

Farnham Infrastructure Programme

Farnham Board Meeting

DATE: 22 JANUARY 2021

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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 20th 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 20th 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 4th 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 26th 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.

CONSULTATION:

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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Annexes: Annex A – programme of work

Annex A – Programme of work

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