
Farnham Optimised Infrastructure Plan: Statement of Reasons

**A document explaining our proposal to
restrict the weight of vehicles on parts of the
A3016 Upper Hale Road and the A287
Odiham Road / Folly Hill / Castle Hill,
Farnham**

Contents

Introduction	2
Issues.....	2
Proposal	5
Benefits	6
Supporting information	7
Indicative signage details and locations	7

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:

[Agenda for Farnham Board on Friday, 20 November 2020, 10.00 am](#)

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:

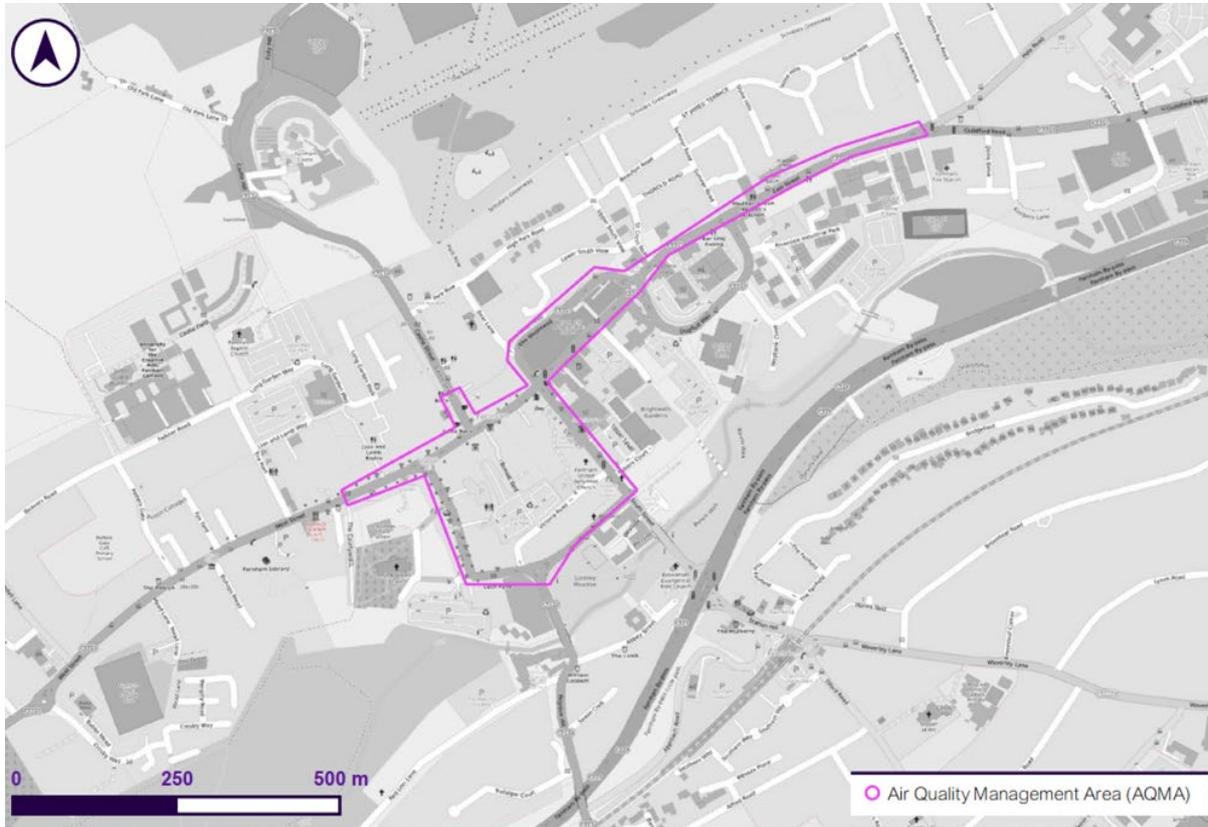
- 19 HGVs in AM Peak Hour on the A287 Folly Hill / Castle Hill, almost one every three minutes
- 27 HGVs in AM Peak Hour (3% of general traffic volumes) on the A3016 Upper Hale Road, almost one every two minutes

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:

[Waverley Borough Council - 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.

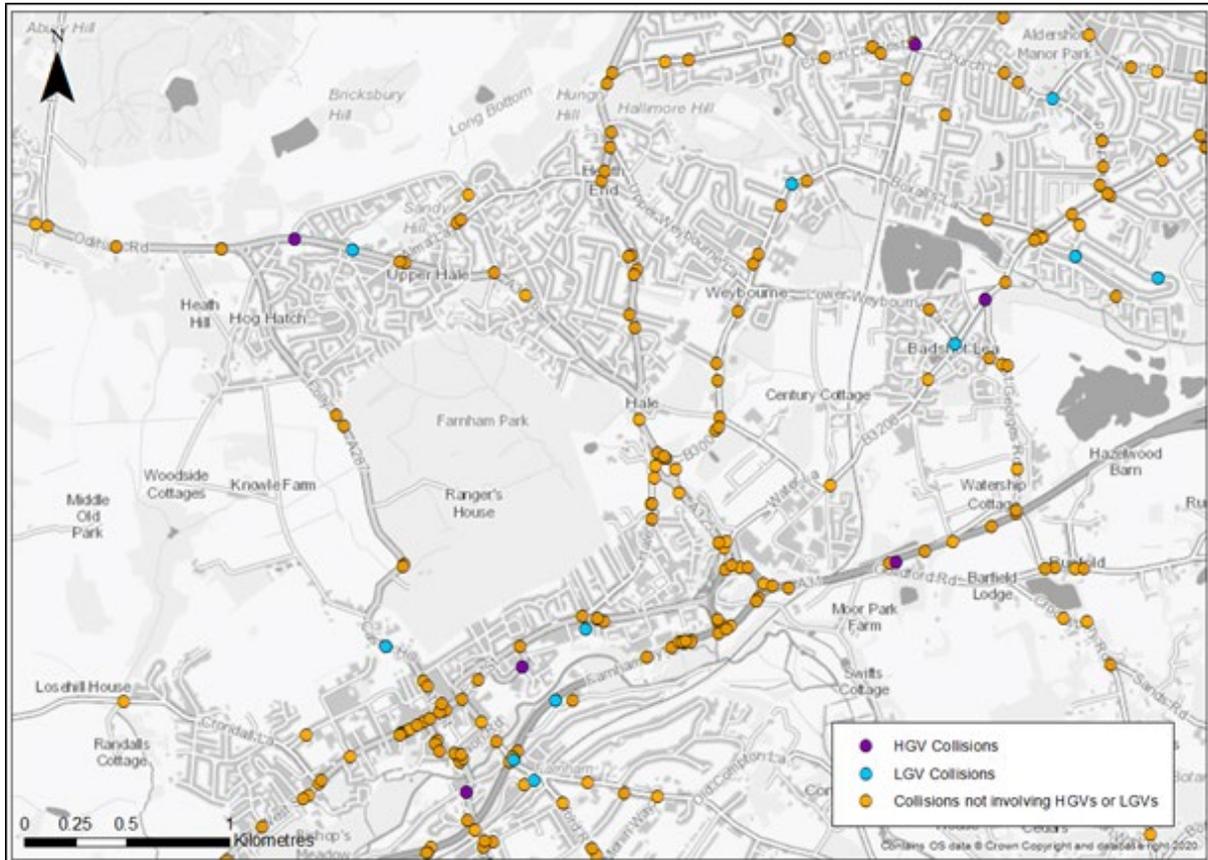


While the absolute volumes, and proportions of HGVs are broadly comparable to other towns in Surrey, these routes within and around Farnham are considered sensitive due to the following:

- 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

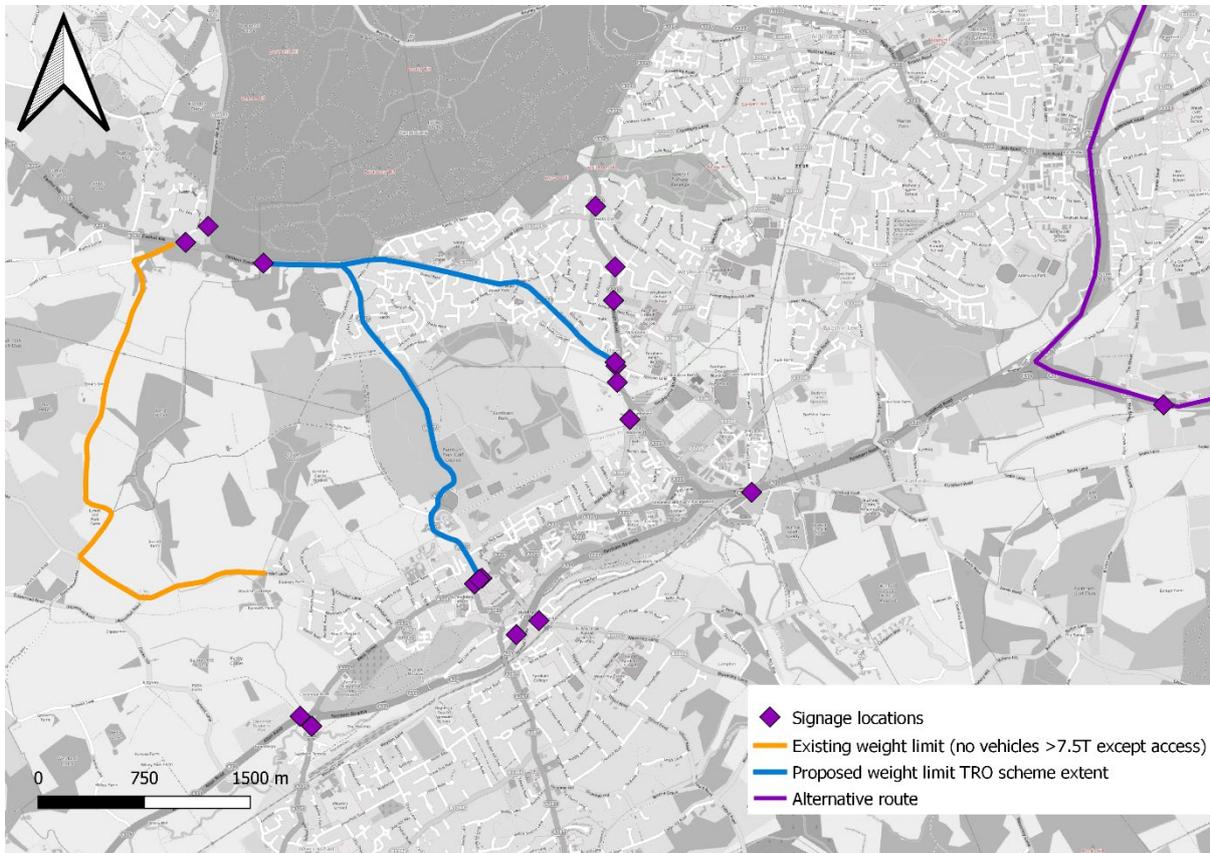
The proposed solution for these two locations is the introduction of a permanent Traffic Regulation Order (TRO) which implements, except for access, a weight restriction on the following two roads:

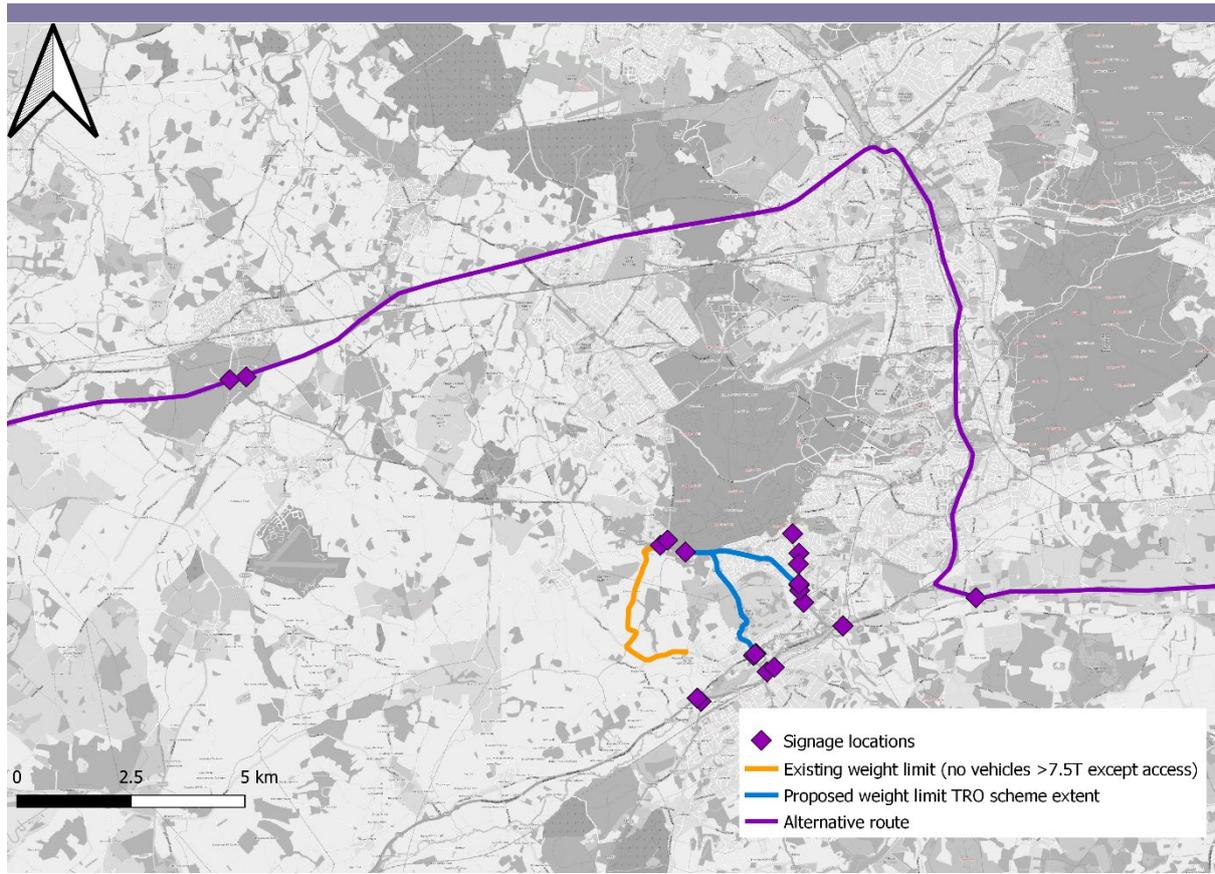
1. The A3016 Upper Hale Road, from the junction with A287 Odiham Road / Folly Hill to the junction with the A325 Farnborough Road (approx. length 2.2Km); and
2. The A287 Odiham Road / Folly Hill / Castle Hill, from the junction with the B3013 Beacon Hill Road to the junction with the A325 The Borough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

Indicative signage details and locations

The below figures illustrate where signs could be placed. Please note the actual signing implemented should the HGV restriction go ahead would be compliant with the Traffic Signs Regulations and General Directions and developed after the consultation process.

Figure 1 – A31 / A325 West Street signage

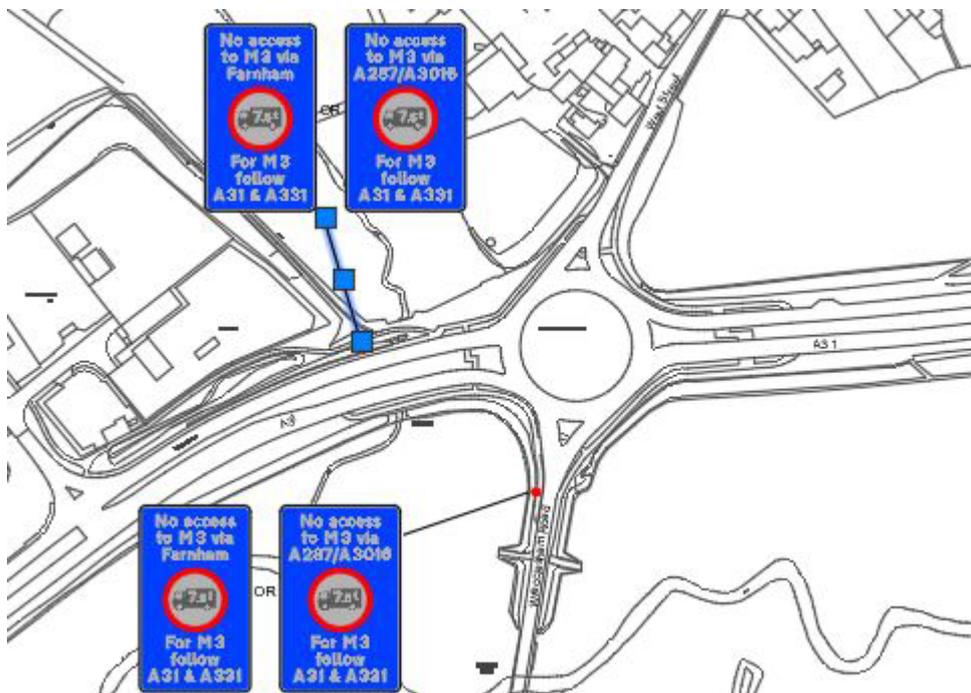


Figure 2 - A31 / South Street signage



Figure 3 - A325 Farnborough Road / Alma Lane signage



Figure 4 - A325 Farnborough Road / North Avenue signage

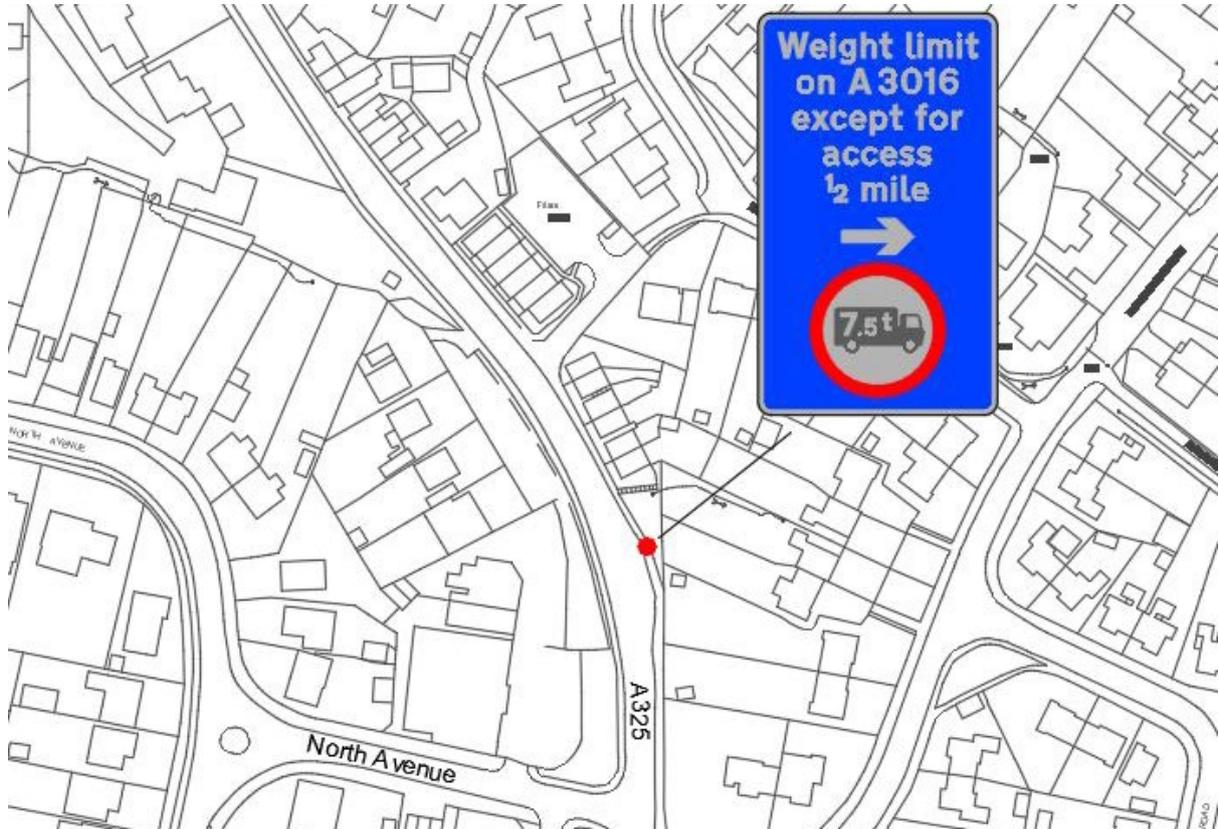


Figure 5 - A325 Farnborough Road / South Avenue signage

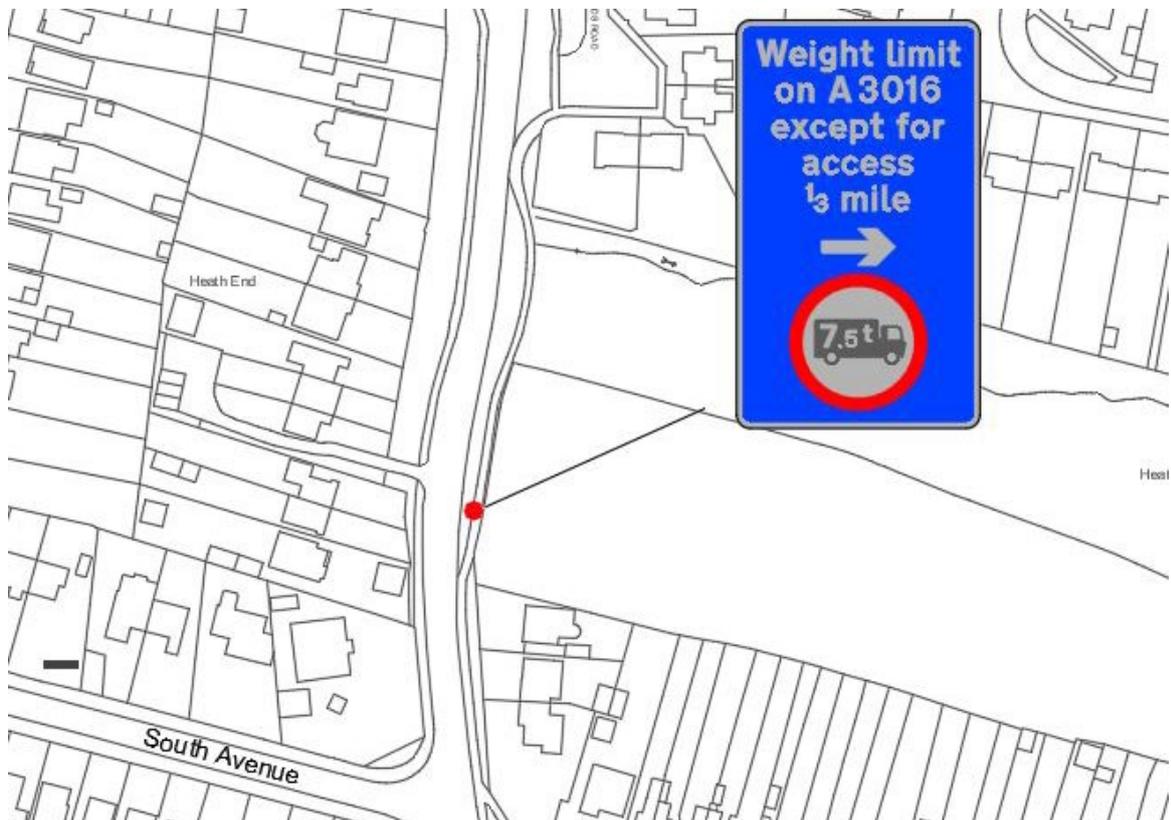


Figure 6 - A325 / A3016 Upper Hale Road signage

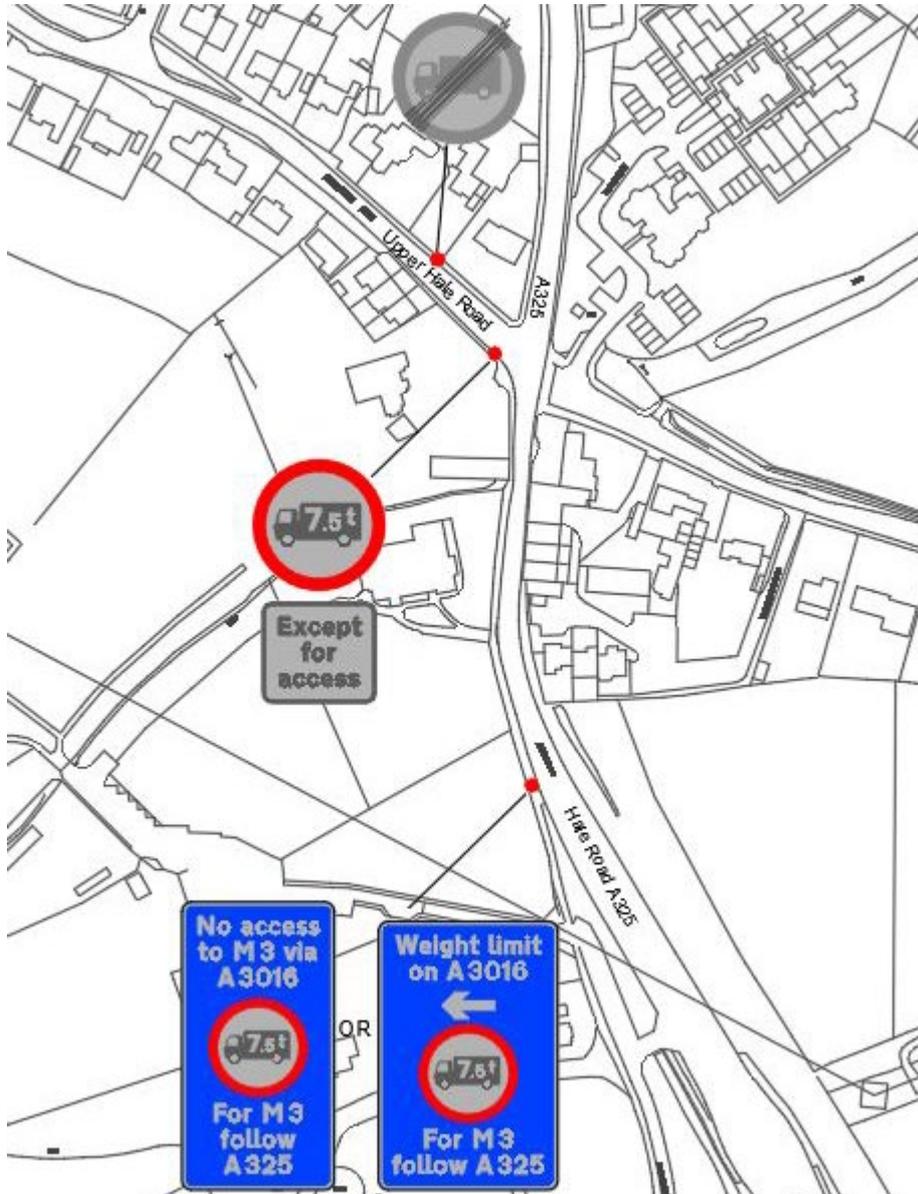


Figure 7 - Shepherd & Flock Roundabout signage



Figure 8 - A287 Odiham Road / Beacon Hill Road signage

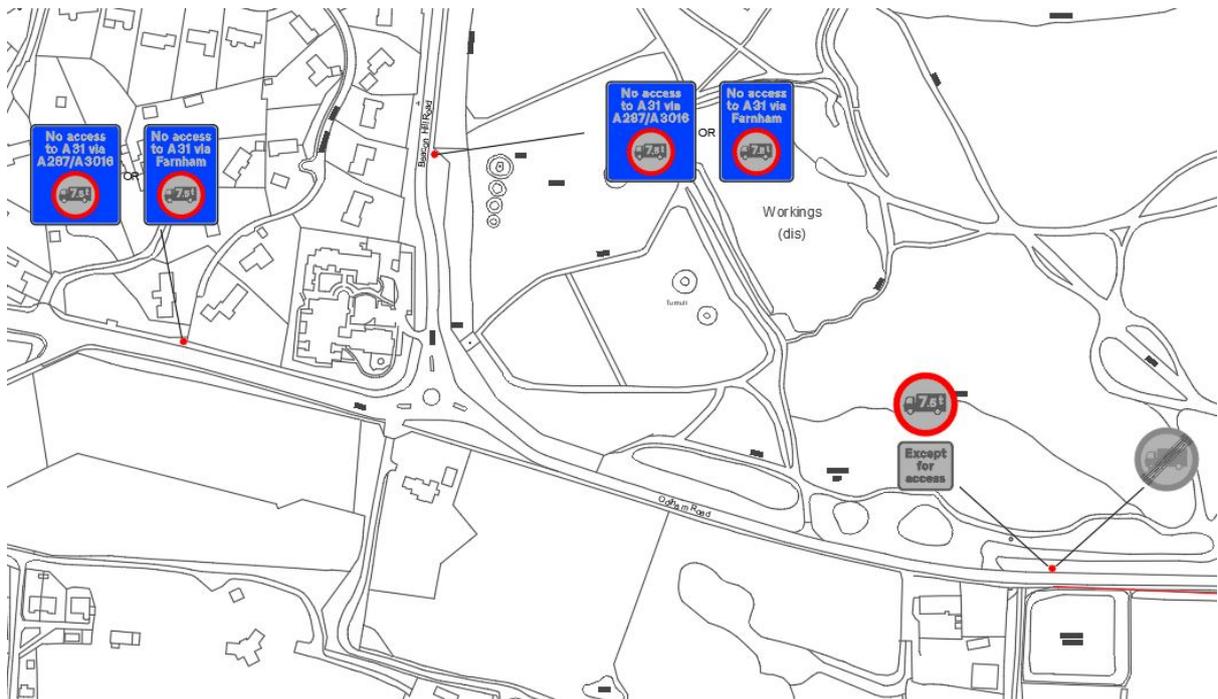


Figure 9 – A325 Southbound approach

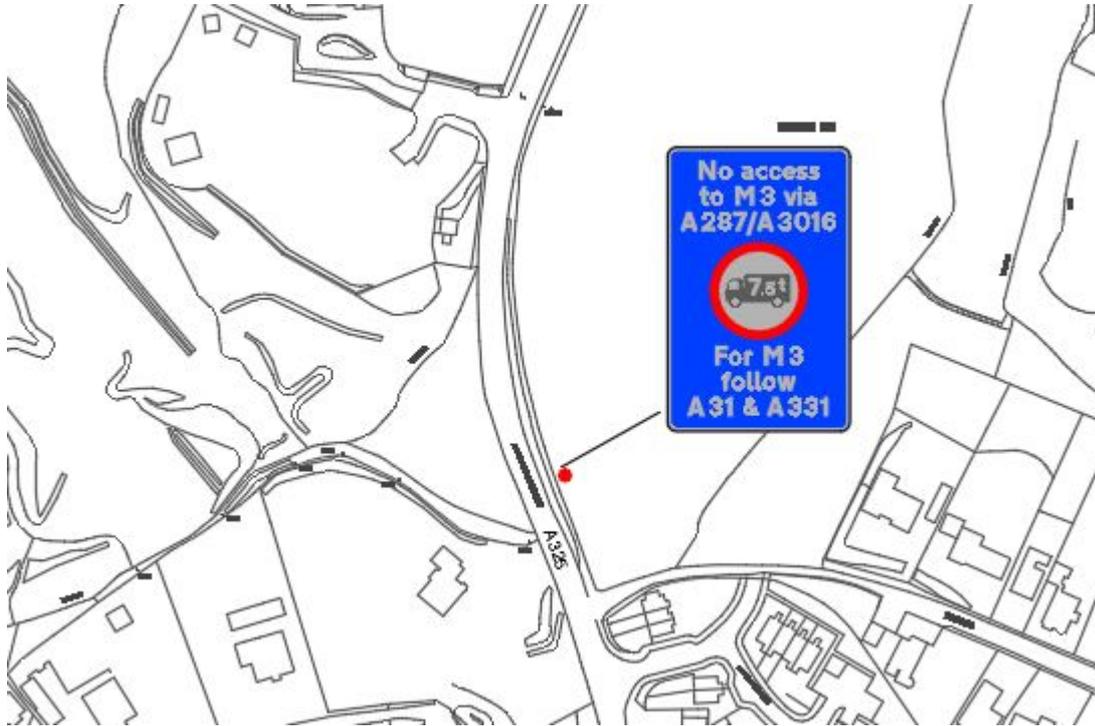


Figure 10 – The Borough / Castle Street signage

