

Name	Booked onto the Webinar	Questions in advance
Colin Shearn	Yes	<p>Why are other solutions to reduce pollution in Farnham not being considered. These have been raised to the council already, are available now and easy to implement. They include:</p> <ul style="list-style-type: none"> • Require all distribution vehicles to have Euro 6 (lower emissions) engines. Similar to FORS regulations for access to London • Require all public service vehicles to use GTL fuels (e.g. busses, rubbish collection). Emissions are approximately 12% lower than DERV • Require vehicles waiting at Farnham train crossing to turn off engines (wait time is often 5-10 mins) • Continue deployment of electric vehicles used by county/borough councils • Extend the green light time for each direction on the A31/Station crossing so fewer vehicles stop • Require freight companies to do single drop deliveries in smaller vehicles to retail locations in Farnham (though this will increase the total number of vehicles on the road) <p>Response:</p> <ul style="list-style-type: none"> • This will be considered, but our approach at the moment is to remove those HGVs from the Town that do not need to be there. • We have a bid already in to central governments 'electric bus town' which will see buses that service Farnham being all electric. Our Authorities are already looking at their own fleets to reduce emissions but we will ask specifically re Farnham • This is a good point. We will look to see if we can provide a compulsory requirement or just advisory • As previous response above • To provide more time for A31 through traffic at Hickleys Corner will give less time for traffic, cyclists and pedestrians accessing from the Town and the Station. Part of the Farnham Infrastructure Programme is though to fully review Hickleys Corner. • For Freight deliveries to the town centre we will be looking at all options which may include the use of smaller vehicles, cargo bikes, freight consolidation centres etc
Colin Shearn	yes	<p>There are people with considerable experience in logistics, emissions and city design who live in Farnham and who have offered their experience and help without charge. They have been classified in town council meetings as "amateur public" but they actually make their living providing advice to government and large corporates. How is the Farnham Infrastructure Programme going to engage these people?</p> <p>Response:</p> <p>We are already talking to a number of stakeholders within Farnham. This LLF is one mechanism of that to get people's views and thoughts. We would welcome any other thoughts and offers.</p>

Emma Fox	No	<p>Hello, I would like to know how you are making it easier for disabled people to get in and around Farnham? You are encouraging people to walk and cycle in to town but the footpaths are too narrow in places and also very cracked and lumpy to be able to safely wheelchair into Farnham. Also when town the pavements are narrow, dropped curbs are few and far between. At the moment I don't bother going into Farnham as I don't feel safe moving around in a wheelchair and keeping tabs on my children.</p> <p>Response: We are looking to review the whole of the streetscape as part the work. Accessibility will be a key requirement for the schemes with new kerbs/ dropped kerbs and widened footways.</p>
Simon Paterson	No	<p>1) What is the decision making power of the group? 2) What is the reporting and accountability structure within Farnham, Waverley and Surrey councils? 3) Is it foreseen that the group could comment or issue instruction on infrastructure projects such as Brightwells and Woolmead developments? 4) Is this just a talking shop or does it have any teeth?</p> <p>Answer:</p> <ol style="list-style-type: none"> 1. The Farnham Board has no Executive Powers. The responsibilities will remain with the accountable authorities but as the Leaders of those Authorities sit on the Board it is not envisaged that this will be an issue. 2. The Leaders sit on the Board, being advised by their respective Senior Officers, Tom Horwood CEx of Waverley, Iain Lynch Farnham Town Clerk and Katie Stewart, Exec Director Environment, Transport and Infrastructure Surrey CC, who will report back through their existing governance arrangements. 3. We are already in discussions with Crest Nicholson (Brightwells) re the proposed works on East Street and the Royal Deer Junction. Woolmead is the subject of Planning discussions with Waverly. 4. The composition of the Board and the resource to date demonstrates the intent to work to resolve the issues in Farnham
Charlie McAuliffe	No	<p>What measures are planned to reduce the speed of vehicles travelling down Castle Hill? At present there are NO restrictions or traffic calming measures. Cars, vans, lorries and bikes speed down the hill at a terrifying rate. An accident waiting to happen.</p> <p>Answer: We have commissioned work to look at the provision of a 20mph speed limit in Farnham TC which will include Castle Street</p>
Ian Wallace	No	<p>" Some years ago I think there was a Feasibility Study undertaken for an A31 underpass or an overpass bridge at Hickley's Corner to relieve the continual congestion of Station Hill and South Street. Are there any plans to reconsider either of these projects ? "</p> <p>Answer: This is one of the projects. The scheme was developed in 2004 and is currently being reviewed as to whether it still meets todays requirements or will need reviewing. As with all the schemes we will undertake a full consultation.</p>

John Ely	Yes	<p>Brightwells Gostrey Centre was once at the heart of the town centre and was to re-located within the Brightwells Yard development. However that all changed and we were “moved” out of town and now reside at Memorial Hall under a Licence to Occupy. There is no meaningful bus service to the Hall and the intimacy and friendliness of our “old Centre” is much missed. We would love to be “part of the Town” once again and ask the Forum to consider all options for a multi- purpose community facility for older people - perhaps a Drop in Centre - within a more user friendly pedestrianized Town Centre envelope</p> <p>Answer: More than happy to discuss further</p>
Zofia Lovell	Yes	<p>1) In order to be able to comment meaningfully on the proposals put forward, we would need to comprehend fully what the four proposals entail . It is important therefore that the community are able to ask supplementary questions following this meeting in order to understand what has been agreed with the Statutory Consultees and what is actually feasible or possible? The SOFRA Committee have read articles that have appeared in the press in the past and we want to ask if the results of this new project (or programme) will be achieved through community involvement from the start, or have plans already been made and the community will be asked to endorse them in due course? In other words, is it a top down new project or one that will be developed from the bottom up?</p> <p>2) Our second question relates to ANY Relief Road and the overall proposals. For many years a Western Bypass has been the best/preferred option for cutting congestion and traffic management in, and around, Farnham. We would like to see an up to date model of a western bypass to understand fully the current pattern of traffic across the town, before any decisions are made which require spending large sums of money on anything. If this is not an option we would like to know why.?</p> <p>Answer: As you will see from our LLF proposals we are intending to engage with Resident Associations. We have no preconceived ideas or plans. We have though in early discussions with stakeholders identified a number of the issues that need to be addressed that will be identified in the Vision Document for Farnham that we will be shortly consulting on. With regard to the Western Bypass nothing is off the table and we will look but whether it meets current day requirements could still be an issue</p>

Pamela Pownall	Yes	<p>1. I am all in favour of a Wrecclesham bypass, as the current arrangement is dangerous to pedestrians and vehicles alike. However, has the impetus to achieve a full WESTERN bypass gone? This is especially pertinent now with the prospect of additional development at both Coxbridge and Northbrook Park. Anyone wishing to go northwards (Fleet, Odiham etc.) from these sites will either go through the town and up Castle Street, or along the A31 and via Upper Hale. Neither of these two areas can stand more traffic and, just as importantly, pedestrianisation of the town centre would not be achievable.</p> <p>2. I would support the idea of an underpass at Hickley's Corner with an overhead roundabout at street level. Would it be possible to add an extra access point to the roundabout other than the four obvious ones? Currently, traffic from the A287 Frensham Road wishing to access the A31 passes over the level crossing, adding to the already congested area and consequent air pollution (especially now with extra train services to Guildford); or it goes through the town via whatever route is less congested. An extra access point to the roundabout could be achieved by making the Firgrove Hill road curve round at the junction with Station Approach, then leading down the slope through what is now trees to join the roundabout. Benefits : Traffic would not need to use the town roads (Longbridge and Victoria Road) to reach the A31. Reduced congestion around the level crossing – better air quality The current hill down to the Cobbett would be a side road, used just for access to the immediate facilities – usage much more suited to its size.</p> <p>3. How would a pedestrian / cycle path be incorporated into the roundabout?</p> <p>1. No. see answer above</p> <p>2. We will consider everything</p> <p>3. That would certainly be our intention</p>
Cliff Watts	No	<p>The traffic light improvement at the crossroads in Badshot Lea has been in the pipeline for some years. We are aware that funding for the scheme has now been provided through local developer s106 contributions and work can finally begin, hopefully in the near future.</p> <p>We would like confirmation of the current situation:</p> <ul style="list-style-type: none"> - Are the project plans now complete or are we still at the planning stage? - When can we expect the onsite work to begin? <p>We would be most grateful for clarification of the above</p> <p>Answer</p> <p>Will provide a full response</p>
Christopher Butler	No	<p>Can we be assured that SCC will object to Veolia application for an Incinerator beside the A31 at Froyle, near Alton, due to the fact that 48% of HGV movements will come from Farnham direction, which will create more chaos to the already major traffic problems in and around Farnham, and would add to the very serious level of pollution Farnham already experiences.?</p> <p>Answer:</p> <p>I can't comment on the stance we will take as that is still being considered</p>

		But I can confirm the implications will be fully taken into account as we develop our proposals
Michael Guyver	Yes	<p>why we prioritise traffic entering the one-way circuit over traffic leaving it? For example, the traffic from west street has priority over the traffic from Downing Street. This has the effect of filling rather than draining traffic from the circuit, thereby increasing congestion and slowing speeds, impacting its throughput. Enacting other measures to enable the circuit to flow and drain faster would assist, including those to encourage drivers not to wait at the north end of South Street as they wait to change to lanes. The Germans have a mechanism called Reißverschlussverfahren -- a "zip mechanism" -- in which drivers are expected to alternate merging slots. Why don't we pilot signage to encourage our hesitant drivers to do just this? They have the first 100m of South Street in which to do so.</p> <p>Answer to follow</p>
David Gill	No	<p>Farnham Sports Council champions the safeguarding of the town's precious parks and sports grounds. Critically, Farnham's residents will always need to benefit from active and healthy lifestyles so how can the Farnham Infrastructure Programme guarantee to protect them for people to enjoy in perpetuity?</p> <p>Answer to follow</p>
Michelle Quinlan	Yes	<p>'What action is proposed to divert HGVs away from the centre of the town and Upper Hale Road?'</p> <p>Answer to follow</p>
David Quinlan	Yes	<p>Castle Street is one of the widest streets in the UK, yet it is not served with any form of pedestrian crossing. What measures are being considered to prioritise and safeguard pedestrians within the town centre?</p> <p>Answer to follow</p>
Peter Goodman	No	<p>Question: Do you forecast increased car traffic levels when Brightwells and the other town centre developments are completed in 2021?</p> <p>Answer to follow</p> <p>Question: How do you see cycle tracks helping with getting more people into town to visit the increased retail space when Brightwells is launched?</p> <p>Answer to follow</p> <p>Question: Are there any plans for any form of rental ebikes?</p> <p>Answer to follow</p>