

# **Farnham Infrastructure Programme - Parking Changes**

Statement of Reasons

**October 2023**



**SURREY**

# On Street Parking Changes in Farnham Town Centre

**Proposed changes to on street parking, waiting, and loading restrictions in Farnham Town Centre that are required following a redesign of the carriageways, footways, and movement of traffic around the town.**

## Background and introduction

The Farnham Infrastructure Programme (FIP) is a partnership between Surrey County Council, Waverley Borough Council, Farnham Town Council and Jeremy Hunt MP. It aims to reduce carbon emissions, improve the connections between the town's communities, support economic vitality and encourage growth, and improve life in Farnham with cleaner air, healthier lifestyles and less dominance of traffic on communities.

Farnham Town Centre is currently dominated by roads and traffic and has poor air quality, which negatively impacts the ability to travel easily, safely, and enjoyably around the town centre on foot and by bus or cycle, resulting in a less pleasant environment and a diminished sense of place. The FIP town centre proposals aim to address this by providing wider and repaved pavements, supported by the removal of unnecessary street clutter, providing space for new planting, cycle parking, public seating and outside dining to encourage people to visit and spend more time in the town centre. This document outlines the Traffic Regulation Order (TRO) changes proposed as part of the town centre proposals and is also accompanied by plans to show them.

The proposed parking restriction changes are shown on the following drawings: -

- Farnham Infrastructure Programme – Scheme Layout
- Farnham Infrastructure Programme – Parking Restriction Changes (Drawing numbers FIP2023-1, FIP2023-2 and FIP2023-3).

## Proposed changes

### West Street

The southern footway will be widened near the junction with Downing Street, which will be reconfigured to provide traffic signals and pedestrian crossings. As part of this widening, the existing bus stop will need to be relocated further west to where the existing taxi bay is located. The existing bus stop will be replaced by a loading/taxi bay in the footway near the junction with Downing Street, where there will also be planting, trees and seating. The loading bay will facilitate deliveries to local businesses whilst a taxi bay is being retained given the number of hospitality businesses in this part of town. There will also be some limited footway widening on the north side on approach to the Downing Street junction. "Waiting and loading/unloading of vehicles prohibited at all times" restrictions are proposed on both the north and south side of West Street on the approach to the new traffic

signals at the junction with Downing Street. In addition, on the south side of West Street, a short section of “Waiting of vehicles prohibited at all times”. Loading prohibited Monday to Saturday 8am to 6pm is proposed between the bus stop and loading/taxi bay. This is because the carriageway is being narrowed as a result of the footway widening. Accordingly, the restrictions are required to maintain traffic flow and encourage loading activity to take place from the loading bays and not the main carriageway.

### **Downing Street (between Lower Church Lane and West Street)**

The footways will be widened with associated tree planting, especially on the west side, and the carriageway reduced to one lane. In order to facilitate deliveries to local businesses without blocking the traffic lane, two loading bays will be provided within the footway on the west side – one just south of Upper Church Lane and the other just north of Lower Church Lane. Two unsignalised raised crossings will be provided – one just south of Upper Church Lane and the other opposite Mulberry Silks. “Waiting and loading/unloading of vehicles prohibited at all times” restrictions are proposed on both sides of this section of Downing Street. This is because the carriageway is being narrowed as a result of the footway widening. Accordingly, the restrictions are required to maintain traffic flow and encourage loading activity to take place from the loading bays and not the main carriageway.

### **Downing Street (east of Lower Church Lane)**

This section of Downing Street will be converted from one way westbound to two way. A loading bay will be provided within the carriageway to serve the Lost Boy restaurant / pub and other businesses fronting this part of Downing Street. Outside the loading bay, the following restriction is proposed: “Waiting of vehicles prohibited at all times”. Loading prohibited Monday to Saturday 8am to 9:30am and 4:30pm to 6pm. An unsignalised raised crossing will be provided at the junction of Lower Church Lane and Downing Street and just west of Victoria Road.

### **Downing Street/Victoria Road/Long Bridge/Union Road junction**

The junction will be signalised and redesigned with associated signalised crossings on Longbridge and Union Road. “Waiting and loading/unloading of vehicles prohibited at all times” restrictions are proposed on approach to and through the new traffic signals at the junction. This is because the carriageway is being narrowed as a result of the footway widening. Accordingly, the restrictions are required to maintain traffic flow and encourage loading activity to take place from the loading bays and not the main carriageway.

### **Castle Street**

Castle Street will involve footway widening between The Borough and just north of Long Garden Walk with trees, planting, cycle parking seating and outside dining. This reflects stakeholder and Member aspirations to create more space for people on the lower part of Castle Street and will mean some parking will be removed (5 x short 20 minute stay spaces, and 12 x Residents or 2 hours pay at machine spaces in net terms). However, the 2 x disabled spaces will be retained on the west side in order to continue to provide access close to the core of the town centre for those

with mobility issues. A loading bay and 4 x Residents or 2 hours pay at machine spaces will be provided to facilitate deliveries to local businesses without blocking the street and continue to allow residents to park. 4 x taxi bays will be retained on the east side which reflects the current demand for taxi trips generated by the existing hospitality businesses on this part of the street. Unsignalised/raised crossings will be provided at the junction with The Borough and opposite Long Garden Walk. In addition, the footway outside the Nelson Arms pub on the east side of Castle Street just north of Park Row will also be widened where the existing COVID measures are located to provide outside dining. Short sections of “Waiting and loading/unloading of vehicles prohibited at all times” restrictions are proposed on both sides of the road at Long Garden Walk. This is because the carriageway is being narrowed as a result of the footway widening. Accordingly, the restrictions are required to maintain traffic flow and encourage loading activity to take place from the loading bays and not the main carriageway. It will also keep parked vehicles away from the proposed pedestrian crossing so visibility is not compromised. A short section of “Waiting of vehicles prohibited at all times” is proposed outside the Nelson's Arms on Castle Street. This is to maintain access for cyclists and pedestrians to Park Row.

### **The Borough**

The footways will be widened with associated tree planting and cycle parking, especially on the south side. The carriageway will be converted to two-way working west of Castle Street, with the carriageway retained as one way eastbound east of Castle Street but reduced to one lane. This is to provide a shorter access route for vehicles coming from the north of Farnham that are heading for West Street and the Hart car parks and will also reduce traffic flows on the busy sections of the entire one way system that suffers from poor air quality. The existing pedestrian crossing west of Castle Street will be removed. Two loading bays will be provided within the footway on the south side – one to the west of Castle Street and one to the east to facilitate deliveries to local businesses without blocking traffic. The bus stop outside the Queens Head will be relocated slightly westwards and an unsignalised/raised crossing will be provided east of Castle Street. Sections of “Waiting and loading/unloading of vehicles prohibited at all times” restrictions are proposed on The Borough. This includes the section east of Castle Street plus short sections on both sides of the road just to the east of the junction with Downing Street. This is because the carriageway is being narrowed as a result of the footway widening. Accordingly, the restrictions are required to maintain traffic flow and encourage loading activity to take place from the loading bays and not the main carriageway. It will also improve visibility at the proposed crossing.

### **Royal Deer junction (The Borough/Woolmead/East Street/South Street)**

The Royal Deer junction will be redesigned to provide wider footways and more crossing options with associated restrictions required. “Waiting and loading/unloading of vehicles prohibited at all times” restrictions are proposed at and on approach to the junction. This is because the carriageway is being narrowed as a result of the footway widening. Accordingly, the restrictions are required to maintain traffic flow and encourage loading activity to take place from the loading bays and not the main carriageway.

## **South Street**

The South Street/Union Road junction will be reconfigured to improve traffic movements with associated unsignalised/raised crossings provided to the traffic island from the western, southern, and eastern footways.

## **Victoria Road**

The northern footway will be widened with some limited widening on the southern footway. Unsignalised/raised crossings will be provided at the junction with Downing Street, to the west of the Central Car Park entrance/exit and at the Central Car Park entrance/exit with a signalised crossing at the South Street junction.

## **Park Row**

Park Row will be closed to general traffic to provide an environment more conducive to walking and cycling but also remove the risk of vehicles striking the listed buildings and walls on this street, which has been a problem cited by stakeholders in the recent past. Access for residents will be maintained from the eastern end from Bear Lane/High Park Road, but the western end will be closed to all traffic via traffic bollards with pedestrian and cycle access only. The waiting restrictions within the length being closed will be revoked.

## **High Park Road**

High Park Road will be converted from two-way to one way eastbound because with the closure of Park Row to through traffic, vehicles coming from the east would not be able to safely turn around otherwise. A westbound contraflow cycle lane will be provided along the south side to provide a good cycle connection to Park Row with associated restrictions required. "Waiting and loading/unloading of vehicles prohibited at all times" restrictions are proposed on the south side of High Park Road. This is because a westbound contraflow cycle lane is proposed on the south side of High Park Road and the restrictions are required to keep the contraflow cycle lane clear.