

Annex 2 to Appendix B

Strategy & Finance Minutes

Farnham Infrastructure Programme

Farnham Town Council response to Short & Medium Term Interventions (formerly 'quick wins')

Farnham Town Council has reviewed the documents (originally titled 'quick wins') prepared by the Programme Team in response to the consultation on the Optimised Infrastructure Programme. The original list was accompanied by indicative financial costs and had been scored in quasi scientific way which meant that they lacked an intuitive interpretation based on local community and political insight.

Over the summer some councillor workshops took place led by the County Councillors looking at issues on a Divisional basis. This work, which was compiled by Cllr Powell into a single document, has already been submitted to the Programme Team and Atkins have made some initial responses to the suggestions. These responses have been reviewed by the Town Council as it came to its collective view on the overall priorities and additional items which were omitted have been added. The large number of comments by Atkins which talk about further reviews or shifting action to later down the programme is disappointing. Farnham Town Council would like to see a more considered approach which sees more items raised as priorities being implemented.

As a reminder to the Programme Team, due consideration to the Neighbourhood Plan and Local Plan should be given to the detailed planning of actions.

FTC Comments

The top priorities for FTC are as follows:

- 1) A town Centre trial scheme to improve pedestrian priority and café culture in Castle Street with supplementary enhancements to the gyratory system;
- 2) Priority for pedestrians above other road users as these will bring the most benefits;
- 3) Speed reduction across Farnham and particularly around schools to encourage cycling and walking;
- 4) Improvements to the A325 Water Lane/Shepherd and Flock roundabout junction.
- 5) Resolving longstanding and overdue maintenance issues (eg overgrown hedging) which have impacted on footways

More detailed comments on the Short and Medium term intervention list are set out below.

- 1) The inclusion of short and medium term interventions across the whole of the town is welcomed.
- 2) Priority should be given to resolving the movement around Water Lane, Six Bells and the Shepherd & Flock roundabouts given the growth in traffic as a result of the expansion of the supermarket and the new development of a care home and housing onto the roundabout.
- 3) There is need for a Castle Street focus as part of the initial interventions to provide visibility of the benefits of the FIP project for those accessing the central part of the town. Need to see some trial or quick win. Upgrading cobbled area and heritage features along with additional seating has been an FTC focus for several years and needs addressing as a priority.

- 4) Farnham Town Council strongly supports an early review of possibilities for Castle Street, including a proper evaluation of the link to the Upper Hart Car as part of the Short and Medium term interventions programme. Investigation into a 20MPH zone starting away from the Grade I listed castle to minimise street clutter and engineered build-out solutions should be undertaken.
- 5) The progressing of the 20MPH zones is welcomed, but the process announced via local committee without consultation with FTC was disappointing. The resolution of any the detail of each zone needs to involve Farnham Town Council and not just local councillors and the area Highways team.
- 6) FTC and conservation groups have long resisted additional build outs in Castle Street recognised as being one of the finest Georgian Streets.
- 7) Benefits of town wide 20MP zone (increased cycling and walking) as introduced recently in Faversham were noted, but given that Farnham is a larger footprint, schemes in each of the distinct communities as a starting point.
- 8) Wider 20MP zones around all schools and their approach roads are sought in addition possible time controlled linked to peak hours. Using on road roundels to minimise street clutter, rather than additional signs, is supported wherever possible to enforce the new zones.
- 9) The desire to create more safe routes for walking and cycling are welcomed, particularly around schools, but the Town Council is strongly of the view that this should not be at the expense of verges and trees which do so much for the character and ambiance of Farnham.
- 10) The idea of a North Farnham to South Street Cycling route is a key starting point, and the Eastern Farnham Park boundary trail is also supported.
- 11) The concept of shuttle buses is strongly supported and these should be regular cross town electric routes (North/south and East/West) at affordable prices to encourage use and modal shift. An electric buggy service across Farnham Park to link North Farnham with the centre should also be considered.
- 12) The use of demand responsive transport such as the existing Hoppa service should be strengthened as a supplementary action.
- 13) The problem of the down time of the barrier at Station Hill is of great concern especially as there is increased use of the railway sheds for maintenance planned. The work with Network rail to address this should continue as a priority notwithstanding that this will also be part of the A31 corridor project.
- 14) The adoption of Station approach is welcomed as a means to resolve some long standing issues, but this needs to be done ahead of discussions over the potential development of the area's infrastructure.
- 15) Pedestrian Improvements in the Town Centre should be prioritised ahead of Project 2 with a trail to test effectiveness and acceptability.
- 16) Pedestrian improvements on Wrecclisham Hill, particularly around the railway bridge are a key priority for early action.
- 17) The resolution of the Gardeners Hill Road pedestrian challenge should be addressed through the Section 106/278 agreement and be resolved with a new pedestrian entrance through Birch Close/or an alternate space rather than removing any hedgeline in this rural part of Farnham.
- 18) The prioritising of longstanding maintenance issues (such as cutting back foliage and reinstating overgrown footways and potential cycleways) particularly in North Farnham, Wrecclisham and Badshot Lea should be progressed.
- 19) Pedestrian crossings, or improved on road markings, to access Gostrey Meadow in both South Street, particularly given the LCWIP proposals for enhanced cycling and walking routes along Borelli Walk, and via Longbridge/Union Road should be a priority.

- 20) With the development along Crondall Lane, a mini roundabout at the junction with West Street could assist traffic safety and should be investigated. Extending the HGV restricted zone to cover this area would be beneficial.
- 21) Formalising the wider footways in Downing Street.
- 22) Some elements of the short and medium term interventions could be led by the Town Council such as the suggested walking and cycling maps and the provision of additional street furniture such as benches. The greening of the A31 (which may be supported through the Urban Tree fund) should be progressed where it can be done ahead of the A31 corridor proposals

Recommendation:

It is recommended that:

Subject to any further amendments at Council, the comments be submitted to the Farnham Infrastructure Programme Team as the response from Farnham Town Council.