



SCC LOCAL COMMITTEE (WAVERLEY) 13 December 2019

AGENDA ITEM 7

WRITTEN MEMBER QUESTIONS

1. Cllr Carole Cockburn, Waverley Borough Council and Farnham Town Council, will ask the following question:

“I have heard from a member of the Waverley Executive Committee that there have been discussions between Waverley Borough Council and Surrey County Council about a large scheme for Hickleys Corner on the A31. I gather that there has also been a bid for funding. This part of the A31, between the Shepherd and Flock roundabout and the Coxbridge roundabout is very much part of the town of Farnham.

- i) Have those involved in the discussions spoken to Farnham Town Council and are they aware of the contents of the Farnham Neighbourhood Plan?
- ii) Have the social, environmental and economic effects on Farnham of the proposed scheme been fully taken into consideration? The current layout is unattractive, contributes to air pollution in the town centre and damages the town economically.
- iii) At what point will there be any public engagement?”

Lyndon Mendes, SCC Transport Policy Team Manager, will give the following answer:

“The A31 Hickleys Corner underpass scheme is part of the County Council’s agreed Major Schemes programme was put forward to Transport for the South East (TfSE) which is the shadow sub-national transport body in July 2019. The scheme was developed some years ago with the County Council submitting a business case to the Department for Transport in 2004 following a positive public consultation. National funding was withdrawn before a funding decision was made.

The main purpose of the underpass scheme is to alleviate congestion along the A31 corridor and to address severance issues between the town centre and residential areas of South Farnham. The preferred scheme was developed from a number of options that were considered and discounted and the underpass scheme received overwhelming public support during the public consultation. Traffic congestion on the A31 corridor has steadily increased

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since 2004 and the road currently carries 60,000 vehicles per day and the underpass scheme would still address these issues.

TfSE prioritised all schemes in its area and put forward the A31 Hickleys Corner as a potential early entry scheme that could receive funding if the business case proved that the scheme was value for money. At this point no business case for funding has been made. As part of the development of a business case for the proposed scheme social, environmental and economic factors would be fully considered including public consultation at the appropriate time. An initial meeting between representatives from Farnham Town Council, Waverley Borough Council and Surrey Council has taken place where the scheme was discussed.”

2. Borough Councillor Jerry Hyman, Farnham Firgrove ward, Waverley Borough Council, will ask:

“I am most grateful that following the responses to my Member’s Question to this Committee’s last meeting, the Chairman kindly arranged to meet with the Vice Chairman, Highways Officers and me on 26th November, to demonstrate the S-Paramics ‘Farnham model(s)’ referred to.

Unfortunately the modelling we were shown displayed an unvalidated “Do Minimum” version of Crest Nicholson’s East Street proposals, with buses running 2-way through the part-pedestrianised area (an idea that was scrapped circa 2005), and which could not be shown in real time or in any way examined. Strangely there was virtually no peak-hour traffic on the bypass.

Crest’s reconfiguration of the Royal Deer junction is an integral part of Waverley’s Air Quality Action Plan, and any progress on a Farnham Vision relies on having realistic modelling and assessment of the ‘With Brightwells Pedestrianisation’ scenario as a starting point for modelling of any other Hickleys Corner and town centre proposals. Hence assessment of the feasibility and likely effects of Crest’s proposals must be our highest priority.

Please can you tell Members how soon Surrey Highways can demonstrate proper real-time Paramics modelling of the Crest proposals for scrutiny by this Committee?”

Abi Hardie, Senior Transport Planner, SCC Transport Studies, will give the following answer:

“Further Paramics modelling is not anticipated. The developer’s consultants are undertaking the detailed design of the alterations to the signal junctions as part of the East Street redevelopment. This is being done in liaison with SCC’s Traffic Operations and Transport Development Planning teams. Appropriate initial signal timings will be determined followed by a process of on street validation to ensure efficient operation. This would typically be over a number of days when the signals are initially commissioned, followed by several re-visits over the coming weeks as traffic gets used to the new layout.”