progress achieved to date and the forecast key activities, including providing increased visibility of the next phase of the Farnham Infrastructure Programme (FIP) development (i.e. that following on from the conclusion of the Optimised Infrastructure Plan (OIP) consultation exercise).

RECOMMENDATIONS:

It is recommended that the Board:

1. Note the progress update provided;
2. Note the forecast key activities; and
3. Note the draft post-OIP activity schedule in Annex A.

REASON FOR RECOMMENDATIONS:

To ensure the Farnham Board (Sponsoring Group) is aware of the Programme progress to date and has visibility of future Programme activity.

DETAILS:

1. Overall, the FIP remains on schedule, with activity progressing in period in line with expectation.
2. The focus of FIP activity since the previous Board has been on developing the OIP consultation materials and delivering the OIP consultation exercise. As noted at the previous Board, this is being delivered through a virtual consultation room supported by a series of 4 Local Liaison Forums. The consultation exercise concludes on 14

March 2021, in advance of the 2021 pre-election period. A verbal update on initial assessment of the consultation responses will be provided at the Board, under a separate agenda item, with a full written report submitted to the following Board.

3. FIP activity in advance of the next Board will be focused upon:
 - Reviewing the OIP consultation responses;
 - Producing the final OIP report; and
 - Heavy Goods Vehicle (HGV) Traffic Regulation Order (TRO) consultation.
4. Activity will also commence to:
 - Implement signage for the HGV TRO;
 - Carry out initial, informal, consultation on the proposed speed restriction measures;
 - Initiate Hickley's Corner Local Large Major (LLM) submission assessment and development; and
 - Start early consideration of business case development for Wrecclesham and Western Bypasses.
5. Further specifics on activity to progress 'quick wins' are provided under the applicable Board Report. Stakeholder engagement and informal consultation will continue across future activity, including through future Local Liaison Forums, collaboration meetings with adjacent Councils or statutory bodies, and ad hoc engagement meetings, although public engagement sessions will not take place during the pre-election period.
6. A draft summary of post-OIP activity is provided in Annex A. This presents an initial view of the development of a detailed activity schedule following on from the OIP consultation exercise. The following should be noted in this context:
 - The post-OIP activity schedule summarised in Annex A will require review and confirmation following analysis of the results of the OIP consultation exercise;
 - Further work is also required to ensure that sufficient review and sign-off periods are included within the activity schedule; and
 - A broader confirmation of the Programme approach to business case development will be undertaken to validate the approach assumed in the post-OIP activity schedule. The Board will be updated when this has been completed.
7. As noted at the previous Board, the Programme Team now includes cost and commercial resource. Work is ongoing to provide a more robust cost profile for the Programme, alongside the development of a procurement and commissioning strategy for FIP. This will include the development of updated costings for the Wrecclesham Relief Road, supporting progression of the post-OIP design development process.
8. Work is also ongoing to scale the systems and processes of the FIP to align with the expansion of Programme activity and complexity, ensuring that the FIP will continue to be able to operate in an efficient and controlled manner. In particular, work is ongoing to align the FIP more closely with the overarching Surrey County Council (SCC) Portfolio Management Office (PMO), including full adoption of the now established PMO processes, ensuring that the FIP is following 'best practice' and is 'fit' for the future.

9. A plan to decarbonise transport through FIP, aligned to the overarching strategy of SCC, is also under development.

CONSULTATION:

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

RISK MANAGEMENT AND IMPLICATIONS:

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

FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

12. The cost and value for money in respect of the works will be identified within the SCC Report.

SECTION 151 OFFICER COMMENTARY

13. As proposals are developed that require necessary SCC approval, individual S151 approvals will be sought.

LEGAL IMPLICATIONS – MONITORING OFFICER

14. The Board has no Executive Powers. Any decisions made would require SCC to follow its own legal advice and its approval procedures.

EQUALITIES AND DIVERSITY

15. As part of SCC reporting requirements, individual Equality Impact Assessments (EIAs) will be undertaken as required.

OTHER IMPLICATIONS:

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

WHAT HAPPENS NEXT:

17. FIP activity will continue in line with the summary provided above. The post-OIP activity schedule will be developed further, including full integration with the overall Programme activity schedule, before being confirmed at the following Farnham Board.

Contact Officer:

Paula Gough
Programme Manager
Paula.Gough@arcadis.com

Annexes: Annex A – Draft Post-OIP Activity Schedule (Summary)

Annex A – Draft Post-OIP Activity Schedule (Summary)



Farnham Infrastructure Programme

Farnham Board Meeting

AGENDA ITEM 8

DATE: 19 MARCH 2021

DOC NO: 4D476001-FTC-PRG-PAP-000001

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; and
2. Notes that further tailored engagement sessions were planned with businesses and a Facebook Live event took place to reach out to different audiences.

DETAILS:

1. A further three LLFs and a Facebook Live LLF have taken place in March to consult with a range of stakeholders support and promote participation in the consultation on the Optimised Infrastructure Plan (OIP). These include:
 - **Thursday 4 March 2021:** The LLF webinar was attended by 96 members of the public and 10 representatives of the Board or councillors as panellists. Discussions focused on issues relating to giving the public access to survey/traffic data, central car parks, programme funding opportunities, speeding traffic, town-wide 20mph zones, joined up cycle network, improved cross-border bus services, pedestrianisation and impact of new housing development in the area.

- **Monday 8 March 2021:** The LLF webinar was attended by 77 members of the public and 10 representatives of the Board or councillors as panellists. Discussions focused on issues relating to school buses, importance of involving the UCA and the student population, giving the public access to survey/traffic data, programme timescales, the need for a Wrecclesham Bypass and its potential location and impact on the environment, and the impact of the railway station on town centre congestion.
 - **Wednesday 10 March 2021 Facebook Live:** A Zoom meeting was live streamed to Farnham Town Council's Facebook page, attended by 10 representatives of the Board or councillors as panellists. It was promoted as a joint event with Surrey County Council (SCC). The presentation focused on key elements of the consultation boards created for the virtual consultation exhibition. Members of the public submitted questions both in advance and during the meeting which the panel live answered. Answers were also provided to the comments on Facebook.
 - **Wednesday 10 March 2021 Businesses:** The LLF webinar was attended by 17 businesses/members of the public and ten representatives of the Board or councillors as panellists. Discussion focused on the need for alternative travel routes (walking and cycling) as a priority, programme timescales, pedestrianisation, the economy of Farnham and post-Covid opportunities and threats, mobility and accessibility, car parking, giving the public access to survey/traffic data, accommodation above shops, landlords and modernisation of retail units, the railway station and use of Station Approach, and deliveries in the town centre.
2. Regarding the Facebook Live LLF, while the meeting was live, there were 94 comments, it reached 660 people, there were 235 engagements, and 8 shares. Within 24 hours it had reached 2,347 people, been shared nine times (including by Farnham Herald) and had been viewed 893 times.
 3. Regarding the Business LLF, the even was widely promoted to the business community using all communications channels and discussion at the meeting indicated that more may participate as infrastructure solutions are identified and progressed.
 4. The notes, Q&A matters raised and recordings of the LLFs are available at www.farnham.gov.uk/LLF
 5. 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 to encourage feedback and involvement in the OIP consultation. 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 proposals in more detail and the LLFs have helped stimulate interest in the Programme.
 6. The Zoom webinar platform has enabled the Programme to engage with the public. The system has been set up to ask registrants their consent to receiving future FIP communications; send reminder notifications before the webinars to encourage participation and interest in the webinars; and send an email to attendees, and registrants who did not attend, after the webinar with a link to www.farnham.gov.uk/llf where the LLF presentation slides, recordings and notes are available, as well as the full consultation details.

CONSULTATION:

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

RISK MANAGEMENT AND IMPLICATIONS:

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

FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

9. The cost of the works will be identified within the SCC Report.

SECTION 151 OFFICER COMMENTARY

10. As proposals are developed that require necessary SCC approval, individual S151 approvals will be sought.

LEGAL IMPLICATIONS – MONITORING OFFICER

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

EQUALITIES AND DIVERSITY

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

OTHER IMPLICATIONS:

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

WHAT HAPPENS NEXT:

14. Additional LLFs will be organised to support the forward development of the Programme, following the post-election period.

Contact Officer:

Iain Lynch

Farnham Town Clerk

town.clerk@farnham.gov.uk

01252 712667

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