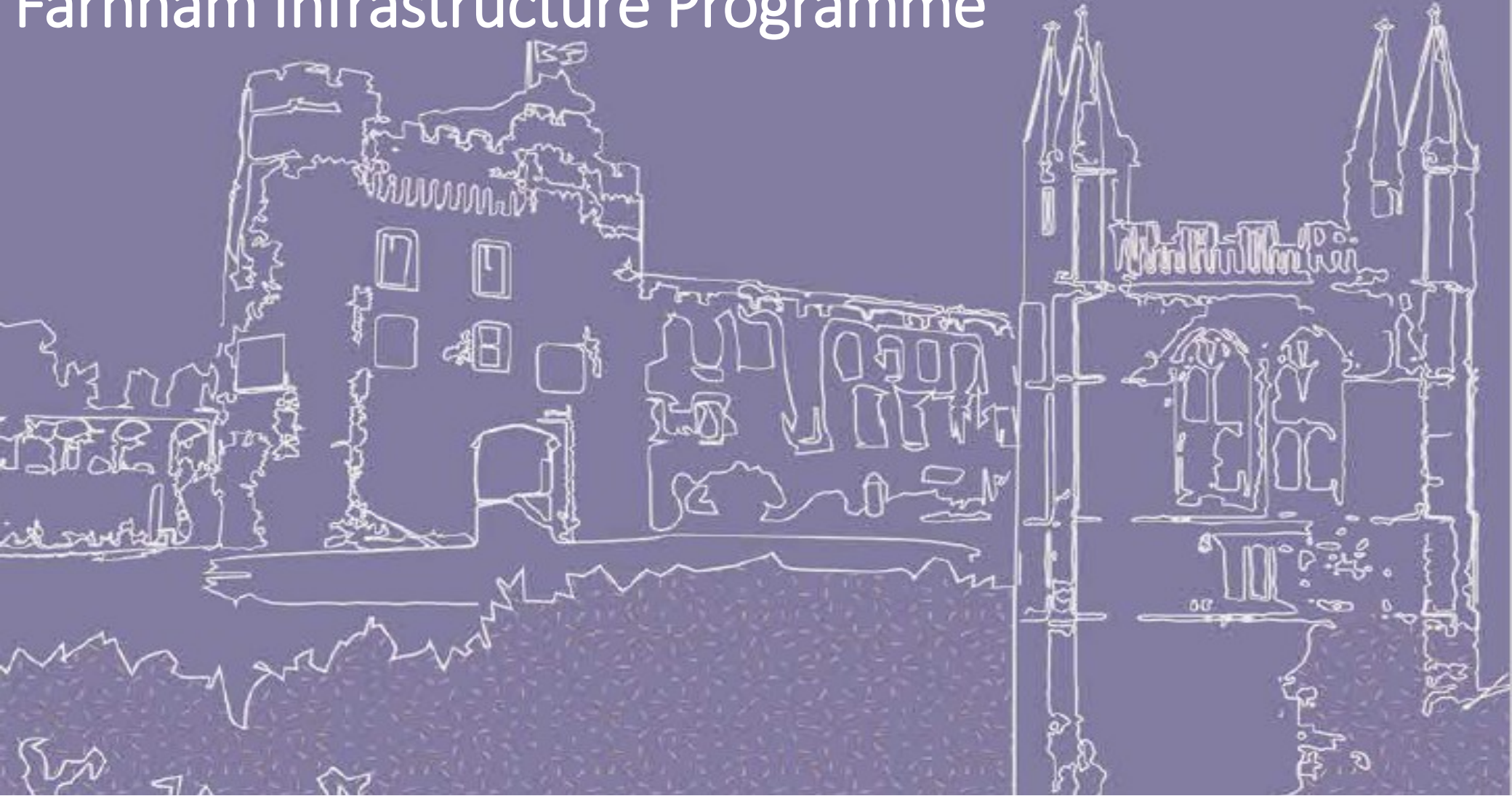


Meeting Notes

- 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 8 – Wrecclesham

Farnham Infrastructure Programme



Local Liaison Forum – Wrecclesham

Introductions

Chair

Councillor Wyatt Ramsdale

Councillors

Cllr John Neale, Cllr Andy MacLeod, Cllr Paula Dunsmore

Programme Team

Paula Gough – Programme Manager, Arcadis Consultancy

Jonathan Foster-Clark – Atkins Consultancy

Apologies

Chris Tunstall – Programme Director, Surrey County Council

Local Liaison Forum – Wrecclesham

Agenda

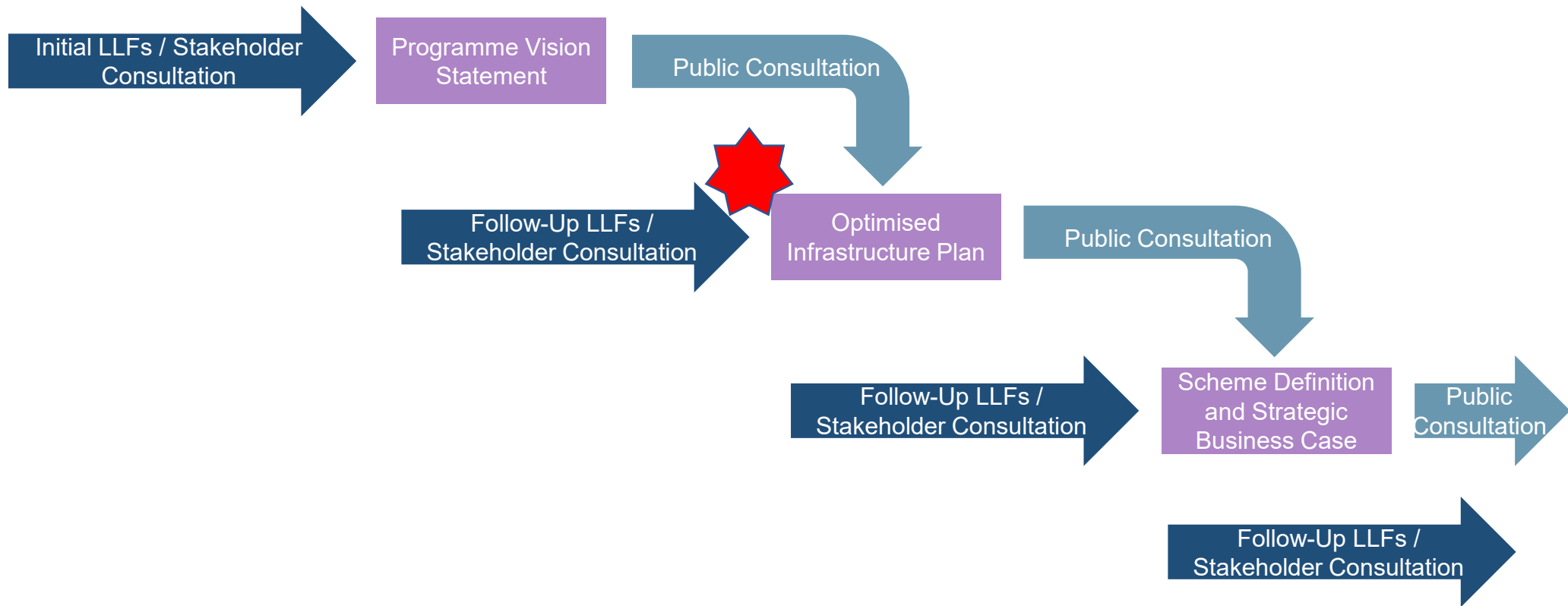
1. Welcome and opening remarks – Wyatt Ramsdale (5 minutes)
2. Update from the Programme – Paula Gough (5 minutes)
3. Precedent and business case requirements – Jonathan Foster-Clark (10 minutes)
4. Achieved to date, more needed – Paula Dunsmore (20 minutes)
5. Participant discussion – All (75 minutes)
6. Closing remarks – Wyatt Ramsdale and Andy MacLeod (5 minutes)

Local Liaison Forum – Wrecclesham

Objectives for today

- Update on the Farnham Infrastructure Programme to date
- Outline background and infrastructure suggestions for Wrecclesham
- Increase awareness of building a Business Case
- Seek your views on the future infrastructure provision of Wrecclesham

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



Business case requirements (i)

- The Programme will need to seek funds for major capital investment (e.g. bypasses) from a variety of external / Government sources (via EM3 LEP, DfT, MHCLG).
- This requires a **strong business case**. This must be consistent with Government policies and must demonstrate sound Value for Money.
- It must demonstrate **effective analysis of the problems** (including the root causes) and consideration of a **wide range of potential options** to tackle the problems.
- Government criteria for business cases are evolving, moving away from a historic focus on reducing journey times to an **increasing focus on decarbonisation**.

Business case requirements (ii)

- The **Strategic Case** must show how the preferred options tackle the problems, support the scheme objectives and support Government's policies.
- The **Economic Case** must show how the preferred options have been developed to maximise benefits. **Benefit to Cost Ratio** must exceed 2 ('Good' Value for Money).
 - 'Improving connectivity' → time savings and improved reliability of journeys.
 - 'Supporting business' → reduced business operating costs, increased productivity.
 - 'Unlocking growth' → new homes, new employment space. Benefits calculated through Land Value Uplift.
- Think about the intended benefits from the very outset of options development.

Our initial thinking on the bigger picture

Objectives - what we need to achieve:

- Rapidly reduce carbon emissions – reduce distances travelled, improve efficiency, accelerate uptake of electric vehicles
- Improve quality of place in Farnham – cleaner air, tackle impacts of traffic on town centre and other communities (*incl Wrecclesham*)
- Support the local economy – town centre, wider Blackwater Valley area, support businesses and enable sustainable housing growth (*e.g. Whitehill-Bordon*)
- Well-connected communities – safer, more convenient access for all (walking, cycling, bus)

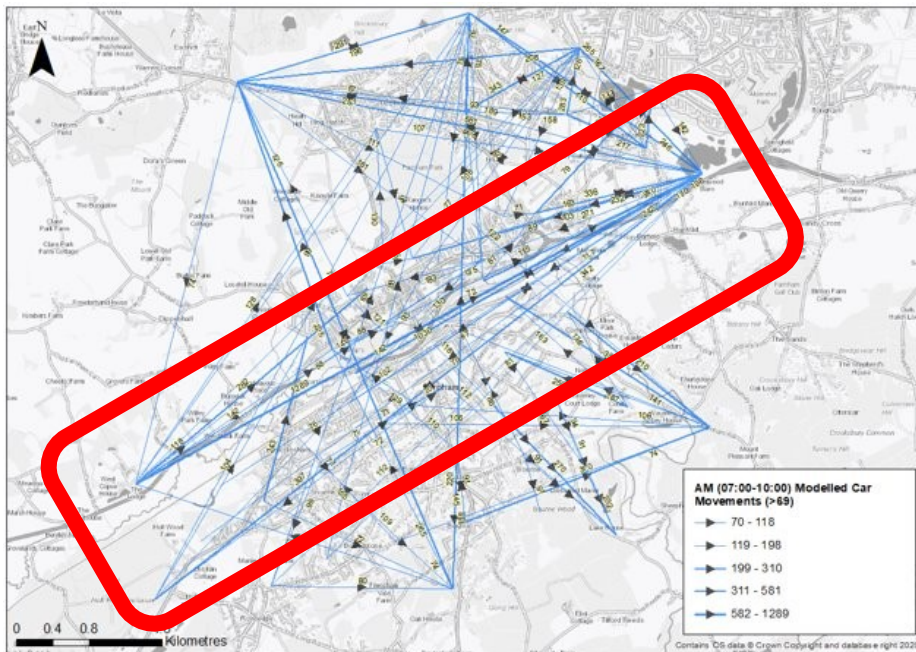
Emerging issues:

- Improved walking, cycling and public transport across the town
- Major improvements to town centre (pedestrianisation, new road layouts)
- A31 as the main E-W traffic corridor: Coxbridge – Hickley's – Shepherd & Flock.
- Traffic management and corridor strategies (Upper Hale, Wrecclesham)

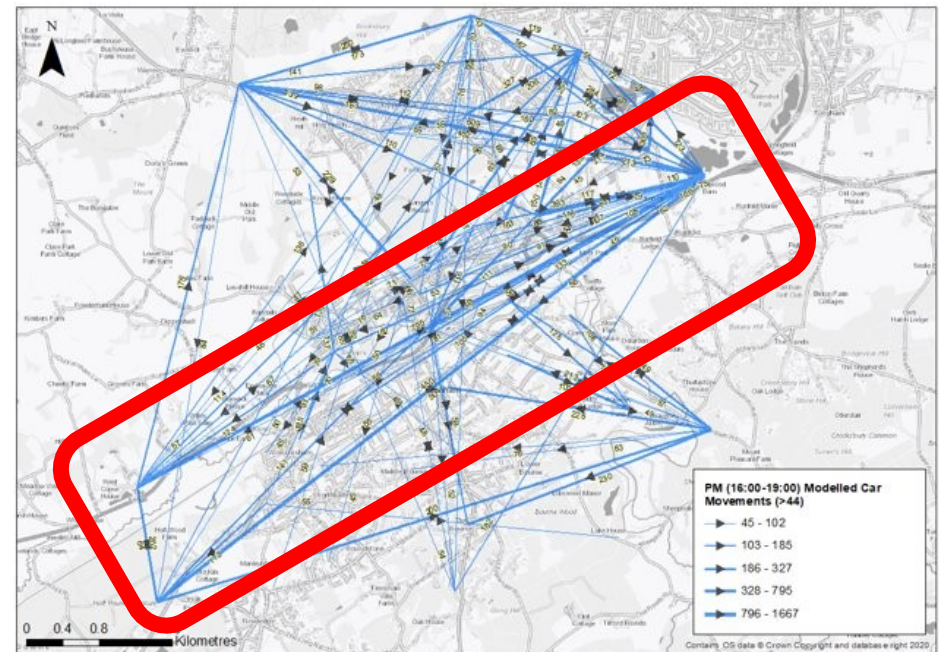
Initial analysis of issues

Traffic demand:

- Origin – Destination movements from 2019 (2020 surveys would be premature)
- Diagrams below are for cars (data also available for goods vehicles)
- Helps understand why traffic is using A325 through Wrecclesham.



Cars: AM peak



Cars: PM peak

Achieved to date, more needed

Cllr Paula Dunsmore

Background – achieved to date (i)

Road

- Crossing point by Meadow Way
- Crossing point at Junction with Echo Barn Lane
- Speedwatch for 2 years
- VAS speed sign now working
- Feasibility study on 20mph and/or crossing
- Alongside ‘other’ work on roads (e.g. School Hill) and footpaths (e.g. Echo Barn Lane)

Background – achieved to date (ii)

Bridge

- New VAS at Railway Bridge
- Improved signage on A31 and A325
- Improved signage on the bridge
- Vegetation cut back around the bridge
- Improved signage on River Lane bridge



Background – promised following representation

- New island crossing on The Street (S106 funded)
- Yellow lines on entrance to Riverdale opposite Co-Op
- ‘Gates’ to village on A325 (from FTC)
- Viability review for a traffic camera on the Co-Op

Ideas on what Wrecclesham also needs

Road and rail

- Speed cameras
- More police enforcement
- VAS signage on A31 for bridge restriction
- Turning point north side of railway bridge
- Monitoring of VAS incidents
- Prompter fault follow-up
- Police follow-up of HGV crash drivers at bridge

Strategic solutions

- A Wrecclesham Bypass
- A first section of a Western Bypass
- A conservation area that performs like a village heart not an industrial A road
- Use of £1m from Bordon to make A325 better for us

Why do we need a Wrecclesham Bypass?

Discussion

Why we need a Wrecclesham Bypass:

- Pedestrian safety
- Cyclist safety especially children going to school
- Noise and pollution in Conservation Area
- Air quality especially on walk to school route
- Road Speeds in residential area (Speedwatch results)
- Improve routing for HGVs and other commercial through traffic (potential saving an hour per vehicle at peak times)
- Improved delivery times and reliability for businesses
- Greater attraction to businesses (jobs) in the Farnham area
- Provision of proper overnight HGV parking rather than use residential roads like Echo Barn Lane
- Remove risks from low bridge and make extra time savings for overheight HGVs
- Economic re-development of the village of Wrecclesham (note Greatham)
- Access to a new CRC / waste station

Closing remarks

Cllr Wyatt Ramsdale
Cllr Andy MacLeod

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

