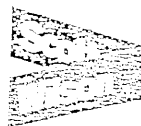


FARNHAM - REVIEW OF MOVEMENT STUDIES AND MAJOR SCHEMES

Final Report

Section 1: Background



1 BACKGROUND

11 Farnham is a historic market town in the heart of Surrey, close to the border with Hampshire, through the main A31. Bounding to the west, road bypassed the town, there is significant traffic on the other A roads that pass through the town centre. The main town is served by a network of roads, many of which are of a high standard, and a comprehensive bus service to meet the needs of the town.

12 Farnham has one of the largest established conservation societies and a large conservation trusts in the country. Much of the main Georgian town centre and other parts of the parish have been designated an Outstanding Conservation Area. There is much local interest in transport issues represented in the transport interim groups that have evolved.

13 Although Farnham has been the focus of a number of major transport studies in recent years there have been few new significant schemes implemented in the town. This may in part be due to the long running proposals for major transport schemes associated with the new and the A31 Bypass. The impact on the cycle routes of the A31 is considered to be a major issue, with the town centre, believing that progress is anticipated to result in lower congestion and improved accessibility to and within the town centre.

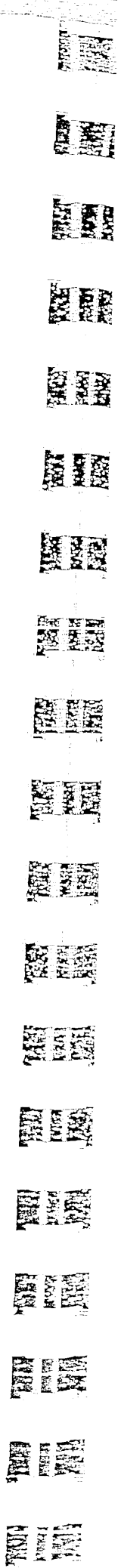
14 A number of significant schemes have been considered in Farnham. These include a Western Bypass comprising a new highway section from the A31/Farnborough Road just west of the county boundary to the Coxbridge Roundabout, and a Wrecclesham Relief Road involving a new section of highway from Coxbridge Roundabout to Hot Pound Lane. Although the Western Bypass has been abandoned due to significant environmental constraints the Wrecclesham Relief Road is still considered a feasible future scheme.

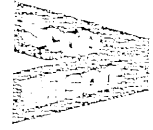
15 Many schemes proposed for Farnham relate to improved town centre accessibility and the improvement of the town. The numerous decisions concerning the funding and feasibility of the more major schemes may have added uncertainty in the need for and severity of the measures required to improve the town centre.

16 The development of the town of the future, particularly in relation to the A31 Bypass, has been a major concern of the town. The town has a long history of being a market town and a centre of commerce, and it is expected that this role will continue to be important in the future. The town is also a centre of education and research, and it is expected that this role will also continue to be important in the future.

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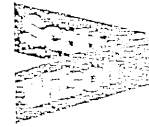




9 RECOMMENDATIONS

- 9.1 The strategies present three options for a future Farnham. All seek to maintain and improve the quality of Farnham. Strategy 1a and 1b include the proposed changes to East Street and Woodmead Road assuming the East Street development is undertaken. There is no timeframe for the implementation of the strategies, although it is considered that measures would be implemented progressively, from local plan funding. The strategies can be considered to divide three areas of intervention, coinciding with the Farnham town centre development zones.
- 9.2 Strategy 1a and 1b seek measures to improve pedestrian amenity and safety, these measures are concerned with improving the visual streetscape in the central shopping streets; improving pedestrian safety and accessibility, by improving pedestrian crossing facilities at key town centre junctions; encouraging cycling by introducing new or extending existing routes to the town centre and providing more stores within the town centre; reviewing on-street parking; improving parking enforcement; an improved parking strategy with real time signing of available parking; and additional disabled parking to improve accessibility to the town centre. Outside the central area traffic calming measures would be introduced in Hale and Vinsorham.
- 9.3 Strategy 1a would introduce measures that would be more controversial, those concerned with the reallocation of street space to pedestrians and service vehicles. Although including most of the street enhancements proposed in Strategy 1, those for The Borough and Downing Street would further introduce carriageway narrowing to single lane to enable street widening and the provision of service areas to facilitate on-street deliveries. Key junctions would be signalised to improve junction capacity. Strategy 1a would also introduce the partial pedestrianisation of East Street and the two-way operation of Woodmead Road. However, there are concerns that Strategy 1a may result in air quality deterioration issues in the town centre.
- 9.4 Strategy 1b introduces complementary measures to reduce traffic levels in The Borough and Downing Street, by changing the town centre one-way system. Measures include introducing two-way traffic on Down Street and Union Street and further signalling of the central junctions to isolate the Union Street junction with Long Bridge and South Street.
- 9.5 Strategy 2a and 2b seek an alternative town centre layout, to be implemented in a number of stages. The introduction of a partial pedestrianisation of the eastern section of The Borough, through the introduction of a pedestrian zone, would reduce the congestion, improve pedestrian safety and improve the visual quality of the town centre. The pedestrian zone would be implemented in a number of stages, starting with the introduction of a pedestrian zone on the eastern section of The Borough, followed by the introduction of a pedestrian zone on the western section of The Borough, and finally the introduction of a pedestrian zone on the northern section of The Borough.
- 9.6 Strategy 3a and 3b seek to improve the town centre by introducing a number of measures, including the introduction of a pedestrian zone, the introduction of a pedestrian zone on the eastern section of The Borough, the introduction of a pedestrian zone on the western section of The Borough, and the introduction of a pedestrian zone on the northern section of The Borough. The pedestrian zone would be implemented in a number of stages, starting with the introduction of a pedestrian zone on the eastern section of The Borough, followed by the introduction of a pedestrian zone on the western section of The Borough, and finally the introduction of a pedestrian zone on the northern section of The Borough.

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Section 3 - Recommendations

- 3.10 Over time it will be necessary to re-evaluate the Farnham Town Centre layout, with regard to the structure, layout and parking facilities, in order to meet the changing needs of the town as a whole, and to ensure that the most effective measures in terms of layout, are progressively put into effect.
- 3.11 The layout of the medieval street in the town centre, and the layout of the surrounding area, should be reviewed.

