

## Farnham Board Minutes

<b>Date &amp; Time:</b>	22 Jan 2021, 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, Simon Duke, Flora Holmes (Sec)
<b>Observers</b>	Fiona Cameron, Peter Burch, Richard Nelson, Sachio Baig, Veronika Moore, Steve Howard
<b>Apologies</b>	

Item	
<b>1</b>	<p><b>Welcome and Introduction</b></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>
<b>2</b>	<p><b>Minutes of the Meeting and Matters Arising from Last Board</b></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>

	<b>Item</b>
	<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. <b>Minutes amended.</b></p> <p><b>The Chair said with that amendment, the minutes would be approved.</b></p>
<b>3</b>	<p><b>Questions and Queries</b></p> <p>There were no questions or queries for this Board.</p>
<b>4</b>	<p><b>Optimised Infrastructure Plan</b></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>

**Item**

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

He said the consultation will commence on 15<sup>th</sup> 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



Item	
	<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. <b>Chris Tunstall agreed to produce a note on this for the Board within the next week.</b> 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. <b>Recommendations agreed.</b></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	<b>20 mph Review</b>

## Item

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.



	Item
	<p>Jonathan Foster Clark responded to points on Wrecclesham, noting that the areas focused on for speed surveys were in response to issues identified earlier on. He emphasised that whilst this is a milestone in the process, the issues identified would need to be taken into account. He said the forward programme identified these concerns and they would be taken actively into account as Wrecclesham plans are taken forward. He <b>agreed that it would be added to the list of recommendations.</b></p> <p>On the 20mph blanket across Farnham, Chris Tunstall noted this study came out of the HGV study and was looking just at quick wins. He said it wasn't looking at speed across the whole of Farnham. He said there was a need to look at the whole area of Farnham, but this would take longer to do and therefore would not be a quick win, but said it could be interpreted into the OIP if it wasn't already there.</p> <p>Cllr Andy MacLeod noted Brightwells Scheme would be opening in July so the need to enable people to walk between it and the town centre is urgent, whether or not it was a quick win.</p> <p>The Chair asked if recommendations could be taken as agreed, given that comments made would be picked up. <b>Recommendations agreed.</b></p>
6	<p><b>HGV Review</b></p> <p>Chris Tunstall noted the purpose of the item was to note the progress to develop short-term measures to address the impacts of HGVs in Farnham. He said the plan for implementation, given a fair wind, would be for implementation to be finished on 14 June 2021. He said meetings had taken place with Hampshire County Council, Surrey Police, and others were being arranged. He said other options to speed progress up had been looked at, and noted Cllr Tim Oliver had taken approval through Cabinet at Surrey County Council to avoid a two-month delay.</p> <p>Chris Tunstall said various options had been looked at including temporary and experimental orders. He said temporary orders could not be made permanent so the same process would need to be gone through regardless, and signage costs could be duplicated. Temporary orders can only last for 18 months so a move to make it permanent would have to be made regardless. He said experimental orders were only for 18 months and can be extended given Secretary of State approval. He said the whole 18 months would be the consultation period. He said there is the potential to end up at public inquiry if one of the statutory consultees objected. This would delay work tremendously. A public inquiry could be called if loading and unloading was affected, or if there was a public service vehicle ban. Chris Tunstall said the order itself would be a 7.5 tonne weight limit.</p> <p>Cllr Stephen Spence said the decision to ban trucks on Folly Hill and Upper Hale Road was the most important for him. He said he accepted the time scales and said he would be content to go forward with the 14<sup>th</sup> June date. He asked if experimental order could be put in place regardless despite public inquiry. He also asked if comms could be put out to emphasise that this work was ongoing/</p> <p>Cllr Wyatt Ramsdale said he was happy with the work on north Farnham, the date, and the comms. He asked where the rest of Farnham was on this.</p> <p>Chris Tunstall said that comms would be put out following the meeting. On the experimental order question, he said it could be looked at but it would be seen to pervert the natural course. He said the rationale for a public inquiry would likely not be met, but the Department for Transport might err on the side of caution.</p> <p>In terms of Cllr Ramsdale's concern, Chris Tunstall said the main movement was the shortcut of taking Junction 5 on the M3, instead of going to Junction 4 at Frimley, and ending up back</p>

	Item
	<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><b>Recommendation agreed.</b></p>
<b>7</b>	<p><b>Progress Update</b></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. <b>Chris Tunstall said the review against timeline table would be circulated to the Board.</b></p> <p><b>The Board noted the programme updates/progress in Annex A; and noted the key activities.</b></p>
<b>8</b>	<p><b>Local Liaison Forum Update</b></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>

