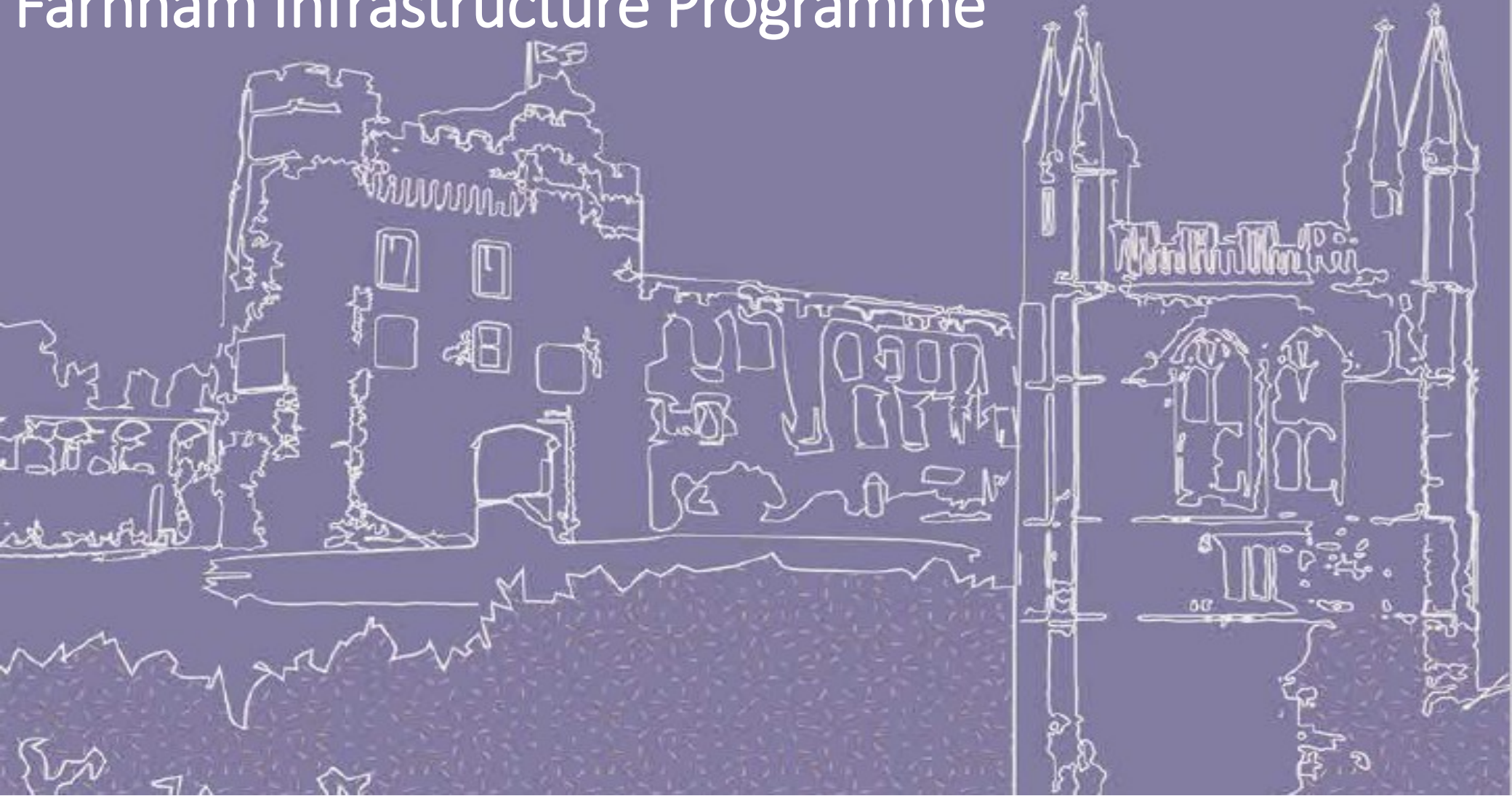


Meeting Notes

- 2 hour meeting 6.30 – 8.30 pm
meeting is public and recorded
- Panel: the presenters will be on view
when slides are on view, images will be in small window
- Invitees will be listed in the **Participants** window
- Questions can be posted in the **Q&A** window
we will be monitoring this
- Questions can also be raised by requesting to speak
*click **Raise Hand** in the **Participants** window*
questions raised this way will get priority
- Please keep all questions and comments brief
- Please keep your microphone muted, except when speaking
so we don't hear background sound in your home
- We will respond to any questions, not covered during the meeting, by email afterwards

Local Liaison Forum 7 – Upper Hale

Farnham Infrastructure Programme



Local Liaison Forum – Upper Hale

Introductions

Chair

Councillor Andy MacLeod

Councillors

Cllr John Neale, Cllr Wyatt Ramsdale

Programme Team

Paula Gough – Programme Manager, Arcadis Consultancy

Alex Pye – Atkins Consultancy

Apologies

Chris Tunstall – Programme Director, Surrey County Council

Local Liaison Forum – Upper Hale

Agenda

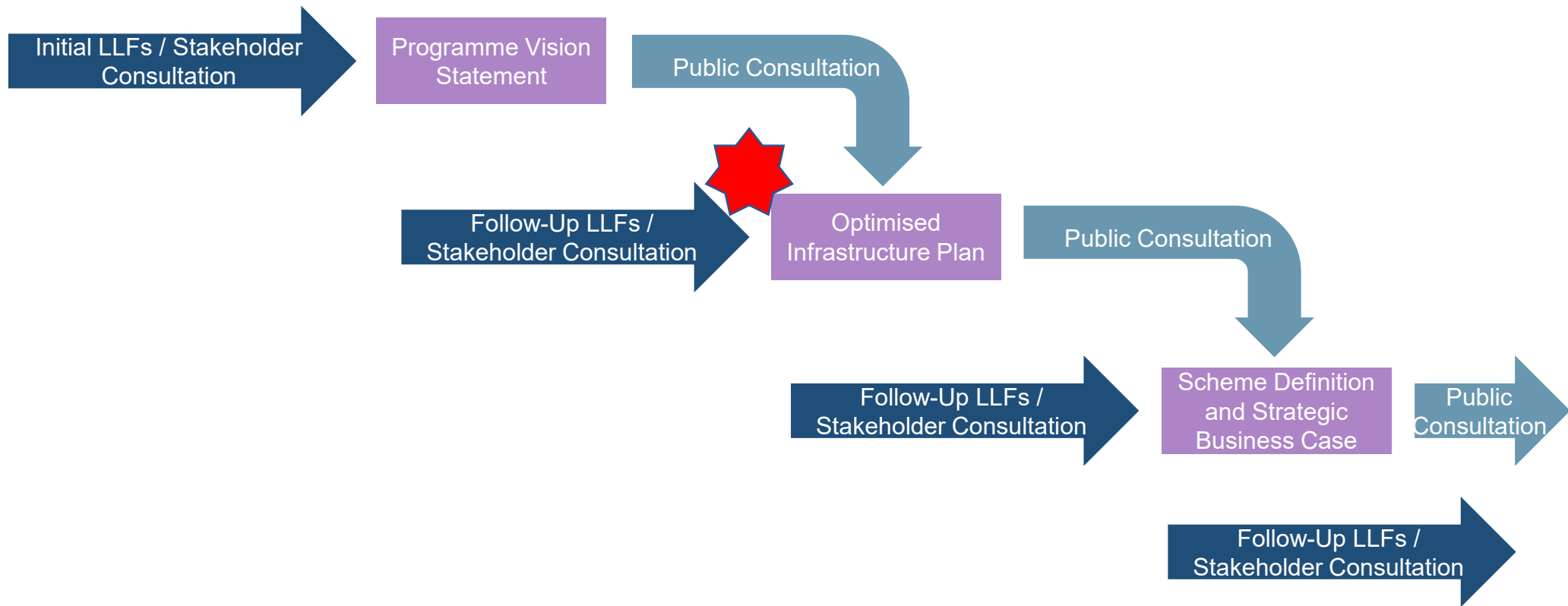
1. Welcome and opening remarks – Andy MacLeod (5 minutes)
2. Update from the Programme – Paula Gough (5 minutes)
3. Thoughts from the North Farnham community – Catherine Powell (20 minutes)
4. Introduction to discussion – Andy MacLeod (2 minutes)
5. Participant discussion – All (85 minutes)
6. Closing remarks – John Neale (3 minutes)

Local Liaison Forum – Upper Hale

Objectives for today

- Update on the Farnham Infrastructure Programme to date
- Outline issues and infrastructure suggestions for North Farnham
- Seek your views on the future infrastructure provision of North Farnham

Consultation in the programme development process – a reminder



Context for the Optimised Infrastructure Plan (OIP)

The development of the OIP is built upon:

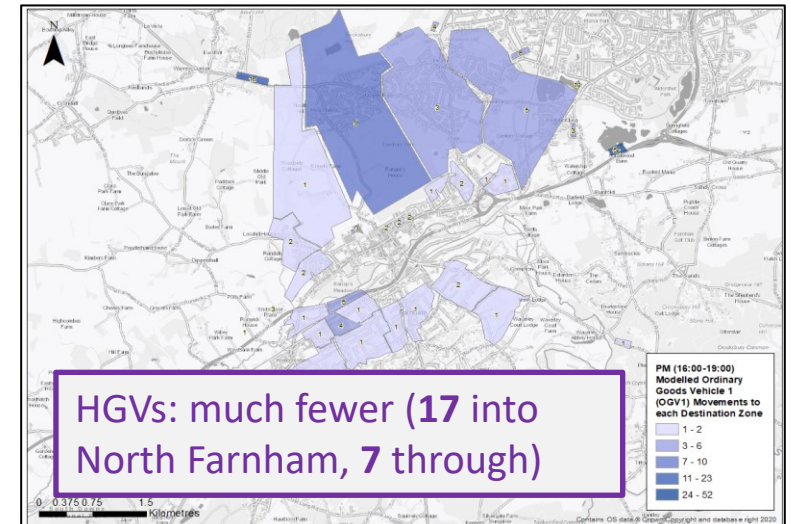
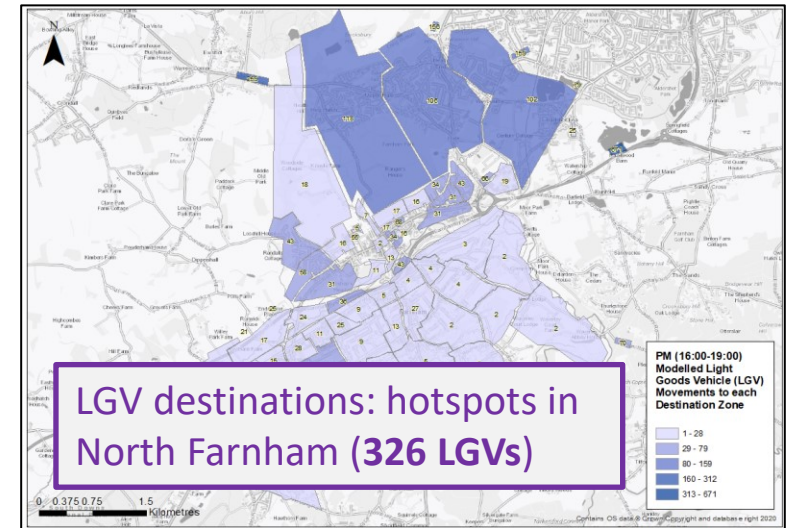
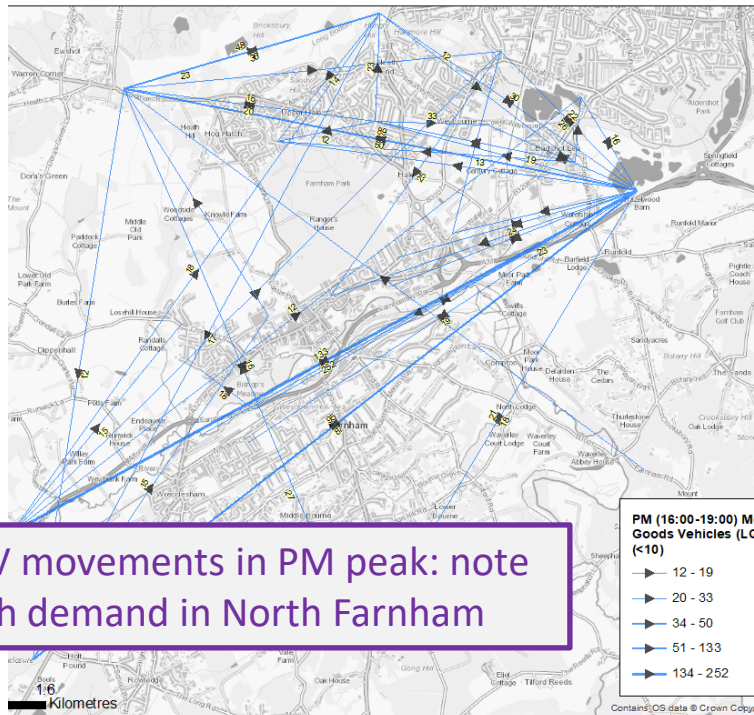
- Previous consultancy studies of Farnham and the A31 Corridor, providing base evidence
- Community and elected-member proposals for the future of Farnham, including observations submitted at the LLFs
- Local, Borough, County and central Government policy and strategy, including place, climate and transport strategies



Recent programme work – HGV Study

Detailed analysis of HGV movements

- Analysed traffic volumes and patterns
- Assessed impacts (e.g. collisions, air quality)
- Identified options and action plan

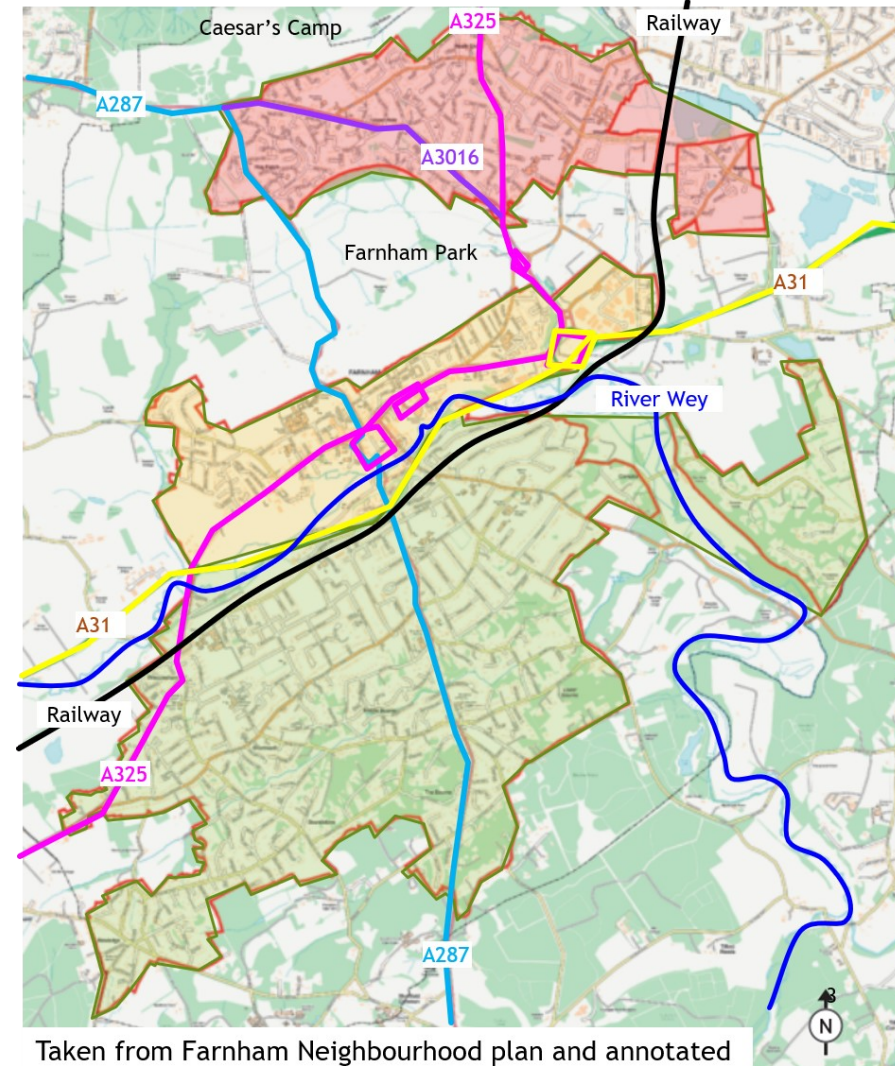


Thoughts from the North Farnham community

Catherine Powell – North Farnham Voice

North Farnham key challenges

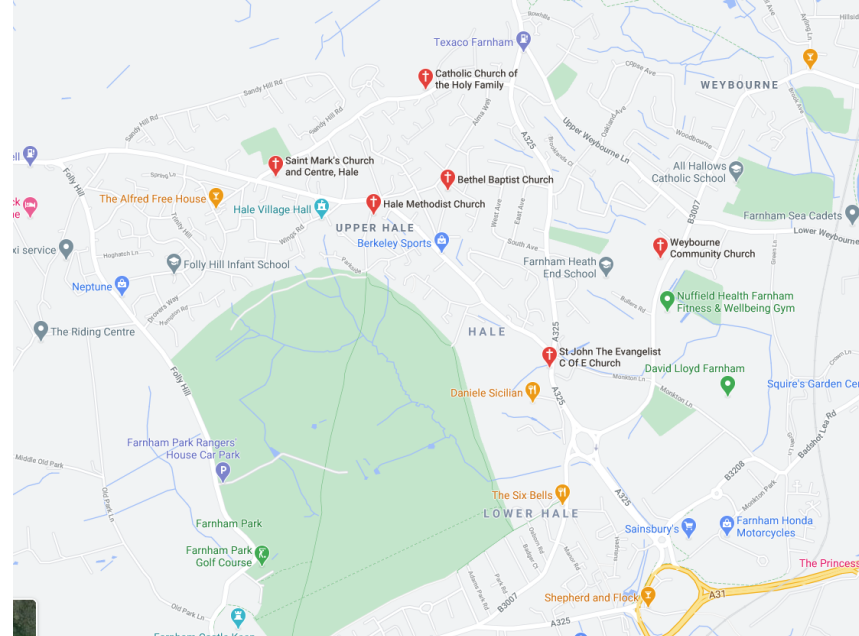
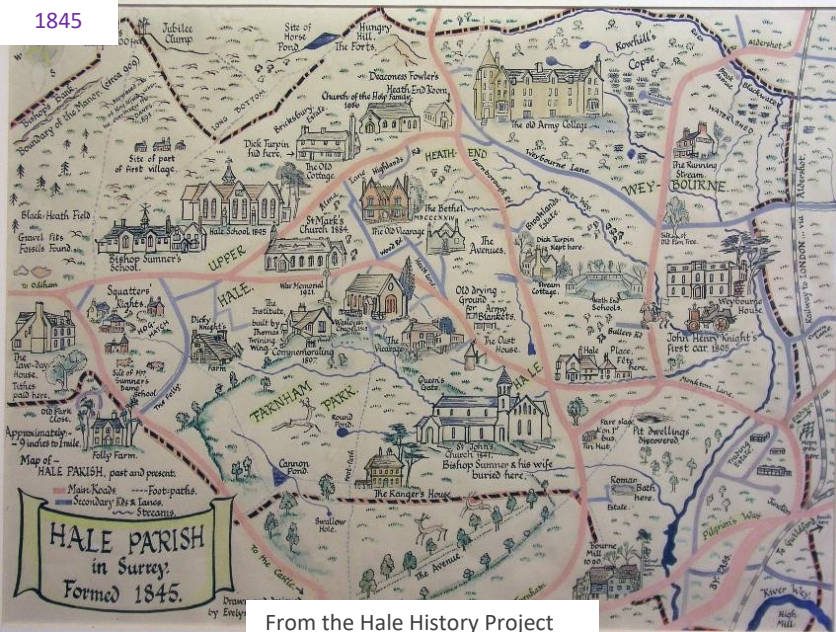
- **Large housing developments to the North in Hampshire increasing infrastructure pressures**
- Traffic and poor air quality leading to road safety and health issues
- Lack of connectivity and public transport
- Lack of pedestrian / cycling provision – limited pavements and cycle paths
- Lack of public amenities
 - No Doctors surgery in North Farnham
 - Only one Pharmacy
 - Insufficient school places for population and increased pressure on places
- Higher housing density with narrower local roads than other areas of Farnham.
- Historic villages being lost



Taken from Farnham Neighbourhood plan and annotated

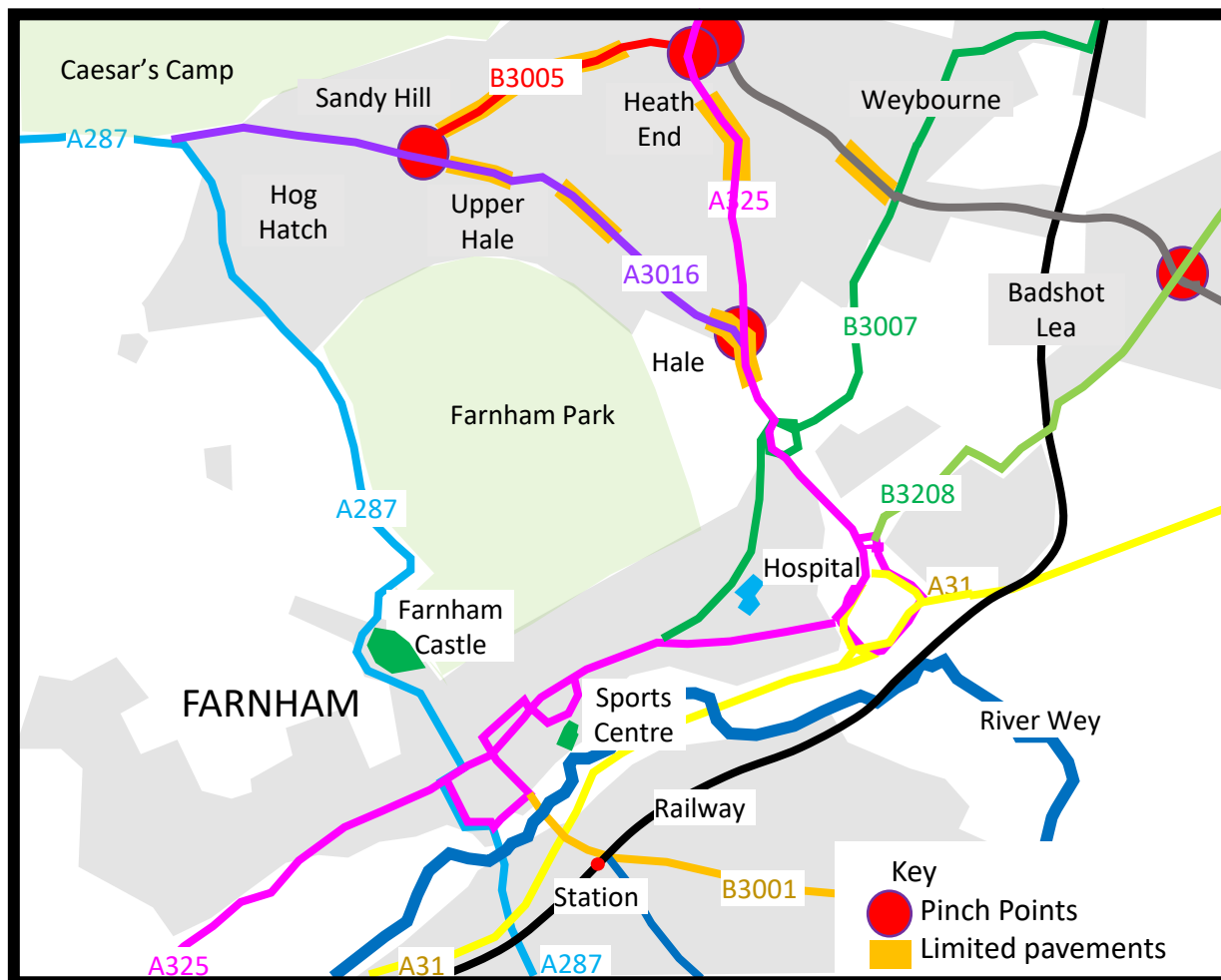
Same primary roads as over 175 years ago

1845



Roads and pavements are inadequate

- Significant house building in Hampshire impacting on area with no increased infrastructure
- Traffic to / from M3 and Fleet along A287 then A3016 (Upper Hale Road), via A325 to A31
- Traffic to / from Farnborough, Aldershot along A325 to A31 or along B3005 to A287
- Traffic along B3007 (Weybourne Road)
- Pinch Points
- Narrow and limited pavements on primary roads including B3005, A3016 and A325 and Upper Weybourne Lane
- Ideal pavement width is 1.8m to allow for two wheelchairs to pass. In some areas there are no pavements on either side of the road. On the main roads there are sections with less than 0.5m right next to HGVs!



Would you walk or cycle on these roads?

- Government drive for active travel BUT
- If people don't feel safe they won't walk or cycle
- People with mobility issues have limited access



Parked cars currently protect pedestrians on narrow pavement



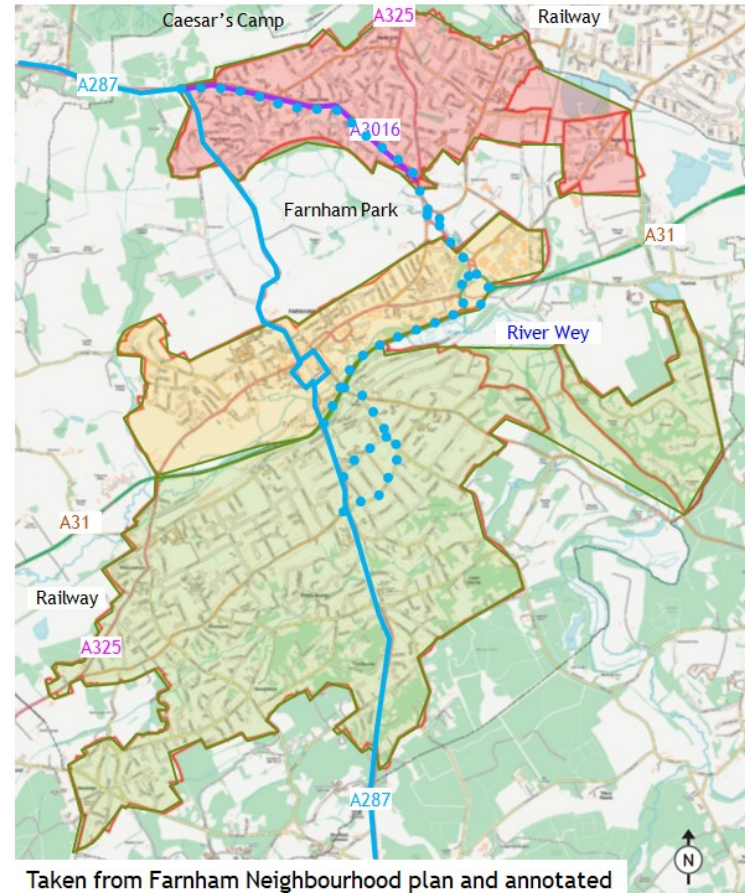
Upper Hale Road



Farnborough Road junction with Upper Hale Road

If the A287 through the Town Centre is closed where does the traffic go instead?

- If no alternative A287 route is constructed this can only drive more traffic on to the already congested roads of North Farnham
- Particular impact on
 - Narrow gap near St John's Church between two Grade II listed buildings on the Farnborough Road (A325)
 - The Upper Hale Road (A3016)
- Neither are wide enough for two lanes of traffic and neither are pedestrian or cyclist friendly today



Taken from Farnham Neighbourhood plan and annotated

Key success criteria for North Farnham

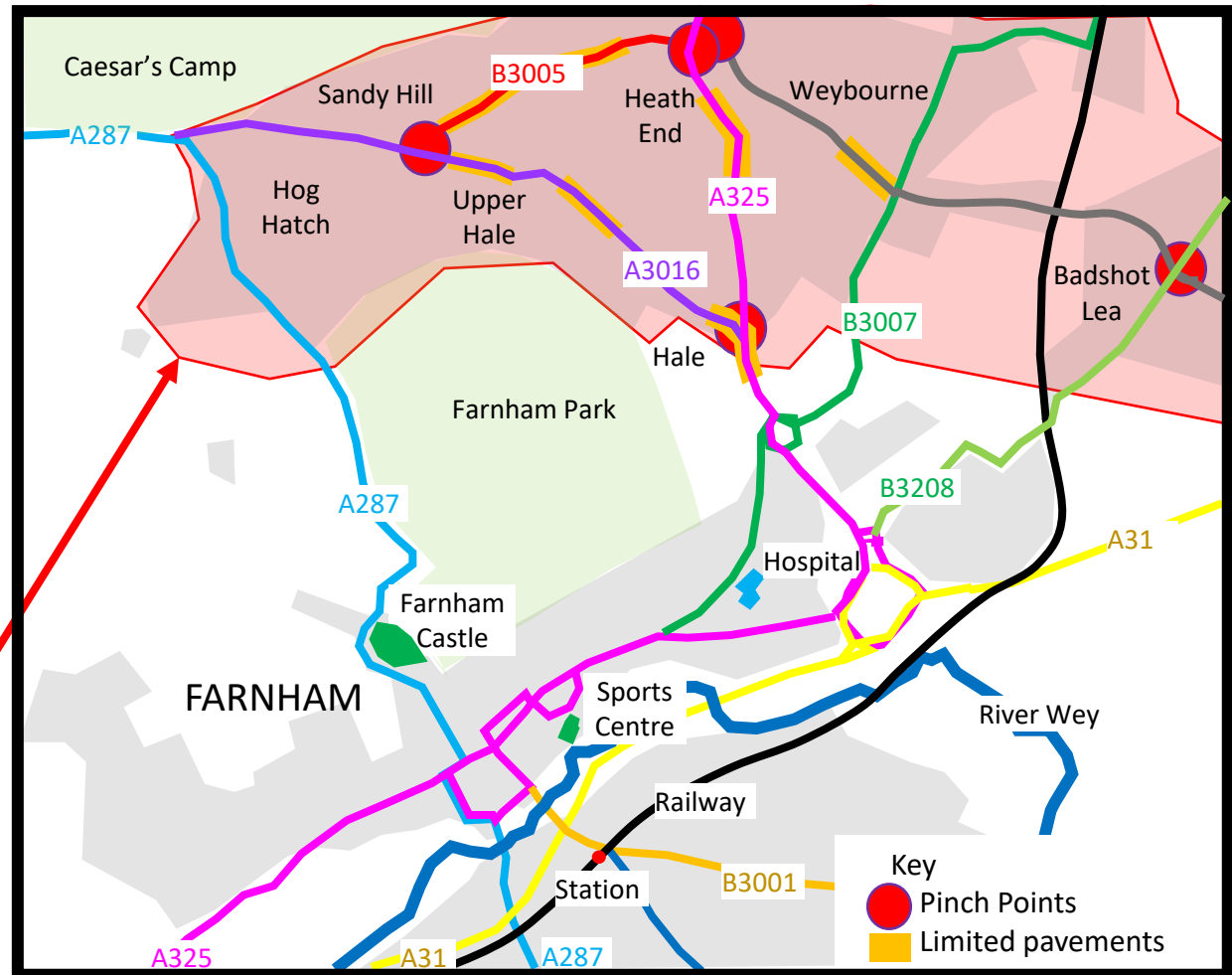
- Reduce traffic
- Improve road safety and air quality
- Improve connectivity both within North Farnham and with Central Farnham
- Improve public transport and make more affordable
- Improve pedestrian and cycling provision
- Increase public amenities
 - Doctors surgery in North Farnham with pharmacy
 - School access
 - Youth centre and other facilities

Possible solutions on following pages gathered from input to North Farnham Voice Facebook Page and email address

Possible short term / quick win solutions

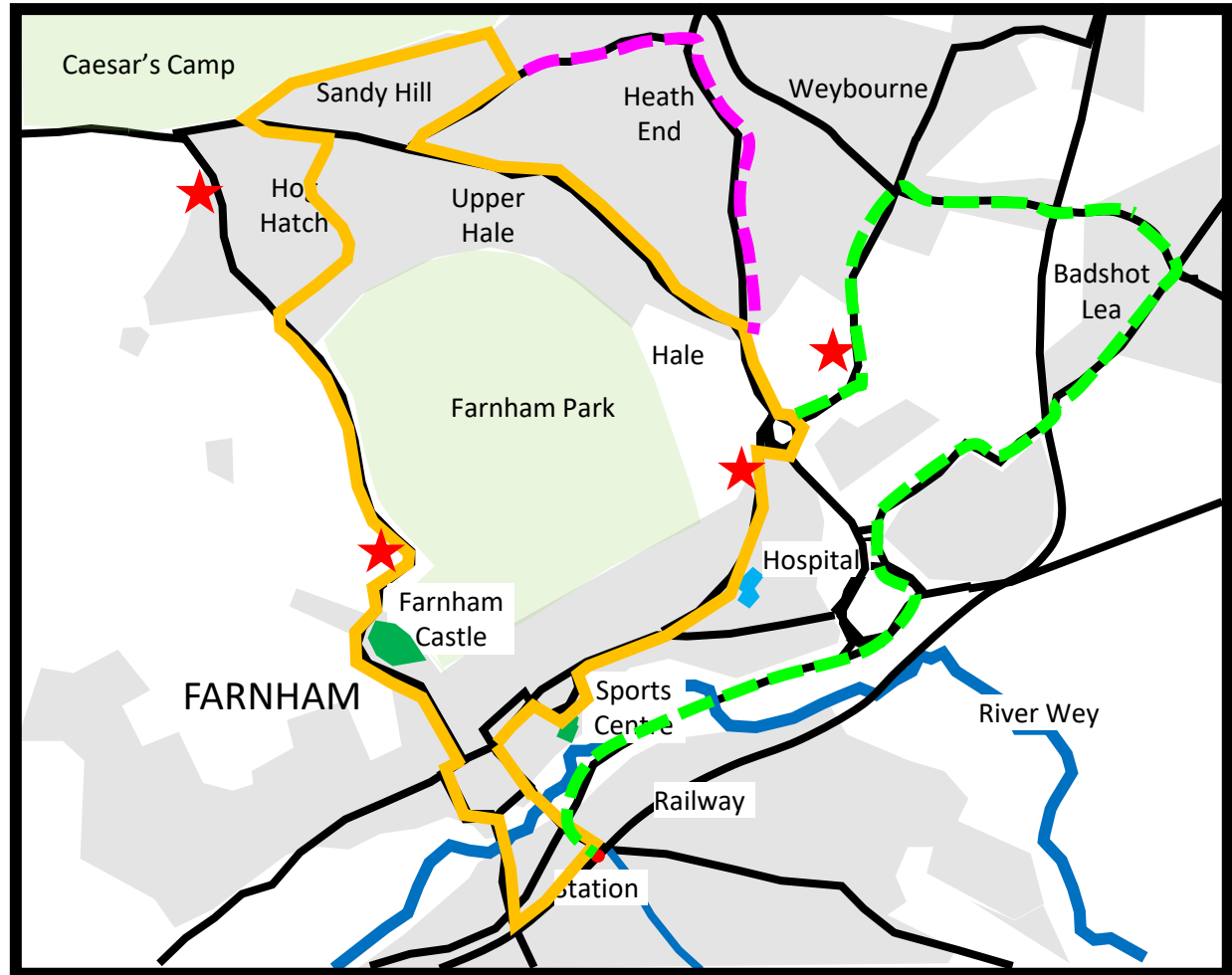
Reduce need / desire for non local traffic to come through North Farnham

- Ban HGVs greater than 7.5T and stop diverting through North Farnham
- HGVs and non local traffic directed to M3 and Blackwater Valley relief road
- Number Plate Recognition system for HGVs to enforce
- 20 mph speed limits in North Farnham entry via A287, A325 or B3007



Possible short term / quick win solutions

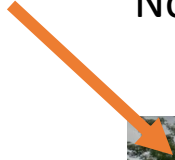
- Free / low cost low floor electric bus running continuous routes with free WiFi from North Farnham via Hospital and Sports Centre and train station to Town Centre on a loop
- EV charging points
- New park and ride / stride with improved pedestrian links to town ★



Possible short term / quick win solutions

Road and pavement improvements

- Improve signage
- Improve existing crossings and link to pedestrian routes
- Reclaim pavements and widen
- Define safe walking routes



Now



Soon?



Same as Wrecclesham?



New estate was supposed to fund upgrade!



Poor crossing points on main school route

Possible short term / quick win solutions

Improved school and speed signage



Possible short term / quick win solutions

No more housing development without improved infrastructure

- Folly Heights adds 96 more home
 - West side of the A287 with no pedestrian or cycling provision
 - No new school
 - No new doctors surgery
 - No new facilities at all
- Cannot be any expansion of housing in this area
- Developers website promotes nearby outstanding schools only one is walking distance the rest are in South Farnham, which given the transport links is a car journey away! —————→
- Same issues in Badshot Lea

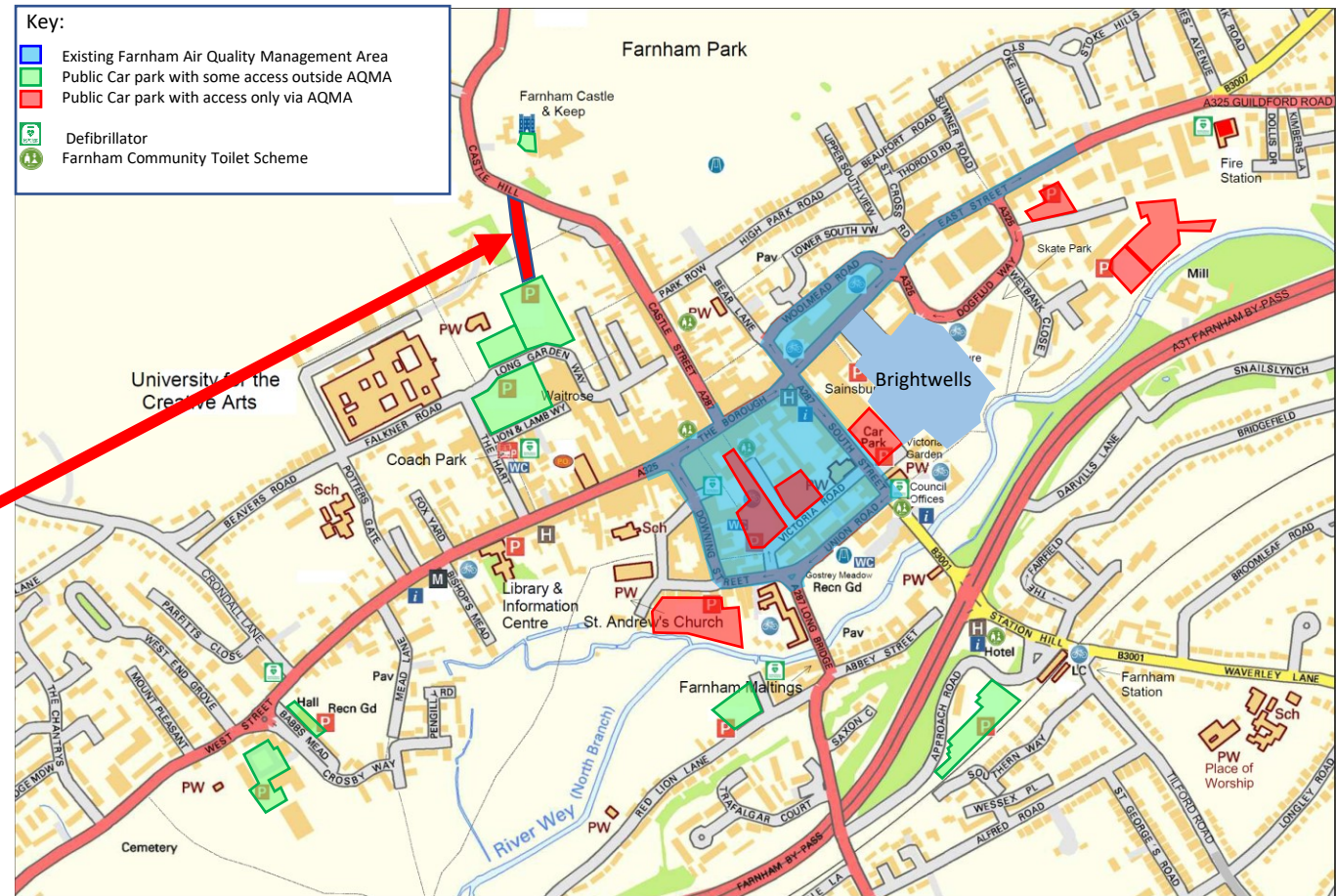


“Those with a growing family in mind will be put at ease with several 'Outstanding' Ofsted rated schools nearby including; Highfield South Farnham School, St Polycarp's Catholic Primary School, South Farnham School and Folly Hill Infant School.”

Possible short term / quick win solutions

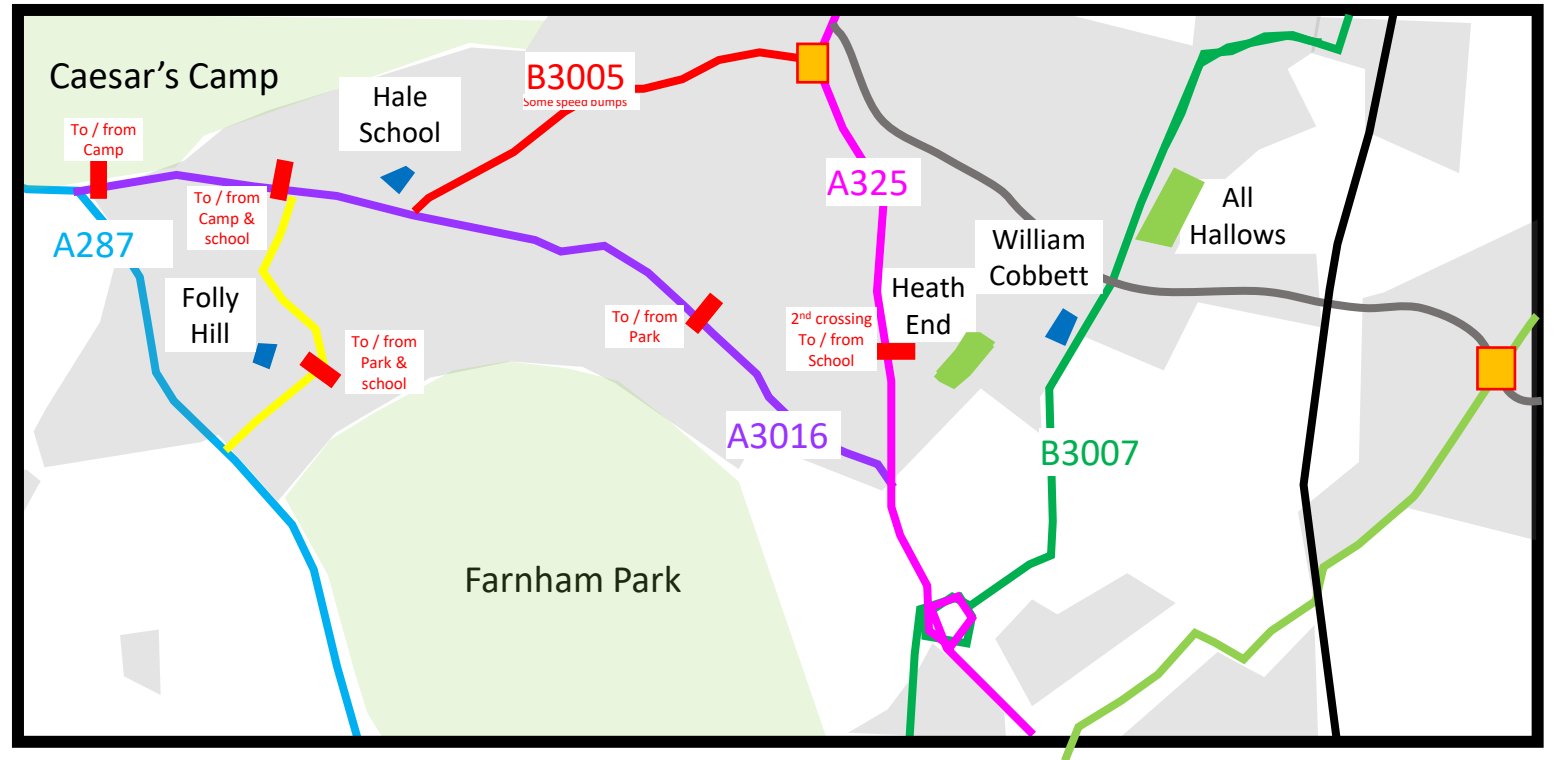
Road changes

- All the town centre car parks can only be accessed from the North by going through the Farnham Air Quality Management Area
- Create access from Castle Hill to Upper Hart Car Park so that if people do need to bring a car they can access the town centre without driving through it



Possible short term / quick win solutions

- Traffic calming
- Reduce need / desire for local traffic to travel in North Farnham
- New crossings in the right places
- Widening pavements
- Improve existing crossings



Key

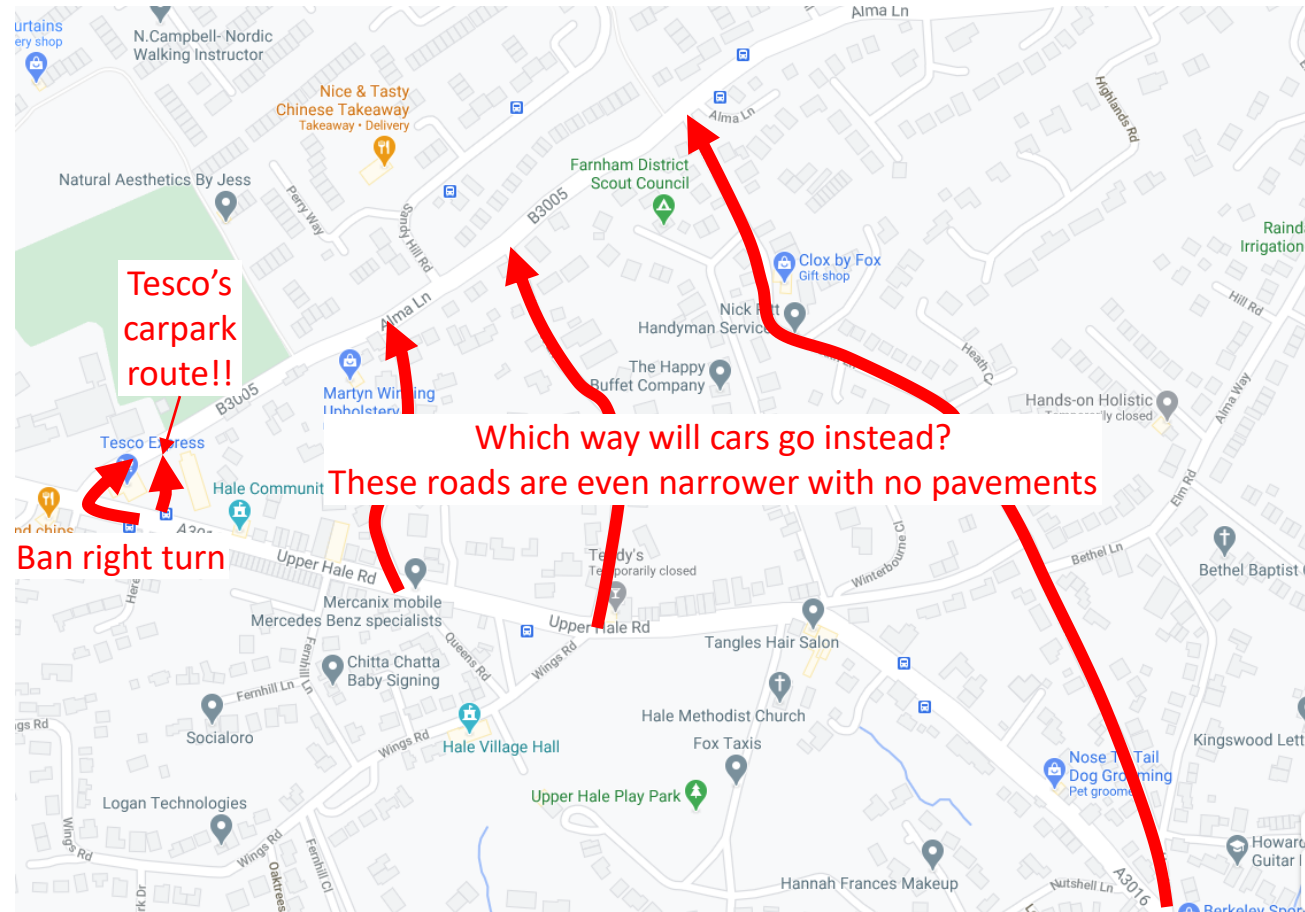
- New pedestrian crossings linked to well used existing pedestrian routes?
- Improved crossing

Possible short term / quick win solutions

One suggestion has been to stop right turn from Upper Hale Road on to Alma Lane

- Pros
 - Traffic will be held up less at junction
- Cons
 - More cars will use other interconnecting routes none of which have proper pavements

Impacts on overall road safety? General consensus is that will make things worse



Possible short term / quick win solutions



Currently situation:

- One narrow pavement
- Parked cars slow down traffic and provide some protection to pedestrians on narrow pavement
- Often gridlocks as cars try to pass parked cars based on changing of the traffic lights

Initial recommendation:

- Remove parked cars and provide alternative provision to allow traffic to move more freely

Concerns

- Traffic will just move faster making it more hazardous for pedestrians and cyclists, decreasing road safety

Alternative:

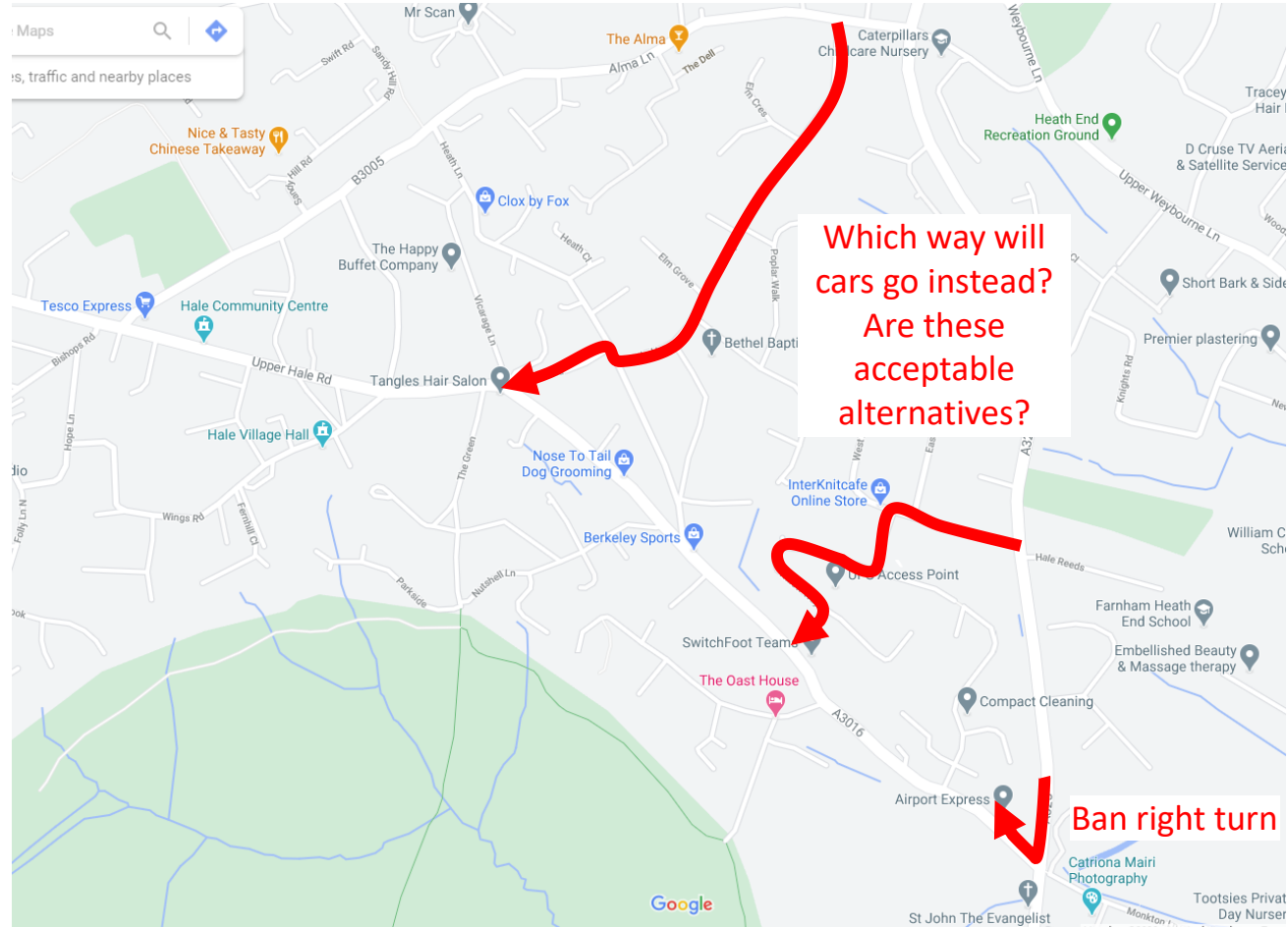
- Use traffic lights to make traffic only go in one direction at a time and limit entry to connected roads to prevent them being used as rat runs
- Widen pavement

Possible short term / quick win solutions

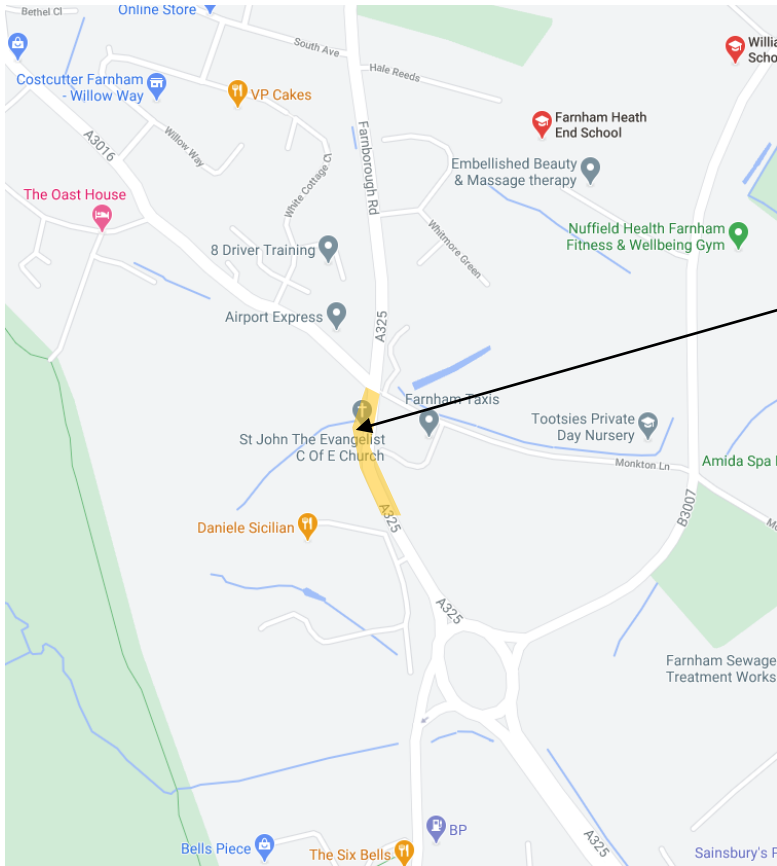
One suggestion has been to stop right turn from Farnborough Road on to Upper Hale Road

- Pros
 - Traffic will be held up less at junction
- Cons
 - More cars will use other interconnecting routes

Impacts on overall road safety?



Possible short term / quick win solutions



Currently situation:

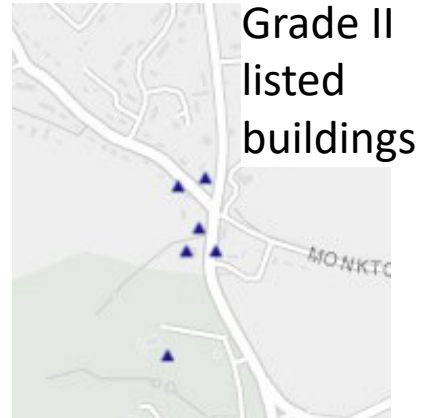
- One narrow pavement, dangerous for pedestrians
- Road is really too narrow for two vans to pass let alone two HGVs
- Gridlocks if people don't give way
- Grade II listed building blighted by traffic



Option 1:

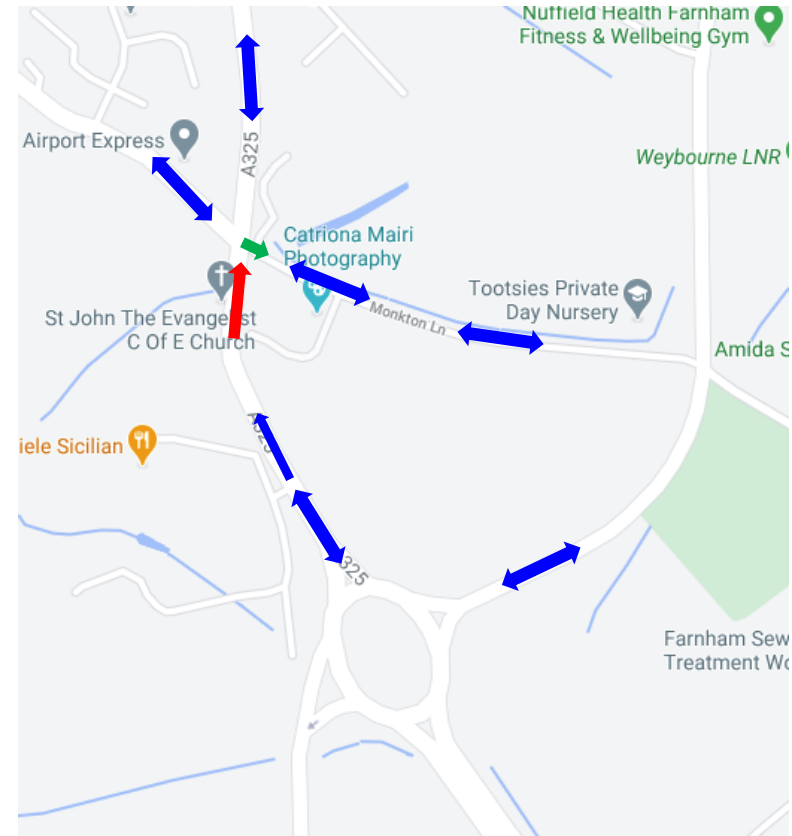
- Move the southern most set of lights further back away from the buildings and use traffic light sequencing to make traffic only go in one direction at a time
- Widen pavement and consider creating cycle lane

Concern: Will slow traffic and potentially increase use of rat runs



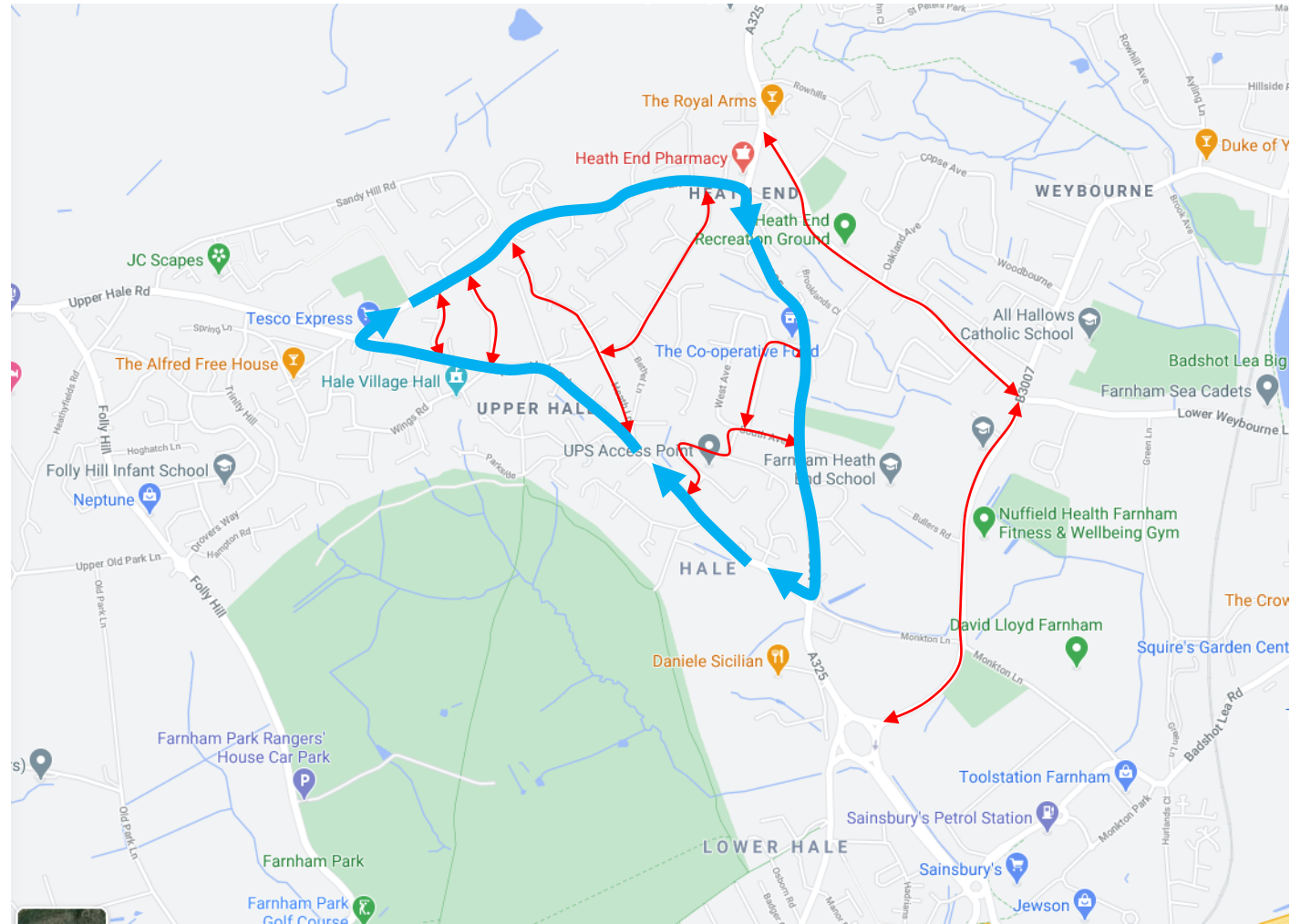
Possible short term / quick win solutions

Option 2 – make one way and open up Monkton Lane route again also one way



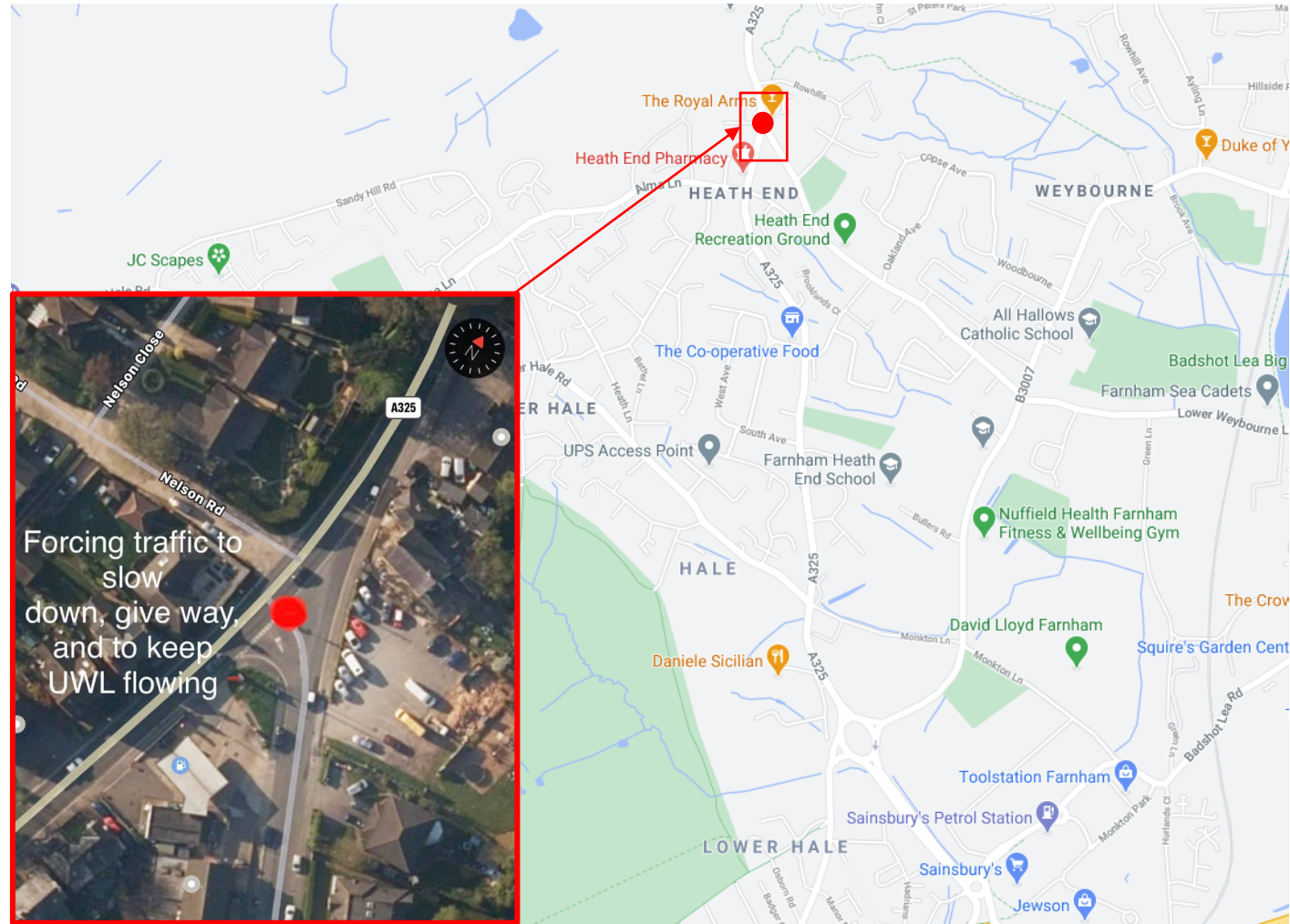
Possible short term / quick win solutions

- Full one way around Upper Hale with wider pavements?
- Increase in rat runs in residential areas?
- Impact on Upper Weybourne Lane and Weybourne Road?
- Improved road safety?



Possible short term / quick win solutions

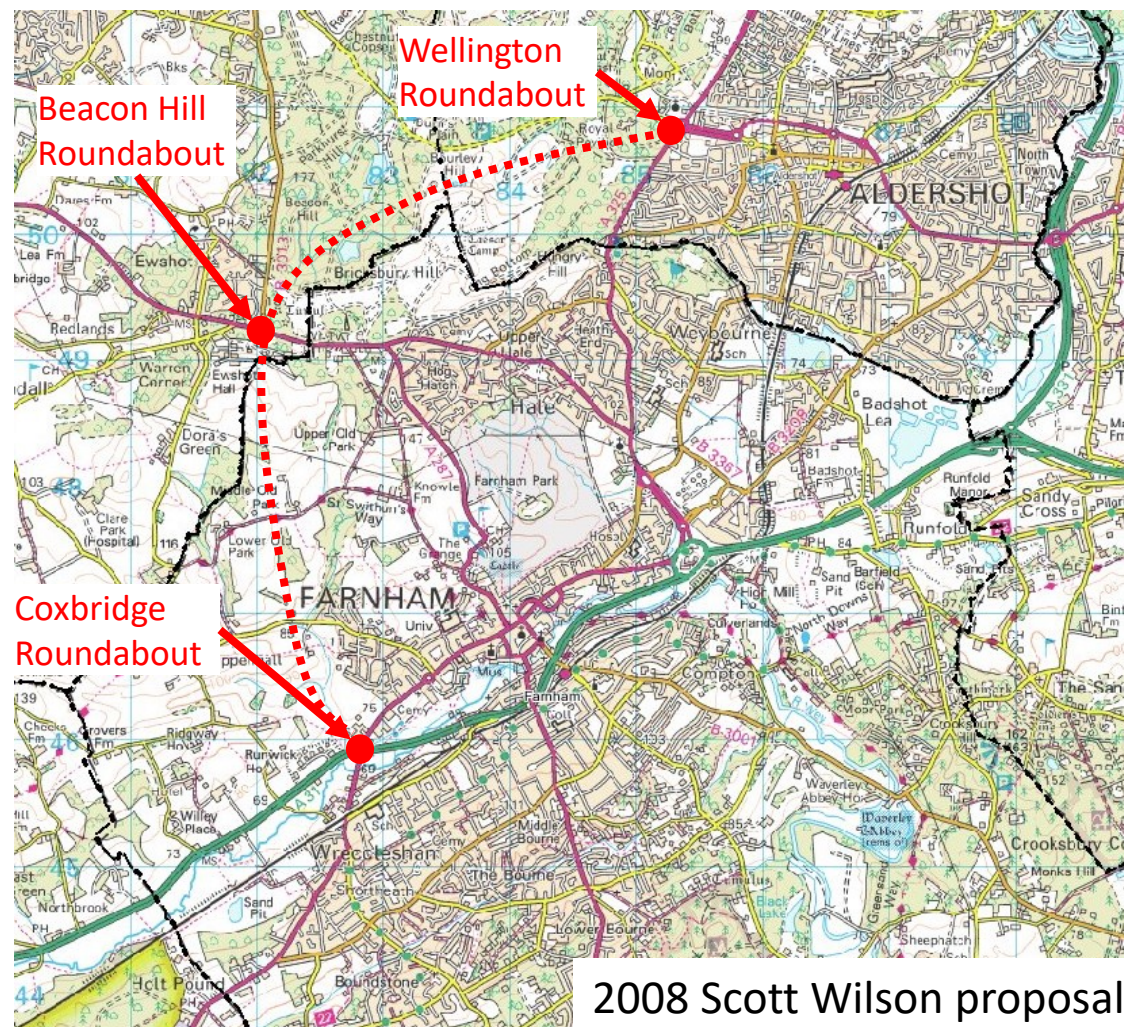
- Roundabout at junction of Farnborough Road and Upper Weybourne Lane
- Pros
 - Easier to get out of Upper Weybourne Lane on to Farnborough Road
- Cons
 - Increased use as rat run?



Possible longer term solutions

Road Changes

- If short term measures don't work / aren't implemented will need to reduce need / desire for non local traffic to come through North Farnham – significant additional roads
- Western Bypass from A287 / B3013 (Beacon Hill Road Roundabout) to A31 at or west of Coxbridge roundabout coupled with
- Northern Bypass from A325 to Beacon Hill Road Roundabout
- **No easy routes and high cost**



2008 Scott Wilson proposal

Discussion

Closing remarks

Cllr John Neale

Local Liaison Forums Programme

Date	Time	Topic	Invitees
5 th August 2020	2020	Launch	Open to all
21 st October 2020	4 pm	Neighbourhoods	Open to all
2 nd November 2020	6.30 pm	Businesses	any Farnham businesses
25 th November 2020	6.30 pm	Community	Open to all
9 th December 2020	6.30 pm	Town Centre	Open to all
6 th January 2021	3 pm	A31 & Hickley's	Open to all
6 th January 2021	6.30 pm	Upper Hale	Open to all
7 th January 2021	6.30 pm	Wrecclesham	Open to all
14 th January 2021	3 pm	Young People	any young people, school and youth leaders

Further LLFs to be organised

Farnham Infrastructure Programme

