



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

**PROPOSAL TO CARRY OUT PUBLIC CONSULTATION ON A
RANGE OF HEAVY GOODS VEHICLE MITIGATION
MEASURES FOR FARNHAM**

14 December 2012

KEY ISSUE

To approve a public consultation on a package of measures aimed at reducing inappropriate Heavy Goods Vehicle (HGV) movements and activity in Farnham in order to reduce traffic congestion and improve public safety.

SUMMARY

Previous changes to the loading restrictions and lorry route signing have had a positive but limited impact on HGV activities in and around Farnham. It is recommended that this committee approve a public consultation exercise to inform the content of a wider town centre package of measures.

OFFICER RECOMMENDATIONS

The Local Committee (Waverley) is asked to:

- 1 Authorise a public consultation on a package of Heavy Good Vehicles mitigation measures for Farnham. The measures to be considered will include weight restrictions on key arterial routes into and through the town and an extension of the area covered by the loading restrictions recently introduced on the Borough.
- 2 Agree that the content and format of the consultation shall be developed in discussion with local members through the Farnham Local Task Group.

- 3 Consider, at a future meeting of this Committee, the outcome of the consultation and inclusion of its recommendations within the local transport programme.

1 INTRODUCTION AND BACKGROUND

- 1.1 Waverley Borough Council has declared an Air Quality Management Area (AQMA) in Farnham along The Borough and surrounding streets.
- 1.2 Traffic emissions in the town centre were identified as a source of air pollution. Traffic congestion, especially that due to delays caused by delivery vehicles parked on the most constrained parts of the road network, was seen as the major problem.
- 1.3 Following a study of on-street delivery activities experimental changes to the loading restrictions in the Borough and part of Downing Street were implemented in April 2011 and made permanent in September 2012.
- 1.4 These measures have helped to reduce the impact of HGV vehicles on the town but there still remains a significant number of unnecessary through movements by large HGV vehicles. Castle Street is the most used access point and South Street is the most used egress point for HGV through traffic. Central Farnham's constrained street pattern makes it difficult to manoeuvre very large vehicles which can compromise safety for pedestrians. The proposals aim to minimise the movements of these vehicles around the town.
- 1.5 Subject to a public consultation, it is proposed to implement wider ranging measures including environmental weight limits on the main arterial routes into the town and widening the area covered by the 8am to 6pm loading restrictions implemented in the Borough to cover all of Downing Street, South Street (to Union Road), Union Road and West Street from the Borough to The Hart.

3. PROPOSED MEASURES AND FURTHER DISCUSSION

3.1 Extend loading restrictions to include:

- 08:00 – 18:00 loading restrictions to include:
 - West Street to the junction with the Hart
 - All of Downing Street
 - South Street to junction with Union Road
 - Union Road

Note:

- This would clearly identify the centre of the town as an out of (business) hours loading area and contribute to discouraging large HGVs using town as a through route.

3.2 18 Tonne (except for access) weight limit:

- A325 West Street/The Borough/Woolmead/East Street/Dogflood/Guildford Road
- South Street/Union Road/Downing St/Longbridge
- B3007 Hale Road
- A287 Castle Street/Folly Hill

3.3 7.5 tonne weight limit on Drovers Way/Trinity Hill

3.4 Review road signing to reinforce above

Notes:

- In combination with extended loading restrictions, these measures should reduce the attraction of the town centre as a through route for the heaviest of HGVs. A clearly identified town wide approach is more likely to change driver route patterns
- Measures are aimed to encourage deliveries by smaller vehicles and outside of main business activity hours. Some loading bays for smaller delivery vehicles (say up to 3.5 tonne) around the town could be considered
- The industrial parks on the edge of town would still be accessible during the day
- Castle Hill is the major through route for HGVs - with 24 HGVs coming into the town during morning peak. The proposed restriction would divert an additional four of the heaviest vehicles (over 18 tonne) down Upper Hale Road during this period when eleven of this type of vehicle currently take this route. However, the extra time of using Upper Hale Road may persuade drivers to avoid this route altogether and take the preferred M3/BVR route.
- A 7.5 tonne weight limit on Drovers Way/Trinity Hill is proposed alongside the Castle Hill restriction limit to deter rat-running and problem displacement into this residential area.

3.5 Advanced signing on the A286/A287

- 3.51 It is proposed to provide signing at the A286/A287 junction in Haslemere warning of the low bridge ahead and 7.5 tonne weight limit at Firgrove Hill and redirecting unsuitable heavy vehicles along the A286.

4 PROPOSED FORMAT OF CONSULTATION

4.1 The consultation will include:

- An updated repeat of business delivery survey carried out with shops and businesses on The Borough, West Street, Downing Street, Union Road and South Street

- Business parks
- Waverley Borough Council
- Farnham Town Council
- The Chamber of Commerce
- Representative and residents groups
- The Police and Emergency Services
- The Highways Agency
- Adjoining local authorities
- The Freight Industry (FTA, RHA)

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 5.1 The costs of carrying out the public consultation exercise can be accommodated within existing budgets
- 5.2 Implementation of an agreed package of measures including legal processes, the preparation of a Traffic Regulation Order and road signing is likely to cost in the range of £20000 to £40000.

6. EQUALITIES AND DIVERSITY IMPLICATIONS

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

7 CRIME AND DISORDER IMPLICATIONS

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

8. CONCLUSION AND RECOMMENDATIONS

- 8.1 Previous changes to the loading restrictions and lorry route signing have had a positive but limited impact on HGV activities in and around Farnham. It is recommended that this committee approve a public consultation exercise to inform the content of a wider town centre package of measures.

9 REASONS FOR RECOMMENDATIONS

- 8.1 It is felt that a town wide range of measures is needed to effectively deal with inappropriate HGV activity in Farnham.

10 WHAT HAPPENS NEXT

- 10.1 Subject to approval of the Committee a consultation format will be drawn up and agreed with the Farnham areas members' task group. Following a public consultation exercise, a final package of HGV mitigation measures for Farnham will be brought back to this committee for approval.

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BACKGROUND PAPERS:

1. Officer report to Waverley Committee 12 March 2010 – Item 16 Climate Change, Annex 2 Reducing Traffic Emissions
2. Officer report to Waverley Committee 18 June 2010 – Item 12 Traffic Pressures in Farnham – An Update – Annex 1 Farnham Freight Initiatives
3. Officer report to Waverley Committee 17 September 2010 – Item 10 Proposed Experimental Amendments to Loading Restrictions in Farnham
4. Officer report to Waverley Committee 16 March 2012 – Item 11 - Proposal to make permanent the experimental amendments to loading restrictions in Farnham

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