



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 and the surrounding area, boost 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.

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
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

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.

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.